



सत्यमेव जयते

Ministry of Ports, Shipping and Waterways
Government of India



SAGARMALA
समुद्रमार्ग विकास कार्यक्रम



THE SAGARMALA POST

NOVEMBER-DECEMBER 2020



SPOTLIGHT



EVENTS DETOUR



VIEWPOINT



MARITIME GLORY

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From the **SECRETARY'S DESK**



“Guided by the Mantra of ‘Reform, Perform & Transform’ we are determined to further improve our rankings & scale greater economic growth”

Spearheading the Pace of Projects in The Maritime Sector

The year 2020 has been a challenging year due to the outbreak of COVID-19. As our country was picking up with a series of big reforms in Aatmanirbhar Bharat, Ministry of Ports, Shipping and Waterways too injected monumental reforms that will transform India's maritime sector. These reforms will provide impetus to India's Shipping industry. As India moves into another decade, exciting opportunities await stakeholders, partners and our countrymen in the maritime sector.

In most of the developed economies, Ministries/Departments in the shipping sector are also responsible for the development of Ports and Waterways. Our Ministry has been doing a lot of work related to Ports and Waterways and with the change in nomenclature of our 'Ministry of Shipping' to 'Ministry of Ports, Shipping & Waterways', there has been more clarity in work done along with clarity in name. We are thankful to Hon'ble Prime Minister for his foresight regarding the expansion of the scope of work.

A series of measures were implemented in the months of November and December that will accelerate the development of India's maritime development in the future. Hon'ble Prime Minister Shri Narendra Modi inaugurated the Hazira-Ghogha Ro-Pax Ferry service that will spur the economy between Surat and Saurashtra. Proving to be a great success, this service will give future precedent to such transport services along the inland waterways.

Envisioning 'Aatmanirbhar Bharat' and 'Make in India' in the Shipping industry and empowering our indigenous shipbuilders, Ministry made a historic decision about amending the Right of First Refusal (ROFR) licensing conditions regarding the charter of ships/vessels and first order of priority will be given to the vessels built in India, flagged in India and owned by Indians. This will further give leverage to domestic shipbuilders, boosting their competitiveness in export markets too.

Further enabling our international friendship and partnership with Iran, discount on cargo trade between India and Iran was extended for another year. This will lead to an increase in trade volume between the two countries with benefits extended to Afghanistan as well.

The Year of 2020 was a year of extraordinary achievements for Ministry of Ports, Shipping and Waterways. Indian Regional Navigation

Satellite System (IRNSS) was accepted as a component of the World Wide Radio Navigation System (WWRNS) for operation in the Indian Ocean Region by the International Maritime Organization (IMO).

Indian Ports Association bagged three national and international awards for Indigenously built PCS 1x software for transforming digital service for maritime stakeholders.

Transparency and Good Governance have been the hallmark of our administration. That is why we asked feedback from all stakeholders regarding Indian Ports Bill 2020 and Technical Specifications For Floating Structures along inland waterways. Incorporating the best suggestions in policy implementation, we will strive towards the bigger goal of transforming India's maritime economy.

Further expanding the Blue economy and giving newer dynamism to the blue economy, Expression of Interest have been issued for Stakeholders interested in Sagarmala Seaplane Services and Product Specific Warehouses/Silos. While Sagarmala Seaplane Services will be a game-changer for both aviation and tourism along coastal areas, the Product specific warehouses will radically transform the supply chain sector in our country by drastically reducing logistic cost and saving time through cargo movement at Ports and alongside national waterways.

I am also happy to announce that the work on 'First ever Luxury Cruise Service' Ramayana Cruise on the Saryu river in Ayodhya, Uttar Pradesh have already commenced and I am quite confident that the work will be completed within the timeline.

As a new year and a new decade dawn upon us, we feel great responsibility to fulfil the dreams and visions of transforming the maritime sector in the country. New challenges may lie ahead of us in 2021 but with teamwork and hardwork, we aim to remove every obstacle in our path.

I wish every reader, stakeholder, partner and our countrymen a very Happy New Year 2021 on behalf our large Ministry of Ports, Shipping and Waterways Family.

Sanjeev Ranjan
Secretary, Ministry of Ports, Shipping and Waterways



NAYE BHARAT KA NAYA TRANSPORT



Hon'ble Prime Minister Shri Narendra Modi Flags off Ro-Pax ferry service between Hazira and Ghogha in Gujarat

Hon'ble Prime Minister Shri Narendra Modi inaugurated the Ro-Pax terminal at Hazira and flagged off the Ro-Pax ferry service between Hazira and Ghogha in Gujarat through video conferencing on November 8th, 2020. He also interacted with the local users. He renamed the Ministry of Shipping as the Ministry of Ports, Shipping and Waterways.

Speaking on the occasion, Hon'ble Prime Minister said that

the people of Gujarat have received their Diwali gift. Everyone will benefit from this better connectivity. He added that business will be boosted with faster connectivity. He further said RO-PAX service between Hazira and Ghogha has made dreams come true for the people of Saurashtra and South Gujarat, as the journey has been shortened from 10-12 hours to 3-4 hours. Additionally saving time and expenses, he said that about 80000 passenger trains and 30000 trucks will be able to take advantage of this new service in a year.

Shri Modi also said better connectivity between Saurashtra and Surat is going to change the life of the people in these regions. He added fruits, vegetables and milk could now easily be transported and pollution would also be reduced due to the ferry service. He thanked all those engineers and workers who had remained courageous to develop the facility amidst a lot of challenges. He wished the people for this new maritime connectivity established between Bhavnagar and Surat.

The Prime Minister lauded the way Gujarat has realized its maritime potential in the last two decades and gave priority to the port led development and said it would be a matter of pride for every Gujarati. He listed the initiatives of the State Government in developing the maritime potential of the state like drafting a Shipbuilding policy, construction of Shipbuilding Park and Specialized Terminals, promotion of Vessel Traffic Management system and Ground-Breaking Connectivity project. He said with these initiatives the port sector has got a new direction. He stressed that efforts were made to modernize the entire ecosystem of the coastal area in addition to developing the physical infrastructure.



Hon'ble Prime Minister said that Gujarat has become a gateway of prosperity due to the special efforts of the government in ensuring the development of all types of infrastructure in the coastal area. He said over the past two decades, a unique model of integrated port has evolved from traditional port operations in Gujarat and has developed as a benchmark today. He said the result of these efforts is that the ports of Gujarat have emerged as major maritime centers of the country. Last year, it accounted for more than 40 percent of the country's total maritime trade.

The Prime Minister remarked that the maritime business-related infrastructure and capacity building in Gujarat was working at its full swing. Many of the facilities have reached their advanced stages in Gujarat like Gujarat Maritime Cluster, Gujarat Maritime University and country's first CNG Terminal at Bhavnagar. The upcoming Gujarat Maritime cluster in the GIFT city would be a dedicated system to address the Ports to sea-based Logistics. He said that these clusters would help in strengthening the cooperation between the government, industry and educational institutions and will also help in value addition in this sector.

The Prime Minister said that in the recent past India's first Chemical Terminal was established in Dahej, where India's first LNG terminal was also established, now India's first CNG terminal is going to be installed at Bhavnagar Port. Additionally facilities like Ro-Ro terminal at Bhavnagar port, Liquid cargo terminal and a new container terminal are being prepared. He said with the addition of these new terminals, the capacity of Bhavnagar port will increase manifold.

The Prime Minister said the government is making efforts to restart the ferry service between Ghogha-Dahej very soon. He said many natural challenges have arisen in this project and efforts are being made to remove them through modern technology. He added Gujarat Maritime University will be a big center for getting trained manpower and experts ready for maritime trade. Today, this University provides opportunities for pursuing maritime law, international trade law, MBA in Maritime Management, Shipping and Logistics etc. He said apart from the university, work is also going on to build the first National Museum to preserve the country's maritime heritage in Lothal.

The Prime Minister said facilities like today's Ro-Pax Ferry service or Sea Plane services that was inaugurated on 31st October 2020, has been giving a lot of momentum to water-resource based economy. He said that over the years, serious efforts have also been made to strengthen the Blue Economy in the country. He listed the ecosystems and many schemes made over the years to help the fishermen like financial aid to fishermen for modern trollers or navigation systems that provide accurate information of weather and sea routes. He assured that safety and prosperity of fishermen is the priority of the Government. He added recently launched Pradhan Mantri Matsya Sampada Yojana is also promoting fish related trade. Under this scheme, Rs 20 thousand crore would be spent for infrastructure related to fisheries in the coming years.

The Prime Minister said that the capacity of the ports has been increased across the nation and construction of new ports is also going on at a faster pace. He added efforts are made to put maximum use of about 21000 km of waterway in the country, for the development of the country. He further added that under the Sagarmala project, work has been going on for over 500 projects across the country. He said that transportation by waterways is many times cheaper than road and railways and also causes less damage to the environment. Yet work has been done with a holistic approach in this direction only after 2014. He said that work is going on in inland rivers across the country, to connect many Land-locked states to the sea. He added today in the Bay of Bengal, we are developing our capabilities in the Indian Ocean unprecedentedly. The maritime part of the country has emerged as an important part of Aatmanirbhar Bharat.



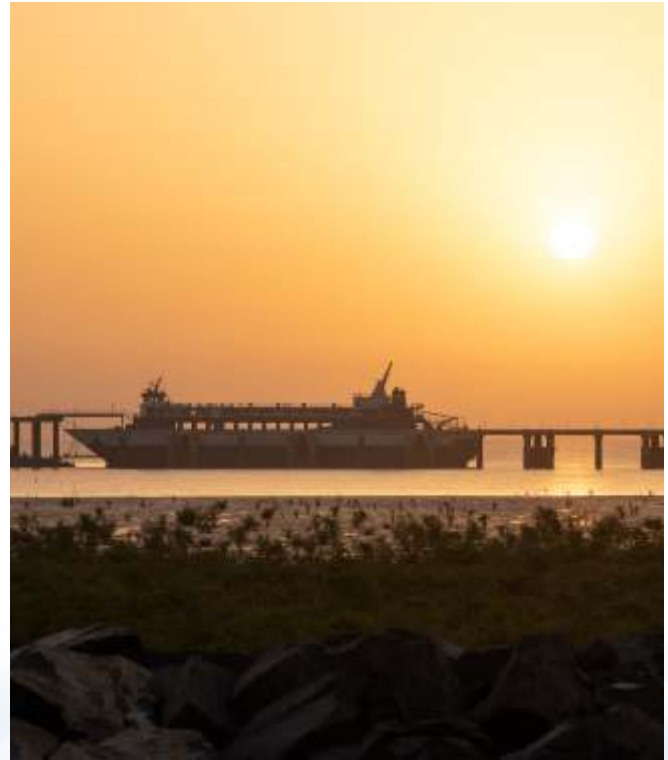
“Gujarat has increased its sea trade potential in past two decades: PM”

The Prime Minister renamed the Ministry of Shipping as the Ministry of Ports, Shipping and Waterways. He said in most of the developed countries the Ministry of Shipping handles Ports and Waterways. He added now with more clarity in name, there will be more clarity in the work.

The Prime Minister said to strengthen the Blue Economy's stake in Aatmanirbhar Bharat, there should be a greater need to strengthen the maritime logistics. He was concerned that the cost of carrying goods from one part of the country to another is more than other countries. He suggested that Logistics cost within the country can be reduced by water transport. Therefore, he said that the primary focus should be to create an ecosystem where there can be seamless movement of cargo.

Hon'ble Prime Minister added that the country has been making rapid strides in the direction of Multimodal Connectivity to reduce logistics costs and efforts have been made to improve connectivity between road, rail, air and shipping infrastructure and also to overcome the silos. He said Multimodal Logistics Parks are being constructed in the country. He added that Multimodal connectivity is being developed with our neighbouring countries also. He wished that with these efforts, Logistics costs in the country will come down and give impetus to our economy.

Hon'ble Prime Minister also urged the people to go Vocal for Local during this festive season. He insisted on buying things from small traders, small artisans and rural folks. He said by these efforts light could be lit in the homes of the rural artisans also during Diwali.



MoPSW issues draft “Coastal Shipping Bill, 2020” for public consultation

Furthering Prime Minister Shri Narendra Modi's vision for integrating citizen participation and transparency with good governance, **Draft Coastal Shipping Bill, 2020** was issued in October 2020 for seeking suggestions from the stakeholders and general public. With advent of technology and maritime innovation, India's shipping sector is evolving with a rapid pace. In pace with the growing demand of the industry, a separate legislation on coastal shipping was the need of the hour. Incorporating global best practices, the draft Coastal Shipping Bill 2020 forms an integral part of transport chain and fulfills the policy requirements of or growing shipping industry.



The Ministry of Shipping has drafted a Coastal Shipping Bill, 2020 in lieu of part XIV of the Merchant Shipping Act, 1958. Have a brief look at the bill

- The definition of coastal shipping and coastal waters to be expanded.
- Requirement of trading licence for Indian flag vessels for coastal trade to be done away with
- Create a competitive environment and reduce transportation costs, while giving leverage to Indian vessels for increase their share in coastal shipping.
- Integration of coastal maritime transport with inland waterways.
- Provision for a National Coastal and Inland Shipping Strategic Plan.

The draft bill is uploaded on the Ministry of Shipping's website (<http://shipmin.gov.in/>). Citizens can submit their suggestions and opinions regarding the draft bill to coastal_shipping_2020@gmail.com latest by 06.11.2020.

To boost shipbuilding in India, Ministry of Shipping amends Right of First Refusal (ROFR) licensing conditions

Acting upon Hon'ble Prime Minister fervent appeal of 'Make in India', ROFR (Right of First Refusal) licensing conditions for chartering of vessels/ships through tender process for all types of requirements was reviewed and amended.

Under ROFR's amended guidelines, ships built in India, flagged in India and owned by Indians will be given the first priority in chartering of vessels during the tendering process.



Right of First Refusal (ROFR) would be exerted in the following manner:

- Indian built, Indian flagged and Indian owned
- Foreign built, Indian flagged and Indian owned
- Indian built, foreign flagged and foreign owned

Government of India has introduced several measures to incentivize shipbuilding by providing additional market access and business support to ships built in India.

The revised ROFR licensing guidelines is a giant step towards #AatmanirbharShipping and will give a strategic thrust to indigenous Ship building industries and contribute towards long-term economic growth of India.

40% discount on Cargo movement between India and Chabahar Port, Iran extended for one year



India-Iran relations have spanned over a millennia. Both the countries share several common features in their language, culture and traditions.

During the visit of Prime Minister Shri Narendra Modi to Tehran in May 2016, the contract on Chabahar was signed which, inter-alia, comprises investment of \$85 million for equipping the port. The contract also comprises of provision of credit of approximately USD 150 million for the development of the 1st Phase of Shahid Beheshti port at Chabahar.

The Trilateral Transit Agreement (Chabahar Agreement) was signed by the three transport ministers of India, Iran and Afghanistan in the presence of Prime Minister Shri Narendra Modi, President Dr. Rouhani and President Ashraf Ghani in May 2016.

After detailed discussions in the 2nd Trilateral meeting, decision was taken for international transit and transport through Chabahar Port.

Taking this partnership forward, Ministry extended the current concessional rate of 40% discount for coastal movement of cargo and vessel related charges, for a period of further one year to clients for cargo being handled at Jawaharlal Nehru Port and Deendayal Port from/to Shahid Beheshti Port, Chabahar, Iran.

The aim of the extension of discount period is to promote the trade through Shahid Beheshti Port of Chabahar, Iran. It would give a boost to coastal movement of cargo being handled at Jawaharlal Nehru Port and Deendayal Port from/to Shahid Beheshti Port.

Directorate General of Shipping notified as National Authority for Ships Recycling



In the month of October 2020, the Central Government notified the 'Directorate General of Shipping' as National Authority for Recycling of Ships under the section 3 of the Recycling of Ships Act, 2019.

Under Ship Recycling Act, 2019, India has acceded to Hong Kong Convention for Ship Recycling under International Maritime Organization (IMO). DG Shipping is a representative of India in IMO and all the conventions of IMO are being enforced by DG Shipping.

As an apex body, DG Shipping is authorized to administer, supervise and monitor all activities relating to Ship Recycling. He is required to look after the sustainable development of Ship Recycling industry, monitor any compliances as per prevalent environment-friendly norms and ensure health & safety measures for the stakeholders working in the ship recycling industry.

DG Shipping will be the final authority for various approvals required by the Ship-Recycling yard owners and State Governments.

National Authority of Ship Recycling will be set up in Gandhinagar, Gujarat. The location of the office will benefit the Ship Recycling yard owners situated in Alang, Gujarat which is home of Asia's largest ship breaking and ship recycling industry in the world.

Ministry of Ports, Shipping and Waterways issued Draft Merchant Shipping Bill, 2020 for Public Consultation

Ministry of Ports, Shipping and Waterways issued a draft of the Merchant Shipping Bill, 2020 for public consultation. It will repeal and replace the Merchant Shipping Act, 1958 (Act No. 44 of 1958) and the Coasting Vessels Act, 1838 (Act No. 19 of 1838).

The Merchant Shipping Bill 2020 drafted with the primary aim of promoting the growth of Indian shipping industry by incorporating the best practices adopted by other advanced countries like the U.S., Japan, U.K., Singapore and Australia.

All up-to-date IMO Conventions/protocols are adopted in the bill. Adequate provisions have been incorporated to ensure the safety and security of vessels, safety of life at sea, prevent marine pollution, provide for maritime liabilities and compensations, and ensure comprehensive adoption of India's obligations under International Conventions.

Benefits Envisaged:

- **Promoting ease of doing business**
- **Embracing digital technology**
- **Increasing tonnage and Vessel as a Tradable Asset**
- **India as a Bankable Shipping Jurisdiction & avoidance of situations leading to wreck -**
- **Welfare of Indian seafarers**
- **Strengthening adjudication and predictability of claims**
- **India as an Active Enforcement**

Transforming the maritime scenario, India will definitely surge ahead towards a fully developed maritime economy with these initiatives.



India's IRNSS is now part of Worldwide Radio Navigation System

The Maritime Safety Committee (MSC) of International Maritime Organization during its meeting (102nd session) held from 4 to 11 November 2020 approved the recognition of the Indian Regional Navigation Satellite System (IRNSS) as a component of the World-Wide Radio Navigation System for operation in the Indian Ocean Region.

IRNSS is an independent regional navigation satellite system developed by India. It is designed to provide accurate position information service to assist in the navigation of ships in Indian Ocean waters.



This is a significant achievement for Ministry of Ports, Shipping and Waterways (MoPSW), Directorate General of Shipping (DGS) and Indian Space Research Organization (ISRO) towards "Aatmanirbhar Bharat".

Directorate General of Shipping (DGS) under MoPSW had initiated matter with the IMO. Details of the tests was carried out on merchant ships with regards to the accuracy of the system and had been included in the report prepared by ISRO which was submitted to IMO for consideration.

This approval has enabled merchant vessels to use IRNSS for obtaining position information similar to GPS and GLONASS to assist in the navigation of ships in ocean waters within the area covered by 50°N latitude, 55°E longitude, 5°S latitude and 110°E longitude (approximately up to 1500 km from Indian boundary).



Draft Indian Ports Bill, 2020: issued for Public Consultation

Ministry of Ports, Shipping and Waterways circulated draft of Indian Ports Bill 2020 for public consultation which will repeal and replace the Indian Ports Act, 1908

The draft Indian Ports Bill, 2020 will be a game changer in the Indian maritime sector, specially for bringing more investments

The proposed Bill will provide measures to facilitate conservation of ports, considering the prevalent situation with respect to the high number of non-operational ports.

It shall further ensure greater investment in the Indian maritime and ports sector through the creation of improved, comprehensive regulatory frameworks for the creation of new ports and management of existing ports.

The Bill also seeks to, inter alia, create an enabling environment for the growth and sustained development of the ports sector in India through the following broad methods:

Enhancing "Ease of Doing Business", it will provide greater impetus to a self-reliant domestic investment climate in the maritime sector, towards Aatmanirbhar Bharat initiatives of the Government.



Draft guidelines issued by Ministry to promote floating jetties for various usages all along the Indian Coastline

Ministry of Ports, Shipping and Waterways has compiled the draft guidelines for technical specifications of floating structures with a vision to set up and deploy world-class floating infrastructure all along the coastline and issued the same for public consultation.

Setting up of floating structures is much faster as compared to conventional jetties. Usually, floating structures can be built in 6-8 months as compared to 24 months for conventional structures.

The issuing of draft guidelines and seeking public feedback has been a progressive step in the same direction, which will benefit and prove a milestone for the upliftment of the coastal community in the long run.



Advantages of Floating Structures

Its environmental impact is minimal.

Expansions are easily feasible due to modular construction techniques.

It is easily transportable in case of reconfiguring of the port.

It provides constant freeboard between jetties and boats.



Keynote address on 'Gender equality in maritime industry' at SheEO conference

It is my proud privilege and honour to share my views at prestigious Maritime SheEO Conference, as a keynote speaker.

Maritime industry offers great employment opportunities for male and female seafarers alike. However, employment equality has been a long-lasting problem in this industry across the globe. It is one of the very few industries, which has the lowest number of women workforce. Women seafarers are less than 2% of seafarers worldwide and as per latest EU data, the gender pay gap also stands at around 16%.

Maritime SheEO Conference is undoubtedly a welcome step to promote gender equality in maritime industry. It will embolden the women fraternity across the globe to pursue and achieve their dreams in this field.

I express my following suggestions for further deliberations and contemplation at this dignified forum:

- All leading educational institutions should incorporate policies to help women understand and know about maritime careers in a better way to enhance awareness about career opportunities in this field.
- All reputed Magazines and newsletters should be used as a medium to promote and highlight seafaring as a potential career for females.
- Parents should motivate and encourage their daughters who are willing to take up jobs in shipping related sectors.
- All organisations should take initiatives to allow for an equal representation of women and offer them equal opportunities in the maritime industry to push more women in this industry.
- Society must have the common recognition of the importance of the utilisation of the women work force.
- Gender sensitisation programs should be conducted regularly.
- Private shipping companies should offer enhanced job security by providing them a stable source of income and a planned retired life.

The key discriminatory issues of women seafarers like health, pay disparity as compared to their male counterparts, bullying, harassment and unacceptable behaviour of colleagues or managers, and pregnancy test before going on board need to be pondered upon with an open mind at this forum to evolve radical measures supporting women's welfare.

Nevertheless, there are no doubts in my mind that women seafarers are as capable as their male counterparts are; and for sustainable development, participation of women in shipping, both at sea and onshore, is equally important.

I am proud to apprise the majestic gathering that the Indian Government is aggressively encouraging women seafarers to take up their career in this challenging field. Indian women seafarers' number is increasing exponentially across the globe.

I am delighted to highlight names of Ms Sanjam Sahi Gupta, Director, Sitara Shipping Ltd, Mrs H K Joshi, Chairperson & MD, Shipping Corporation of India, Captain Radhika Menon, Master of the Oil Tanker & Ms Reshma Nilofar Naha, the first woman river pilot in the world who have been passionately pursuing and promoting gender equality and boosting diversity within the maritime sector. These are among many other Indian women who are making waves in the maritime industry globally.

I convey my heartfelt thanks and gratitude to the organisers of this conference for considering me as a keynote speaker.



First-ever luxury Cruise service 'Ramayan Cruise Service' to be launched soon on the river Saryu in Ayodhya, Uttar Pradesh



3D DESIGN (ARTISTIC IMPRESSION) OF PROPOSED CRUISE VESSEL

Shri Mansukh Mandaviya, Minister of Ports, Shipping and Waterways chaired a review meeting for the implementation of first-ever luxury Cruise service on the Saryu river (Ghagra/National Waterways-40) in Ayodhya, Uttar Pradesh.

It aims to provide mesmerizing experience to devotees with one-of-its-kind spiritual journeys while cruising through the famous ghats of the holy river Saryu.

Equipped with all luxury comforts and facilities along with all essential safety and security features at par with the global standard. The interiors of the cruise and the boarding point will be based on the theme of Ramcharitmanas. The fully air-conditioned 80-seater cruise will have large glass windows for experiencing the scenic beauty of Ghats. The cruise will be equipped with kitchen and pantry facilities for the comfort of the tourists. The cruise contains bio toilets and hybrid engines system for the 'zero effect' on environment.

Tourists will be taken to the 'Ramcharitmanas Tour', of 1 hour - 1 hour 30 mins duration, featuring an exclusive video film of 45-60 minutes duration, based on Ramcharitmanas by Goswami Tulsidas, covering the period from the birth of Lord Ram to his Rajyabhishek. The entire tour will cover the approximately 15-16 Km distance. There will be several activities and selfie points inspired by different episodes of Ramayan. The tour will be followed by Saryu Aarti, in which every member will be able to actively participate.

The 'Ramayan Cruise Tour' will not only attract a large number of tourists but it will also generate direct and indirect employment opportunities in the region. Ministry of ports, Shipping and Waterways will provide all necessary infrastructural support for the smooth operation of the cruise services





Several Coastal Shipping new routes for RO-RO, RO-PAX & Ferry Services planed by MOPSW

Ministry of Ports, Shipping and Waterways (MoPSW) has been working continuously for the promotion of Coastal Shipping under Sagarmala Programme.

MoPSW has identified Domestic locations namely Hazira, Okha, Somnath Temple, DIU, PIPAVAV, Dahej, Mumbai/JNPT, Jamnagar, Kochi, Ghogha, Goa, Mundra and Mandvi and 6 International routes, connecting 4 international destinations namely Chattogram (Bangladesh), Seychelles (East Africa) Madagascar (East Africa) and Jaffna (Sri Lanka) from Indian major coastal port towns for the commencement of ferry services through inland waterways.

MoPSW, through Sagarmala Development Company Limited (SDCL), is desirous of facilitating the companies to operate RO-RO, RO-PAX and Ferry services on various routes across the nation and provide the required support to make the project operational.

MoPSW has recently successfully implemented one of such ferry routes by deploying RoPAX vessel ferry service between Hazira and Ghogha. This ferry service has reduced the distance between Ghogha and Hazira from 370 Km to 90 Km and travel time from 10 to 12 hours to about 5 hours. This will result in huge savings of fuel (approx. 9000 litres per day)

To replicate the success of the above business model, MoPSW now encourages the private operator to identify the routes, which offers potential to commence the RO-RO, RO-PAX ferry service based on the localized demand to promote the supplementary and sustainable mode of the transportation through coastal/inland water.

Benefits Envisaged:

- Create a supplementary mode of transportation, which will not only be beneficial for the daily commuters, tourists' movement and cargo transportation but also helpful in reducing carbon footprint by shifting to environment-friendly mode of transportation from rail and road.
- Provide impetus to the tourism industry
- Create job opportunities in the coastal regions
- Saving in terms of both cost and time for the users
- Decongest road and rail networks

Ministry intends to develop World-Class Warehousing Infrastructure to minimize Logistic Costs

Products Specific Warehouses/Silos to come up at Ports and alongside the National Waterways

Ministry of Ports, Shipping and Waterways (MoPSW) intends to create Product Specific Warehouses/Silos at various Ports (including both Major and Non-Major Ports), Multi Modal Logistics Parks located near Port area and alongside the National Waterways. The purpose of development of this infrastructure is to reduce the storage losses, minimize logistic costs and facilitate distribution of cargo in the hinterland.

MoPSW is targeting to develop the product specific Warehouses/Silos at ports for products such as Cement Silos, Liquid Tanks, Chemicals Tanks, Cold/Refrigerated Storage, Electronics Product Storage, Pharmaceutical Storage, Auto Spares Parts & Components Storage or any other suggested products.



While the big players have their own warehouses and storage spaces, the smaller players find it difficult to get their products specific storage silos at various locations. The development of these world-class warehousing spaces will give a big push, specially to such small logistics players for their 'Ease of Doing Business' with better planning and inventory management.

The smaller players would have the option of paying nominal fees to make use of this world-class infrastructure. This option will immensely benefit them, as presently their loaded trucks keep waiting, to find appropriate storage near ports quite often. In turn, it will reduce the losses as compared to the traditional warehousing and provide more robust and cost-effective supply chain.

For implementation of these envisaged projects, Ministry is ascertaining the interest of the various Indian companies/developers engaged in the business of Logistics Operations/FTWZ Operation/Manufacturers/Freight Forwarders/ ICD/CFS operations/ Inland Waterways Terminal Operations/Port Operations and Infrastructure Developers including Start-ups and comprehending the support required by them for viability of the projects under PPP model.

It is the endeavor of the Ministry that various permissions/approvals from regulatory and statutory Government authorities are facilitated expeditiously through Sagarmala Development Company Ltd. Moreover, if warranted, the Ministry will facilitate equity in the projects in SPV framework in order to smoothly implement these world-class infrastructure projects.

Minister of State for Ports, Shipping and Waterways (I/C) Shri Mansukh Mandaviya said "we are planning to create world-class Product Specific Agglomeration Centre on 'Pay and Use Model' which will immensely benefit the small traders & logistics players. It would result into transporting their cargoes through the cheapest mode of transportation, which is through sea or waterways. Hence, these Agglomeration Centers will drastically cut down the country's overall logistics cost and give a boost to export-import trade through coastal shipping. It would also create employment opportunities in the coastal areas"

Shri Mansukh Mandaviya launches “Development of Indigenous Software solution for VTS and VTMS”

Vessel Traffic Management System is a service implemented by a competent authority designed to improve the safety and efficiency of Vessel Traffic and detect environmental hazards. A VTS Software for waterways was launched by Hon'ble Minister Shri Mansukh Mandaviya. "This would encourage 'Made In India' VTS/VTMS to 'Make for The World', Shri Mandaviya said. MoPSW has sanctioned an amount of Rs. 10 Crore to IIT, Chennai for development of indigenous VTS software.



Union Minister Shri Mansukh Mandaviya inaugurates 'Direct Port Entry Facility' at V.O. Chidambaranar port

Union Minister of State for Ports, Shipping & Waterways (I/C), Shri Mansukh Mandaviya inaugurated the 'Direct Port Entry (DPE) facility' of V.O. Chidambaranar Port Trust by unveiling the e-plaque.

While addressing the inauguration ceremony through video conference, Shri Mansukh Mandaviya said that this is a noteworthy step towards reducing logistics cost and increasing the velocity of the cargo. DPE will help in increasing Ease of Doing Business for the exporters, as the facility will bring efficiency and reduce dwell time, lower tariff cost and improve the competitiveness of shipper in the international trade.

The state-of-the-art Direct Port Entry (DPE) facility would enable direct movement of containers from factories, without intermediate handling at any CFS, thus facilitating the shippers to Gate-In their factory stuffed exports directly to the Container Terminal on 24x7 basis. It can handle 18000 TEUs per month.

Senior officials of the Ministry included Shri T. K. Ramachandran, Chairman, V.O. Chidambaranar Port Trust, Shri Arun Kumar Shrivastava, Managing Director, Central Warehousing Corporation and port officials were present in the virtual inauguration.



Shri Mansukh Mandaviya launched SCI's diamond jubilee celebrations

Union Minister of State for Ports, Shipping & Waterways (I/C) and Chemical & Fertilizers Shri Mansukh Mandaviya had virtually launched Shipping Corporation of India's diamond jubilee celebrations on the occasion of their foundation day.

Shri Mandaviya unveiled the logo of diamond jubilee celebrations of SCI. The minister also awarded the winners of various competitions, organized as the part of the celebration.

Speaking on the occasion, Shri Mandaviya congratulated SCI for completing its 59 glorious years and entering into 60th year. The minister also praised the financial performance of the company and said that SCI grows means India grows. Shri Mandaviya said as the company's foundation day coincides with the Gandhi Jayanti, the company must move towards becoming Aatmanirbhar as Gandhiji

always emphasized on. The minister also wished the company and its employees to achieve higher goals in the coming years.

Dr. Sanjeev Ranjan, Secretary, Ministry of Ports, Shipping & Waterways, Mrs. H.K. Joshi, CMD, SCI, senior officials from the Ministry, current and retired employees of SCI along with their family members were present on the occasion.



Union Minister Shri Mansukh Mandaviya unveils plaque of Ministry's new nomenclature as the 'MINISTRY OF PORTS, SHIPPING AND WATERWAYS'

Union Minister of State (I/C) for Ports, Shipping & Waterways and Chemicals & Fertilizers Shri Mansukh Mandaviya unveiled the plaque of Ministry's new nomenclature on November 12, 2020

Hon'ble Prime Minister Shri Narendra Modi announced the renaming of Ministry of Shipping while addressing the inaugural ceremony of Ro-Pax ferry service between Hazira and Ghogha in Gujarat on 8 November 2020 through video-conferencing

Shri Narendra Modi had said "Now this Ministry will be known as Ministry of Ports, Shipping and Waterways. It is being expanded. In most of the developed economies, the Shipping Ministry is also responsible for Ports and Waterways. In India, the Shipping Ministry has been doing a lot of work related to Ports and Waterways. Now with more clarity in the name, more clarity will also come in the work."

Ministry swung into action to complete all the related formalities within two working days and the official notification of the name change

was published in the Gazette of India on 10th November 2020.

During the formal unveiling of plaque ceremony today, Shri Mansukh Mandaviya stated that it is indeed a matter of pride that with Prime Minister Shri Narendra Modi's vision, the country is moving ahead with a holistic and long-term approach of multi-modal connectivity. He added that he is indeed grateful to Prime Minister for his foresight regarding the expansion of the scope of work as far as ports, shipping and waterways are concerned.

Shri Mansukh Mandaviya stated that "With the changed name, the Ministry is going to put extra focus on the development of Waterways and coastal shipping. Around 1400 km of waterways have already been fully developed and additional 1000 km is being developed on priority for which DPR/feasibility study has been completed. We are also focussing for creation of a Port Grid, encompassing various smaller ports like fisheries port, agriculture port and mineral port etc so that port development and port-led development takes place in the country."

Shri Sanjeev Ranjan, Secretary & Shri Sanjay Bandopadhyaya, Addl Secretary, Ministry of Ports, Shipping and Waterways, Dr. Amita Prasad, Chairman, IWAI, Shri Amitabh Kumar, DG Shipping, Shri T.K. Ramachandran, Chairman, IPA, along with chairmen of all the major ports and senior officials of the Ministry attended the ceremony through video conferencing.

Valedictory Ceremony by VPT During Vigilance Awareness Week



Visakhapatnam Port Trust VPT and Dredging Corporation of India (DCIL) jointly organized the Valedictory function during Vigilance Awareness Week at Sambamurthy Auditorium on 02.11.2020. Sri K. Rama Mohana Rao, Chairman, VPT presided as the Chief guest along with Smt. G. Srijana, GVMC Commissioner, Guest of Honour and Sri J. Pradeep Kumar, CVO, VPT along with other HODs, officers and staff of VPT and DCI were also present.

Prizes were given by the Hon'ble dignitaries to the winners of various contests held during the Awareness Week from 27th Nov. to 2nd Oct. 2020.

Economic Advisor Sri Arvind Chaudhary visited VPT headquarters



Sri Arvind Chaudhary, Economic Advisor, MoS, New Delhi has visited Visakhapatnam Port Trust on an official tour from 20.11.2020 to 22.11.2020 and conducted review meeting on the below issues with

“SAGARMALA COULD CREATE ONE CRORE JOBS IN THE NEXT DECADE”

In his interview with **THE WEEK**, Hon'ble Minister spoke about a range of initiatives under Ministry of Ports, Shipping and Waterways towards transforming India's maritime sector & strengthening Hon'ble Prime Minister Shri Narendra Modi Ji's vision of Aatmanirbhar Bharat



Can you tell us more about the upcoming maritime museum complex in Lothal?

The museum, one of the ambitious projects of the prime minister, would display India's rich maritime culture that goes back to Harappan times. The Gujarat government recently transferred close to 400 acres in Saragwala village, close to the Harappan site [of Lothal]. It is our endeavour to highlight India's rich maritime heritage and navigational knowledge, combined with modern technologies. We are trying to re-create the Lothal civilisation through this museum. The National Maritime Heritage Complex would encompass all aspects of history, [including] the present trends of boat technologies and shipbuilding, and the futuristic vision in the maritime domain. The concept design for NMHC was approved in February 2020. Currently, the selection of a design and construction contractor is in progress, and we are hoping to start construction by March (2021). We aim to complete it in two years. Though the initial budget is Rs500 crore, it might be more as we are trying to get the best in the world.

You have said that the Sagarmala Programme will harness India's 7,500km coastline. Could you elaborate?

It is the ministry's flagship programme to promote port-led development by harnessing India's 7,500km coastline and potential navigable waterways. The projects [under the programme] could create one crore new jobs, including 40 lakh direct jobs, in the next 10 years. The vision of the programme is to reduce logistical costs and time for the movement of EXIM (export-import) and domestic cargo. [The] development of industrial capacities near the coast is a step in this direction. Port development, port-led industrialisation, port connectivity and port community development are the four pillars we are working on.

You have called the creation of a National Port Grid, under the Indian Ports Bill, 2020, a game-changer?

On our entire coastline, there are 204 ports but only 69 are functional at present. Under the National Port Grid, we are trying to bolster structured growth and sustained development of ports. It would be a game-changer [as it would] cut down logistical costs of India's exports. The average logistical cost [of trade] through sea is 9 per cent worldwide; in India it is 14 per cent. The National Port Grid [would reduce costs by] encompassing various smaller ports like fisheries, agriculture and mineral ports. It will also bring in more investments. There are 505 ongoing projects on port modernisation, port connectivity, port-led industrialisation and coastal community development, at a total cost of Rs3,56,648 crore.

What are the new reforms being planned for the maritime sector?

[The] Indian Ports Bill, the Merchant Shipping Bill [and] the Inland Waterways Bill. The Aids to Navigation Bill (concerning lighthouses) is also expected to be presented in the upcoming Parliament session. All these legislations aim [to improve] ease of doing business.

There is also a focus on ferry services. There is a new plan for such a service on the Sarayu. When will this be operational?

The Ramayan cruise tour is going to be the first luxury cruise service on the Sarayu. We are also trying to create similar religious circuits on the Ganga. For that, we will rope in private players.

It has been priority to harness the navigable waterways for ferry connectivity through RoRo (roll-on/roll-off, for vehicles) and RoPax (roll-on/roll-off, with passengers) vessels. The ministry facilitates ferry operations by creating necessary infrastructure and navigational channels. We have recently floated an expression of



interest for such operations [in] Hazira, Pipavav, Okha, Mandovi, Mundra, Kandla, Dahej, Mumbai, Kochi, Paradip, Visakhapatnam and Chattogram (Bangladesh).

The new Merchant Shipping Bill aims to stop ships that threaten the sea and the environment. How does it address the growing issue of pirates taking Indian seafarers hostage?

The bill has been drafted to promote the Indian shipping industry by incorporating best practices adopted by advanced countries like the US, Japan, the UK, Singapore and Australia. We are following all protocols of the International Maritime Organization, of which India is a member.

Adequate provisions have been incorporated to ensure safety and security of vessels and safety of life at sea. The bill aims to bring in measures for the prevention and containment of pollution at par with the best practices prevalent in other jurisdictions, and goes a step ahead to include pollution of air resulting from ships operating at sea. Specifically, pursuing prosecution, securing conviction and establishing traceability have raised various difficulties. Therefore, the bill proposes various measures for monitoring and collection of evidence, and for admissibility of such evidence in [court] proceedings. This allows India to actively pursue incidents of pollution—within its jurisdiction and on the high seas—that might affect its marine environment.

So far, maritime heritage has only been focused on trade. But the ministry has now chosen to focus on the coastal communities, and especially on fishing?

The development and welfare of coastal communities is one of the key focus areas of the Sagarmala Programme. Coastal community development has been a thrust area and we are constantly focused on implementing various projects connected with coastal communities. The ministry has signed an MoU with the ministry of skill development to impart skill training and to upgrade skills of the coastal community. Most of those trained are employed at various ports.

The ministry has signed MoU with the government of Portugal. Could you elaborate?

We have had relations with Portugal from the time of Vasco de Gama. The draft content for 14 galleries for the national maritime museum has been prepared and the MoU between Indian government and Ministry of Defence, Republic of Portugal was signed in February for cooperation on development of the maritime museum. The government of

Portugal will provide its expertise on setting up of the maritime museum at Lothal.

What is the status of the Jal Marg Vikas Project, country's biggest inland waterways project?

This project will connect Varanasi to Haldia (West Bengal) and will be the biggest waterways project.

Multi-modal terminals have already been made in Haldia, Sahibganj and Benaras. From Haldia to Sahibganj, 600km of waterway is operational. Close to 1,000 cargo vessels are plying in the stretch. We are expecting the entire project to be completed in the next two years. We are eyeing to push for coastal movement and coastal transportation as it will improve road traffic, and is cost effective, eco-friendly and accident free. A stretch of 1,400km of waterway has been fully developed and an additional 1,000km of waterway are being developed on a priority basis. Goods like foodgrains, fertilisers and minerals that are transported through subsidised railway tracks could move through inland waterways.

There is also a need to preserve the marine environment. What is your ministry doing in this regard?

Marine pollution is a global challenge which is being taken very seriously by our ministry. We have recently introduced various bills, which will address this issue in totality. The recently introduced Indian Ports Bill 2020 and Merchant Shipping Bill 2020 have several international maritime conventions specifying pollution control standards, port reception facilities and port traffic flow arrangements. The up-to-date IMO conventions and protocols, and their adoption into domestic law and framing subordinate legislation will address the issue of marine pollution. All ports and terminals are going to be prescribed by the central government under these proposed acts to ensure prevention of pollution at sea, so that marine environment is preserved.

Women have been part of the story of the sea. You have talked about bringing in gender balance in the sphere of maritime. How does the ministry aim to do so?

I have no doubt that women seafarers are as capable as their male counterparts, and for sustainable development, participation of women in shipping, both at sea and onshore, is equally important. The Indian Government is aggressively encouraging women seafarers to take up their career in this challenging field. The number of Indian women seafarers is increasing exponentially across the globe. The Indian Maritime University is giving special fee concession to women seafarers.





SHIPPING AND MARITIME TRADE OF THE INDUS PEOPLE

India's maritime history dates back to several millenia. Oldest text like Rig Veda, Pali literature, Sangam literature, old Egyptian hagiography and Assyrian texts have thrown light on India's maritime history in detail. Megasthenes, Greek Historian and Ambassador of Seleucus Nicater in Chandragupta Maurya and Herodotus have written in brief about India's sea borne trade links. Greek and Latin navigators have shared memoirs of exploring the Indian Ocean.

The term 'Lothal' in Gujarati means 'Mound of the dead'. Lothal was once a thriving ancient trade port from Sindh to Saurashtra in Gujarat and was one of the predominant towns during the Harappan Civilization (3300 BCE-1300 BCE). Lothal has played in the history of the subcontinent, having connected the region to glorious and admittedly more popular civilizations westward, for instance Mesopotamia and Egypt. It is said to be inhabited circa 3700 BCE and shared sea-borne trade business with Mesopotamia and Graeco-Roman empires and Egypt.



Lothal is located between the Sabarmati river and its tributary Bhogavo, in the Saurashtra region.

The sea is, today, over 19 km away from Lothal, but at one time, boats from the Gulf of Cambay could have sailed right up to the spot.

In the year 1954, Lothal and several other Harappan sites were discovered through the joint efforts of Archaeological Survey Of India and Archaeological Department of the erstwhile Saurashtra government. Many excavations were carried out at Lothal between 1955 and 1962, after which the site as well as the site museum were set up for tourists.



Archaeological evidences prove in the direction that Lothal had been a

busy industrial centre that had imported pure copper and produced artefacts such as bronze celts, chisels, spearheads and ornaments. Beads and shells of fine quality were produced primarily for trade and export purposes.

The most distinctive feature of Lothal is the dockyard, which is located at the eastern edge of the site. The basin of the dockyard has been enclosed by a wall of burnt bricks. The structure of the dockyard is magnificent and glorious as compared to the time period. Adequate provisions were maintained by the people at that time for maintaining a regular level of water by means of a sluice gate and a spill channel. A mud-brick platform located at the western embankment could have been used for loaded and unloaded goods.

At the foot of the mound at Lothal, flood-damaged peripheral wall of mud-bricks can be seen near the corner of the warehouse. The warehouse was an important asset for the ancient people of Lothal as it is believed to serve as a storage house that may have been the part of the economy of the town apart from sea-borne trade. Originally it contained as much as 64 cubical blocks, but floods destroyed all except few of the blocks even before the site was abandoned by Indus people.

Archaeologists have found many clay labels in this area that have confirmed the view that the wooden superstructure in the warehouse, could have housed goods that were either being exported or imported. These sealings, some of which are on display in the site museum, are testament to the commercial nature of production of goods in Lothal, a crucial historical fact.

One is simply amazed at the level of artisanal skill of the terracotta ornaments, beads, seal and sealing replicas, shell, ivory, copper and bronze objects, figurines representing animals and humans, gorgeous painted pottery, as well as fascinating objects recovered from burials in the cemetery site. One of the most fascinating finds in Lothal during excavation was a burial of two people together in a brick-lined grave; a replica of this can also be seen in the museum.

Regular Floods is believed to cause the decline of Lothal- 'THE SEA TRADING SOCIETY'. Gradually, the town began to shrink and diseases were quite rampant. Ship had stopped coming back to the dock and led to a decline of mercantile activities.

The downward spiral of trade activities, flood and disease led people to migrate to other nearby regions. Thus, one of the ancient trade town in India eventually came to an end.

Efforts have been made by the erstwhile Government to restore the port city.



The Sagarmala Post

—— (A Newsletter By Ministry of Ports, Shipping and Waterways) ——

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