



"A sailing ship is no democracy; you don't caucus a crew as to where you'll go anymore than you inquire when they'd like to shorten sail. - Sterling Hayden

Blue Economy - Wave 56

(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



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Blue Economy and Sagarmala

As compared with India and China our port efficiency KPIs stands as below.

Parameter	India	China
Port Capacity stock (% of GDP)	1 %	10%
No of ports in global top 20 list	0	9
Container traffic (Mn TEU)	14	185
Av. annual growth in container traffic Mn TEU	0.5 Mn TEU	10 Mn TEU
Contribution of waterways in domestic transport	6%	24%
Av Turnaround time (in days)	2.04days	1.2 days
Av berth output in a day in MT	13,584 MT	43,250 MT

Looking at above, we have a huge scope in improving our stocking capacity in port by building warehouses and systems which will use the storages systems efficiently. None of the Indian ports on global top 20 list as compared to china's 9.

So the port efficiency is also a valid parameter for Port led development initiative. Without which the port led development will not happen. When we talk about the port led development, one necessarily means the development which is led by the port, the port has to be the leader in sectors to bring in more value addition to the port services for the industry which is involved in import and export. The port services are very essentially are the ones which include stevedoring, storages, warehousing, customs and immigration, evacuation services from port. In this the cargo evacuation plays an important part, unless we have an efficient evacuation system, we will not be able to get where we want to in Port led development. The modernisation of port and as an essential parameter for evacuation of cargo we also need to see if the hinterland connectivity of a particular port to National grid of highways. It is not possible to have the port located on the highway, hence the connectivity to fast lane highways is very important and plays a greater role in evacuation of cargo. Faster the cargo is evacuated from port, more storage you have available in port and faster the vessel turn around. The evacuation strategy should also include the evacuation from ship. Modern ship unloaders, conveyor system, container handling equipment with redundancy all play a great role in Port efficiency. Therefore, port connectivity has an important role to play as well.

India's commitment to strengthen its cooperation with the regional partners and build a sustainable ocean economy aligns well with its domestic mega-modernisation projects that will enable the nation to harness the full potential of the Ocean based Blue Economy.

Globally also, ports have played a crucial role in development. "Ports create significant economic payoffs for their city and state – they help generate jobs, add value, mobilise new investment, bring tax revenues and support trade through reducing logistics costs. One tonne of port throughput is associated with a value addition of \$ 100, and 1 mn tonne increase in the port throughput is associated with 300 new jobs being created in the port region in the short- term," according to OECD. The success stories of ports supporting industrial growth include the Port of Rotterdam's petrochemical and refinery complex, steel cluster in Pohang and electronics cluster in Shenzhen. The archetypes models in port-led development broadly are energy-based, material based or discrete manufacturing based. Strategically placed port infrastructure and port-led development with sovereign backing have ensured prosperity of many maritime nations and have been a successful GDP-multiplier. In India, currently, logistics costs are high, and multi-modal transportation has been an expensive exercise.

There is increased congestion and pollution at the existing ports. The land pool available with the Major Ports (government-owned ports) has not been adequately and strategically aligned systematically with creation of port-based industries. India has a long way to go to match the prowess of the other leading countries in port-led development. A dynamic regulatory environment must underpin the physical part of logistics. Laws must be modernized and archaic regulations need updating to face the changes in procedures and technology. Federal and provincial policies must be integrated to ensure seamless movement of cargo. Coastal policies such as the cabotage must face the realities and act as a facilitator for trade.

LOGISTICS NEWS

Transport Ministry invites public comments for introducing adoption of E20 fuel



NEW DELHI
Sagar Sandesh News Bureau

through a notification issued on December 11th.

Notification facilitates the development of E20 compliant vehicles

The notification facilitates the development of E20 compliant vehicles. It will also help in reducing emissions of carbon dioxide, hydrocarbons, etc. It will help reduce the oil import bill, thereby saving foreign exchange and boosting energy security.

The compatibility of the vehicle to the percentage of ethanol in the blend of ethanol and gasoline shall be defined by the vehicle manufacturer and the same shall be displayed on the vehicle by putting a clearly visible sticker.

The Ministry of Road Transport and Highways has sought comments from the public for adoption of E20 fuel, i.e, blend of 20 per cent of ethanol with gasoline, as an automotive fuel and for the adoption of mass emission standards for this fuel

Sagar Sandesh

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