

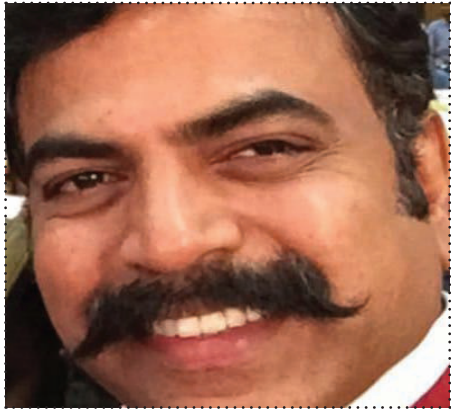


SHIPPING (REGIONAL)

"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 52

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

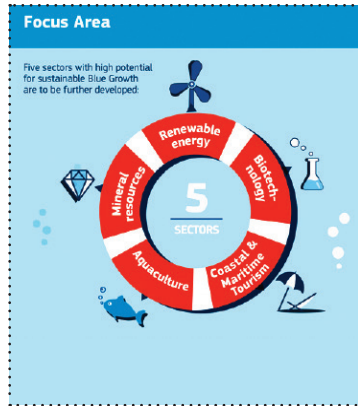


Capt. Gajanan Karanjikar, Blue Economy Social Activist & Multi Modal Logistics Expert

Blue Economy and Sagarmala

Blue economy is a framework that places the coasts and the oceans at the centre of economic growth, for a development that is substantial, sustainable and inclusive. For a planet that is more blue than brown and green, where the ocean covers 70% of its surface and where water connects people, places and systems, a focus on blue might seem just the right step forward.

The idea has also come



centre-stage now in India with the Niti Aayog noting recently that the "development of Blue Economy can serve as a growth catalyst in realizing the vision to become a \$10 trillion economy by 2032." But India is mobilising the idea of the blue economy without being fully true to some of its key fundamental values.

The Sagarmala Programme is the flagship programme of the Ministry of Shipping to promote port-led development in the country by exploiting India's 7,500 km long coastline, 14,500 km of potentially navigable waterways and its strategic location on key international maritime

trade routes. Sagarmala aims to modernize India's Ports so that port-led development can be augmented and coastlines can be developed to contribute to India's growth. It also aims at "transforming the existing Ports into modern world-class Ports and integrate the development of the Ports, the Industrial clusters and hinterland and efficient evacuation systems through road, rail, inland and coastal waterways resulting in Ports becoming the drivers of economic activity in coastal areas."

Maritime trade has been buoyant since several centuries. The Indian peninsula with a coastline of 7,500 km and a potential of 14,500 km of navigable waterways, makes port-led development a preferred long-term strategy for trade and transport. It is with this in mind, that NDA I under the leadership of Shri Atal Bihari Vajpayee envisioned a maritime equivalent of the Golden quadrilateral. Taking his vision forward, Narendra Modi-led Government of India undertook the ambitious Sagarmala project.

National Perspective Plan (NPP), which was released by the Hon'ble Prime Minister Shri Narendra Modi in April 2016, gives details of the Sagarmala project. Considering our economy is tightly coupled with the domestic and international trade (95% of merchandise trade passes through sea ports), port-led development is a long-overdue initiative.

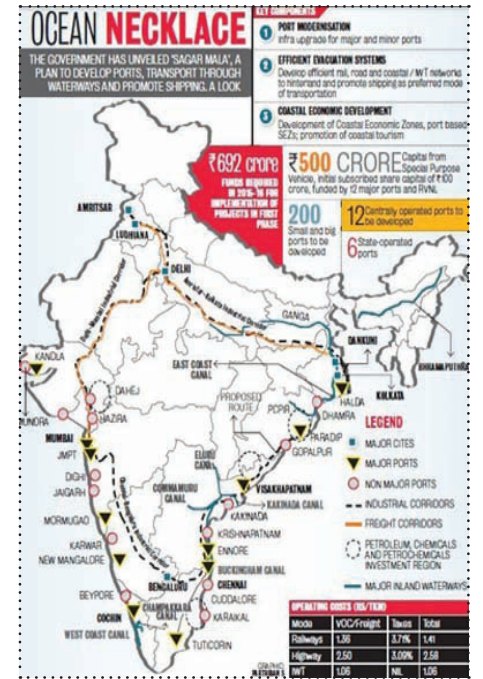
What is Sagarmala?

Through its ambitious Sagarmala project, the Indian government wants to

transform the country's ports and reduce logistics costs for domestic as well as import/export cargo by optimizing infrastructure investment.

the government has planned six megaports under the project, namely the Vizhinjam International Seaport (Kerala state), Colachel Seaport (Tamil Nadu), VadHAVAN Port (Maharashtra), Tadadi Port (Karnataka), Machilipatnam Port (Andhra Pradesh), and Sagar Island Port (West Bengal).

(To be continued...)



India Tanker Shipping & Trade Summit 2021 Announced



NEW DELHI
Sagar Sandesh News Service

The 7th India Tanker Shipping & Trade Summit, the most awaited conference in India, is now online! This one-day conference has become a common platform for all the stakeholders, be it a refinery, oil marketing companies, ship-owners, oil terminals, Bulk Liquid Storage, Ship & Cargo Brokers, Marine Surveyors, Ship Agents, Bunker Suppliers Law Firms or P&I Clubs to

discuss the topics of common interests. The first six editions of the conference, held in 2015, 2016, 2017, 2018, 2019 & 2020 were attended by several stalwarts of the industry from various shipping and maritime hubs of the world.

Date: 18th February 2021

Introduction & Objective:

Stalwarts of the industry will discuss the current and future trends of the Seaborne

Oil, Chemicals & Gas Tanker Trade. What has been the impact of COVID-19 Pandemic on the trade and what is the way forward? Join the stalwarts and industry colleagues in the discussions to explore "Emerging Opportunities in India's Seaborne Oil, Chemicals & Gas Tanker Trade"

India's Current Refining capacity is estimated to be more than 249.4 MMTPA. India was the number two oil import country for VLCCs in Q4 2019. In spite of this booming trade, Indian ship owning sector has not grown to its true potential.

Chemical Industry is central to any developing world economy. Developed economies have greater per capita usage of chemicals over the developing economies. Enhanced requirement of IMO2/3 Chemical tankers for both import and export of specialized products- Expect about 10 pct. growth over the next 5 years. What opportunities will be created in terms of trade & employment?

According to a TechSci Research report, India's LNG demand is anticipated to increase from 64 mmscmd in 2015 to 306.54 mmscmd by 2025. What are the opportunities in India's Seaborne LNG Transportation? What is the impact of the latest regulatory measures on Seaborne Oil and Chemical trade?

With the above perspective in view and to explore if we are geared to grab the opportunities, The Shipping Tribune is pleased to announce a one-day online conference on 18th Feb 2021.

Who Should Attend:

The Conference discussions are extremely useful to Oil Refineries, Oil marketing companies, Port & Terminals, Bulk Liquid Storage, Companies engaged in industrial chemicals, bulk and fertilisers Ship owners, Operators, Charterers, Cargo Interests, Port Operators, Ship & Cargo Brokers, Marine Surveyors, Ship Agents, Bunker Suppliers, Traders, Barge Operators, Financial Institutions, Insurance and Law Firms, Private

Maritime Security Companies, Media, National and Regional Authorities.

Delegate Registrations Fees:

Delegate fee per person INR 5,000/- + 18% GST till 10th February 2021. Total Amount payable INR 5,900/- per [US\$ 95.00]

From 11th February 2021, Delegate fee per person INR. 6,000/- + 18% GST. Total Amount payable INR 7,080/- per [US\$ 114.00]

For sponsorship & delegate registration, please contact:

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Come, join us and benefit from the opportunity to connect, confer and conduct business!