

SHIPPING REGIONAL



"If the highest aim of a captain were to preserve his ship, he would keep it in port forever"
- St. Thomas Aquinas

Blue Economy - Wave 75

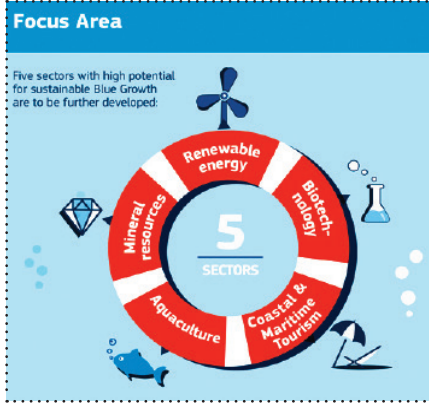
(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



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

Blue Economy and National waterways :

Transportation and mobility are central to sustainable development. The business of transportation must be profitable and operationally successful without harming the business environment of the future. It is a well-established fact that from an operational point of view IWT is the cheapest mode of transportation compared with rail and road. Also it works at a lower economic atmosphere compared to sea transportation. **To make IWT profitable it is necessary to have a**



separate cadre of crew and officers for IWT, easier survey and certification system and continuous training programs. The logistics of transportation should include integration with hinterland rail and road transportation. Some recent developments in this regard are mentioned below.

The coastal and riverine systems in the country are rich in cultural and heritage structures, ecologically sensitive sites with breeding grounds for Olive Ridley turtles, dolphins, sea and river crocodiles and migratory birds. Realizing this and considering tourism growth, there have been an explosion of interest in river and coastal tourism including cruise ships. River cruise vessels have started operation

in the Ganga covering Varanasi, vessels covering Sundarbans, a heritage site in West Bengal and coastal cruise vessels have started operating on the West coast.

Passenger movement has increased all along the rivers and also on the coast. New ro-ro vessels, ro-pax vessels, mainland-island and inter island vessels and ferry vessels are being ordered all across the country. An ambitious project, Cochin water metro project, is being carried out by Cochin Metro Rail Limited for easy passenger movement seamlessly between metro rail, water and road in and around Cochin. A minimum of 16 stations on the waterfront have been identified. Through an international tendering process an order for twenty-three 100 pax aluminium catamaran vessels have been ordered on Cochin Shipyard Limited at Cochin. The vessels will have dimensions 24.8m length, 6.4m breadth with 2.0m demi hull width, 1.7m depth with 0.9m draft having a service speed of 8 knots. Slightly smaller 50 pax aluminium catamaran boats are on the anvil for procurement.

Cargo movement is expected to increase substantially with 500 to 5,000 dwt steel self-propelled vessels are being procured for movement in NW 1 to 5 and along the coast. Design know how is available in the country. Modern design tools including CFD analysis of vessel shapes for optimized operation in shallow water have been used for vessel design by IIT Kharagpur as well as by private designers. IWAI has embarked on developing standard designs for NW1 with



Pic: Terminal under construction in Varanasi (Courtesy: Google)

help of DST, Duisburg and IIT Kharagpur. Propeller design for low draft vessels have also been developed. A series of model tests for surface piercing propellers have been conducted and data is available for design.

The National Institute of Ocean Technology, Chennai has just procured two twin screw coastal research vessels built at Titagarh Wagons limited at Kolkata having dimensions 43m LOA(39m LBP), 9.6m breadth and 3.7m depth with 2.5m draft with most advanced scientific and operating equipment including bow thruster, flap rudders and drop keel. This concept design of this vessel was done by the Indian Maritime University, Visakhapatnam Campus whereas the detailed design was done by Seatech Solutions International (S) Pte. Ltd., Singapore and the complete tank testing was done at the test facility at IIT Madras.

After Suez blockade, non availability of India crew due to corona is the latest crisis gripping the shipping industry

NEW DELHI
Sagar Sandesh News Bureau

Sea crew have become scarce for the international shipping lines since the second wave of corona hit India since early April. India is the principle source of crew for the industry, and along

with Philippines and China, the country is one of the world largest source of sea crew

Nearly 2.50 lakh of an estimated 1.6 million seafarers globally are from India

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estimated 1.6 million seafarers globally are from India according to International Chamber of Shipping, a Singapore based industry body Singapore, a big shipping hub in this part of the world. The Chamber has since widened its ban to cover crew from countries including Pakistan

and Bangladesh according to international media reports.

The global shipping companies are looking for drafting sea farers from other non sea faring nations on a temporary basis to replace Indian crew disembarking or scheduled to board ships at various ports.

Shipping executives said that Seafarers need to be prioritised in the global vaccination rollout as countries introduce inoculation requirement to enter ships.

Ships that have visited the ports in the Indian sub continent are denied entry in many ports

Besides scarcity of crew for the international shipping lines,

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