



“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 59

(Series on “Blue Economy” By Capt. Gajanan Karanjikar)



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

**Blue Economy and Sagarmala (cont...)**

## COASTAL ECONOMIC ZONES

The Coastal Economic Zone (CEZ) is a concept introduced under Sagarmala as the focal point for development along India’s coastline. It envisions the active participation of ports in contributing to the economic development of India, like other large global ports are doing for their respective nations. The CEZs could be spatial economic regions comprising a group of coastal districts or districts with a strong port linkage. These are bounded land parcels that could actually house industrial units and requisite infrastructure. Each CEZ could be in the



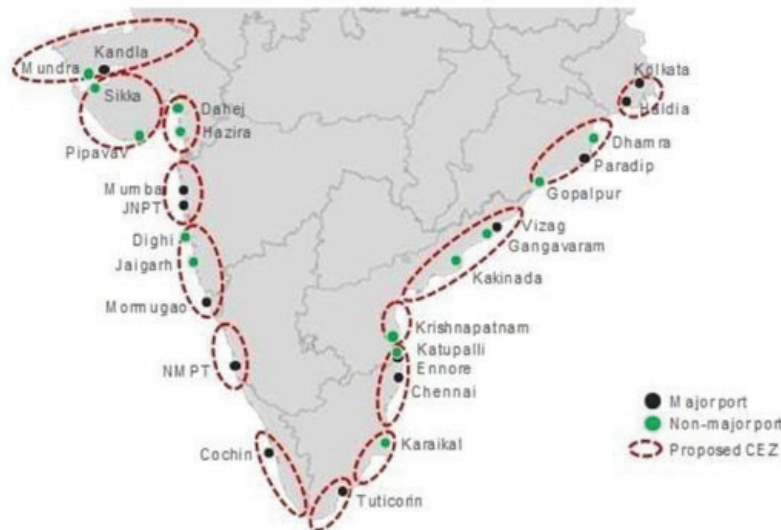
immediate hinterland of ports (existing and new proposed ports), within a radius of 100 km with a sizeable domestic market and export potential. Multiple industrial clusters will be part of each CEZ, with discrete land banks and a minimum size based on the analysis of scale economics for a given industry.

Fourteen coastal economic zones have been identified along the Indian coastline, with each coastal state having one or more CEZ. These CEZs have been geographically mapped out covering one or more districts, and potential industries relevant for each CEZs have been proposed. Each CEZ is also mapped to its nearby ports

These 14 coastal economic zones are also envisaged to tap synergies with the planned industrial corridors. The Government of India has planned for five industrial corridor projects—

- \* the Delhi–Mumbai Industrial Corridor (DMIC),

## Proposed coastal economic zones



- \* Bengaluru–Mumbai Economic Corridor (BMEC),
- \* Chennai–Bangalore Industrial Corridor (CBIC),
- \* Visakhapatnam–Chennai Industrial Corridor (VCIC) and
- \* Amritsar–Kolkata Industrial Corridor (AKIC)

This is being done to provide a thrust to manufacturing and industrialisation. Industries could be developed at selected nodal points along the corridors, leveraging their inherent strength on raw materials, labour, connectivity and infrastructure. These corridors could facilitate the government’s push in the manufacturing sector to “Make in India”. Several projects could be undertaken to provide essential infrastructure—widening roads, setting up railway linkages and connectivity with ports at nodal points. It is essential to tap into the potential of the manufacturing industry and utilise it by developing

discrete manufacturing clusters alongside the industrial corridors.

The proposed industrial clusters under Sagarmala have been mapped to the corridors—the apparel cluster in Guntur could fall on the VCIC near the Kakinada node and the other cluster in Jalgaon could be on the DMIC and BMEC. The leather clusters proposed in Muzaffarpur and Kolkata could fall on the AKIC and leather clusters in Perambur could fall on the twin corridors of CBIC and VCIC. The proposed Mega Food Park could draw synergies from the VCIC where food processing is a focus sector for development at the Kakinada node. The electronics clusters proposed in northern Maharashtra could fall on the DMIC at the JNPT node. The cluster may also benefit from being on the western DFC. The other electronics cluster has been proposed near the Yerpedu Srikalahasti node, to be developed as a focus industry under the VCIC.

## NEWS IN BRIEF

( To Read Full News Please go to [www.sagarsandesh.in](http://www.sagarsandesh.in) )

### World Bank: Beirut Port damage cost is \$350mln

The World Bank Tuesday, Jan 5, estimated the cost of damage at Beirut Port from the Aug. 4, 2020 blast at \$350 million, but insisted that reforming this facility should be one of the conditions before rebuilding it.

“Reforming Lebanon’s port sector is a prerequisite for building back a better Port of Beirut and revitalizing the Lebanese economy,” according to a new World Bank note that aims to provide guidance to policymakers on the crucial additional requirements for the rebuilding of the port.

The cause of the explosion has not been established yet by the Lebanese authorities and prosecution office.

The blast has left 209 people dead, wounded hundreds more, displaced 300,000 citizens and inflicted heavy material damage at the port and most parts of Beirut.



# Sagar Sandesh

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