



Guiding Spirit to Shipping Industry

# Sagor Sandesh

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Start ups on the rise in India



## CMMI webinar on- OPPORTUNITIES AND CHALLENGES IN INLAND WATER TRANSPORT SECTOR

**T**he Company of Master Mariners of India (CMMI) conducted webinar on most entrepreneur's topic which is also being promoted by GOI- **OPPORTUNITIES AND CHALLENGES IN INLAND WATER TRANSPORT SECTOR**. The Webinar was held on 22nd April, 2022 and Speaker invited was **Capt. Inderveer Solanki** - CMMI Member, Consultant for Inland Waterway Transportation.

**Capt. Kaustubh Pradhan, Dy Master CMMI** welcomed the Speaker of the session, distinguished guests and all the participants. Thereafter **Capt. Sasikumar CEO CMMI** introduced Capt. SV Subhedar, former CEO of INSA, Past President of Indian Coastal Conference Shipping Association and Fellow CMMI who took the session forward as moderator.

**Capt Subhedar** introduced the topic highlighting the grey areas and also the opportunities to grab in the sector, thereafter he introduced the speaker.



Capt. Inderveer Solanki

Speaker of the event **Capt. Inderveer Solanki** thanking the CMMI for the invitation, he presented the detailed PPT with clear focus on **Inland Water Transport: Opportunity Beckons!**. He briefed the participants that **Inland Water Transport (IWT)** perse is to compete with Road & Rail and how we can bridge a gap or to supplement other mode of transport by inland water transport. **His presentation covered:**

### Players

**Cargo-** Construction material and coal available, also specialized cargo like methanol.

**Waterways-** Study and develop where cargo movement is eco-friendly.

**Terminals-** No huge terminals are required. Small Jetty or even floating Jetty where permitted would stand good.

**Vessels-** to be fit for waterways with good engine speed to meet waterway current

**Facilitators-** common platform on regulatory compliance from all states involved in inland waterways.

### Logistics

It is fundamental to the performance of economy. Logistics cost in India is around 13% of the GDP, in comparison to USA/EU/ Japan where it is 8%.

The challenge of developing

transport policies for sustainable development is to orient the sector towards a compromise that maximises the economic and social benefits of transport and minimise

associated environmental, social and economics costs.

He highlighted on IWT locational economy describing the

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"Failure is a lesson learned; success is a lesson applied."

**CMMI webinar on- OPPORTUNITIES AND CHALLENGES..... From Page - 1**



recommended distances for water link both O-D on water and Pre Or end-haul other transport mode / Pre And end-haul other transport mode.

**interested in IWT and invest in the sector-**

**Drivers for Change:**

-Govt policies includes Sagarmala project/ World Bank Funding/ Gati Shakti Plan and

Growth (availability of cargo) is seen in huge quantity includes ethanol & methanol . Currently very few barges are only available and therefore the returns on investments

are seen as attractive, he described. Under Govt Policies- World Bank funded projects- NW-1, W.B, Assam, Bangladesh. Increased budget of IWAI, development of additional highways, Incentives like reduction of GST, concession in ship building, Sagarmala project, AMRUT scheme.

**Maritime India Vision 2030:**

- Promoting cargo movements on IW and multi-modal shift (To operationalise 23 waterways by 2030/ capitalize additional cargo by building multi-modal connectivity with 4 neighbouring countries. Over 100 MMT of cargo moved in 2021 and by 2030 it is

expected to go up to 140 MMT PA.

- Enhancing river cruise tourism
- Developing urban water transport systems on inland waterways- Develop 10+ Ro-Ro terminal and develop Ferry terminals across 60+ locations in partnership with states govt.

He presented two projects as examples which are underway:

**National Waterway-1** from Haldia to Varanasi( 1300 Kms) AND other NW-2 Bdesh protocol route connecting Haldia & Kolkata which also gives connectivity from Dhulian to Aricha connecting NW-1 facilitate cargo from Haldia/ Kolkata by reduction of distance of 600 Kms.

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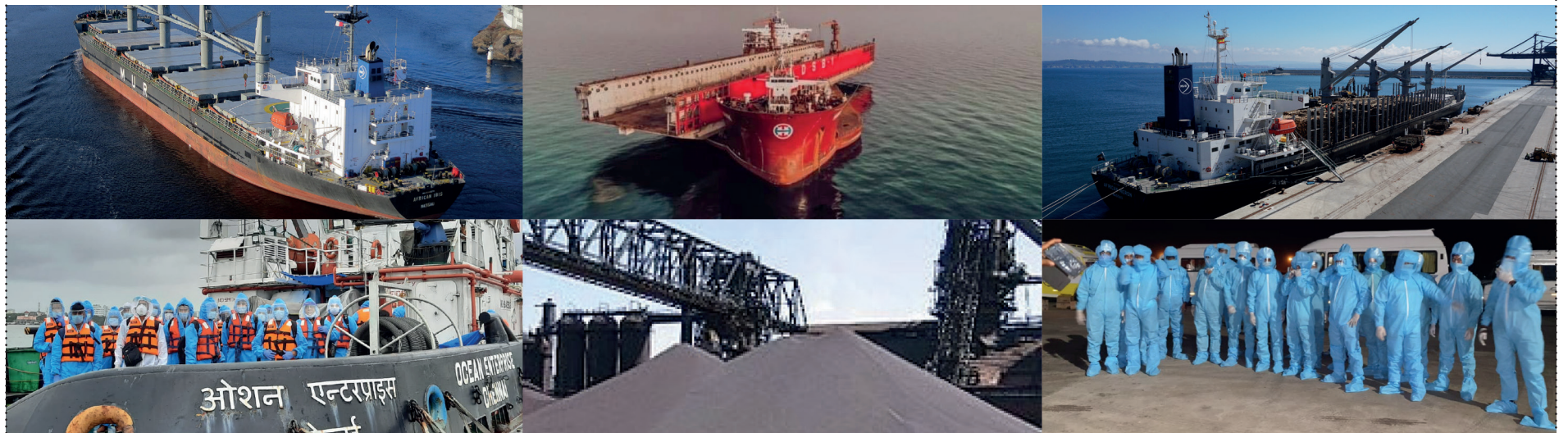


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### Requirements:

#### Capital Costs for the following:

- Dredging & River training to maintain depth.
- Construction of terminals & Jetties.
- Provision of infrastructure for cargo handling, warehousing.
- Constructions of shallow water barges
- Construction of fuel efficiency of vessels and use green fuels.

He briefed on current sizes of vessel under operation and also current update on Training & Manpower which has total 480 total training capacity covering all total 5 Training centres- Patna, Goa, Chandbali, Guwahati & Kochi.

He then presented details of requirements in numbers

to cater the expected cargo that include requirement of vessels of 200 plus of size range 1500-2000 MT, original equipment manufacturers, shipyard & repair yards and moved to Consultancy area covering various aspects on cargo management, surveys, Logistic management and other services requirement as seen applicable

#### Most Important: IWT as Logistics Solution for Ethanol and Methanol Supply Chain.

He briefed on Ethanol and Methanol policies established by GOI as described under NITI AAYOG. There is a huge requirement of Ethanol and Methanol. GOI has offered facilities of loan upto 85% of project at subsidiary of interest rate, reduction

on taxes for setting up production of Ethanol/ Methanol.

There is a great opportunity for using of IW Transport for use of Ethanol & Methanol. For requirement of 100 KLD Ethanol: Input required per annum Grain-90KMT, Rice Husk- 50KMT, Water-198KMT gives Output Ethanol per annum-33KMT. This indicates huge logistics requirement in setting up Ethanol production.

#### Now why IW transport:

Considering the requirement of water in production of Ethanol, GOI has approved production units locations in areas along Ganga River where NW-1 comes in.

For production of Bio

Fuel GOI has considered Assam, Haldia where NW-2 come in and Indo BDes protocol.

He presented example of locations where 1000KLD units are approved by GOI and likely to be in operation by July/August 2022. These are Bhojpur (60Km from Sinha Ghat), Gopalganj (100Km from Chhapra), Purnea and Kudra (60Km from Zamania). This gives First Mile Connectivity within 100 Km and in fact within 60 Km in most cases. This gives a case for use of IW transportation. Production unit will supply to Oil Major IOC and other companies. Look at Barauni Refinery sitting right at NW-1

Major cities requiring Ethanol for blending in

the Petro Pump Stations and IOC oil major can use barges to units and also use barges as storage.

He summed up his presentation urging CMMI to form a committee of professionals in the IWT who prepare a case on transportation of Ethanol & Methanol and to propose to logistic ministry as GOI has been promoting IWT through their various schemes and policies. The cost on transportation through Barge can be brought as low as Rs 0.80 per Ton per KM of transportation.

The session then followed with Q&A from many stake holders which were responded very well by Capt. Solanki, a very interactive session. Thereafter customary vote of thanks was done by Capt Sasikumar, CEO CMMI.

## Sigh of relief for Indian shippers as containers price ease

NEW DELHI  
Sagar Sandesh News Bureau

Indian shippers had a sense of relief when containers made available at Chennai JNPA and Mundra port eased by nearly twenty per cent during the calendar year of 2022 after reaching a peak in August-September 2021.

Shippers were also affected by chronic shortage of empty containers in Indian ports for the last two years.

#### Average shipping container prices eased in India by up to 20 per cent

Container xChange, the



Average shipping container prices eased in India by up to 20 per cent

world's leading neutral marketplace for shipping containers and a technology logistics infrastructure company, released the findings of its container logistics analysis for the Indian container logistics

market. It showed that average shipping container prices eased in India by up to 20 per cent.

Key findings from the analysis include that there has been a general decline in average prices of 20 ft

DC and 40 ft HC standard shipping containers across the ports of Chennai, Nhava Sheva and Mundra from mid-January 2022 till date, after having peaked in the months of August-September 2021.

Industry data available from the Indian ports also indicates that there has been a rise in the container throughput volumes at ports, namely, JNP, Chennai and Adani (Mundra) ports.

#### Encouraging that the average turnaround time has improved

Commenting on India's state of the container

logistics market, Mr Christian Roeloffs said: "The crisis in Colombo, a major transshipment hub for Indian cargo, has led to more traffic of containers at the Indian ports. For India to leverage the opportunities presented by the global supply chain dysfunction, it is important to improve the cargo handling capabilities at India's ports, build stronger hinterland transportation and must attempt to bring down the logistical costs. It is very encouraging to see that the average turnaround time for container vessels at major ports has improved which will benefit trade in times to come."

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/ Institution Need Publicity Among Stakeholders Of Maritime Industry ?

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