



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly E-Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, October 02, 2019 | Voyage 8 Wave 35



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We can move goods wherever we need and provision is available. Capacity is not an issue: Mr. N.Sreekumar



Mr. N. SREEKUMAR

**Chief Freight
Transportation
Manager, Southern
Railway**

SS: With the wind season ending this month, the power generation in Tamil Nadu will now onwards solely depend on thermal plants. What is the position of coal stock with the power plants in the state? Are they adequate to meet the increased generation of power?

NSK: The thermal stations in the Mettur are dependent on the railways for their coal stocks. The thermal plants have coal stocks which will last for two months.

SS: Are the railways planning to implement capacity addition projects that will improve the coal movement from North to South?

NSK: The Railways are implementing doubling and electrification projects depending on requirement. Capacity has not been a constraint for movement of goods. **We can move goods wherever we need and provision is available. Capacity is not an issue.** Of course strengthening the capacity improves mobility but that will not be a limiting factor for loading of goods in the Railway.

SS: Southern Railway has set up terminals to handle automobiles and move them to various parts of the country. Can you give us an idea of automobiles handled at the terminals?

NSK: The Southern Railways have created car handling terminals at Wallajabad and at Melpakkam near Arakonam for movement to North and Western parts of the country. The terminals

can handle four rakes a day with each rake taking five hours on an average to complete loading.

The terminal at Wallajabad has handled 38 rakes during the first five months of the current financial year. The One at Melpakkam handled as many as 104 rakes during the same period. Destination of the car carrying rakes, are to Alwar in Rajasthan, Ahmedabad and Gauwahati. We have enough facilities in the terminals to handle cars.

SS: With the government bent on promoting coastal shipping and the mode requires Multi Modal Transport Operations. Are any multi modal parks being planned in this part of the country to promote coastal shipping?

NSK: The railway owned company Container Corporation of India (CONCOR) is tasked to provide multi modal transport and they are creating the infrastructure for the purpose. CONCOR has recently started the coastal shipping service from Gujarat to Tuticorin. They are also planning to start a service in the East Coast.

Southern Railway has started moving coastal cargo from Vallarpadem Transshipment terminal at Cochin port to Bengaluru. The container cargo transported is mostly tiles from Gujarat.

SS: What is the status of the proposed Multi Modal Logistics Park at Jolarpettai railway station yard, about 200 kilometers

west of Chennai to facilitate cargo movement to Chennai Port? The proposal has been doing the rounds for the past two years. Has the railways handed over the land to Chennai port to operate the Park? Has the project taken or still some loose ends need to be tied up?

NSK: Chennai port will be developing

the Multi Logistics Park at Jolarpet railway station. The trade can hand over the containers at Jolarpet Park and the rakes will carry the cargo including containers directly to the Chennai Port terminals. The project is in advanced stage of finalization. It is likely to be commissioned within a year.

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Observation of “Swatchhta Pakhwada 2019” in Kamarajar Port



Swatchhta Pakhwada 2019 at Kamarajar Port

NEW DELHI
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Kamarajar Port Limited, is observing “Swatchhta Pakhwada 2019” from 16th Sept to 30th Sept 2019. During the observation, Kamarajar Port is carrying out various cleanliness related activities inside and outside the Port.

During the first week of the observation, Kamarajar Port has carried out activities like taking “Swatchhta Pledge” among the employees, Port users, stakeholders etc. subsequently, during the observation, activities like cleaning the

areas in and around the Port Administrative office building, Cleaning the areas in and around the Main gate, West Gate and General Cargo Berth were carried out.

Further, around 500 plant saplings were planted along with tree guard in “M7 – Manali New Town Police Station”, “Panchayat Union Primary School, Manali New Town” and “Jai Gopal Garodia Govt. High School, Manali New Town”.

Further, various activities have also been planned during the second week of the observation.

We can move goods wherever we need ... From Page -1

The railway’s basic infrastructure is available at the Jolarpet yard. Chennai port has to only make marginal additions to the infrastructure to start the service. There is no need for major investment for implementing the project. We want the project to be executed at the earliest.

SS: Lack of adequate rail connectivity is a major issue for East Coast ports. For instance VOC Port which has existed as a major port for 40 years still has a single railway line linking it to the rest of the country. When will the on-going doubling of railway track project from Madurai to Tuticorin (150 kms) be completed? Also the status of the new line project from Tuticorin to Madurai via Arupukottai announced by the Railways more than ten years ago.

NSK: If the VOC Port needs to move 2 to 3 rakes per day, there is no issue and the existing single railway line is sufficient. Four or five rakes are moved daily from Karaikal port to transport coal to various thermal stations.

The doubling of railway track between Tuticorin port and Madurai is not likely to be completed during the current financial year. It may take one more year for completion.

On the new railway line project between Tuticorin to Madurai, the Railways have planned to commission the first phase of the project from the port. One or two railway stations will be completed this year to facilitate movement of coal to cater to the requirements of a private power plant.

Several capacity addition projects are under contemplation in the Railway but I cannot disclose the details since they are not yet finalized and needs approval by the Railway Board. Several capacity addition projects are under implementation including improving the signaling and providing

loop lines but they may not be as visible like a doubling or electrification project. These projects also add to the carrying capacity of the railway.

SS: Railway Minister Piyush Goyal in his recent address to the Zonal railways has called upon them to take steps to increase freight loading. How do you propose to increase freight loading in the Railways?

NSK: The Railways have recently announced several concessions to promote freight traffic. These concessions would help to boost traffic in cement, food grains, fertilizers and coal. The concessions also cover all the commodities carried by the National transporter.

The concessions include the waiving of 15 per cent busy season surcharge from October and the surcharge on Mini rakes

SS: What is your message to the trade so that they can maximize their transport through railways?

NSK: If there is any offering of cargo by the trade, the Southern Railway will accept it. There is no capacity constraint in carrying any type of traffic within the Southern Railway and in and out of Railway with the current infrastructure facilities.

The Railways could move much more cargo with the existing capacity.

SS: What has been the earnings of the Railway from the passenger and freight during the last financial year?

NSK: The Southern Railway has earned Revenue to the tune of Rs 4483 Crores from the passengers and a sum of Rs 3125 Crores from freight during the last financial year 2018-19.

The earnings during the first five months of the current financial year 2019-20 (April to August) has been Rs 2024 Crores from the passengers and Rs 1220 Crores from the freight traffic ❖❖❖

Tamil Nadu and Kerala Chief Ministers write history showcasing importance of inter-state cooperation

NEW DELHI
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In a historic development, Kerala and Tamil Nadu have decided to review the Parambikulam-Aliyar water sharing agreement, 60 years after it came into existence.

The decision was made in a meeting between Tamil Nadu chief minister E Edappadi K Palaniswami and Kerala Chief Minister Pinarayi Vijayan in Thiruvananthapuram on Wednesday, 25 September 2019.

Addressing the media jointly with his Tamil Nadu counterpart, Vijayan said, “The Parambikulam-Aliyar agreement is 60 years old and we have decided to review it. A secretary level committee consisting of five people from each state will be formed. Technical expertise will also be provided.”

Palaniswami was accompanied by Municipal Administration and Rural Development Minister S.P. Velumani, Deputy Speaker V. Jayaraman, Chief Secretary K. Shanmugam and senior officials

Members, venue of the meeting to be decided in a week

According to the agreed arrangement, the members of the committee and the venue of the meeting date will be decided in a week.

The Chief Secretaries of both the states will convene meetings and review the progress once in six months, Vijayan added.

Agreement will also look into the diversion



Tamil Nadu CM Palaniswami and Kerala Chief Minister Vijayan addressing media on Wednesday

and integration of rivers in Anamalaiyar and Nirar-Nallar

The Parambikulam-Aliyar Project provides water for drinking and irrigation in Coimbatore, Thruppur and Erode districts of Tamil Nadu and Palakkad in Kerala. The agreement will also look into the diversion and integration of rivers in Anamalaiyar and Nirar-Nallar.

The chief ministers of the two states met after over 15 years to discuss the water sharing agreement. The last meeting was held in 2004 between then chief ministers J Jayalalitha and Oommen Chandy.

The people of Tamil Nadu and Kerala are like brothers and sisters

The aim of the meeting is to get rid of the differences between the people of the two states over the water resource. “The people of Tamil Nadu and Kerala are like brothers and sisters and so, every issue must be sorted out through discussions,” Vijayan said.

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SAGAR SANDESH - Maritime Tabloid English Weekly E-Paper
Published by Dr R Lakshmipathy (Owner) on behalf of
Professional Publications (P) Ltd, “Sriram”, 27, Sathyasai Nagar, Madurai - 625 003.
Published at “Lakshmi”, 21, Sathyasai Nagar, Madurai - 625 003, Tamilnadu.
RNI No. TNENG/2012/41759, Postal Registration No. TN/MA/140/2018-2020.
Licence No. TN/WPP-115/SR/2018-2020.