



Guiding Spirit to Shipping Industry

Sagor Sandesh

Maritime Tabloid English Weekly E-Paper

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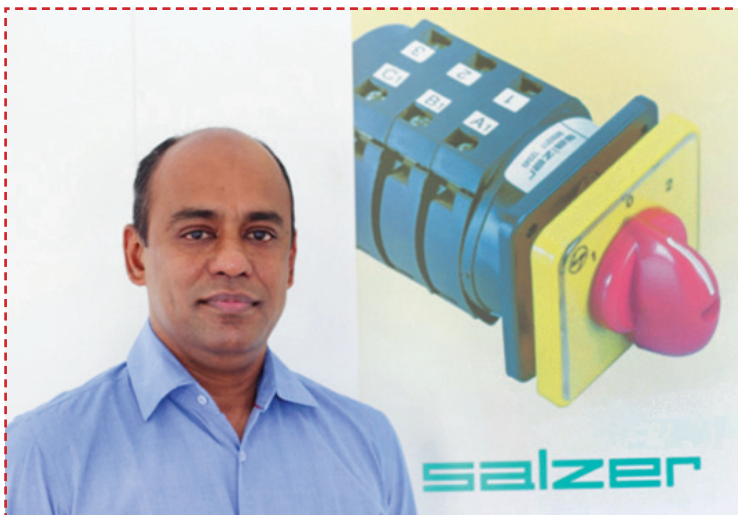


With the valuable support of the readers and advertisers Sagor Sandesh is pleased to say that it enters the seventh year of existence with this issue.

Thank you all



Now still Coimbatore is a highly industrialized city though it has lost the dominance: SALZER Doraisamy



Leading entrepreneur of Coimbatore: Mr Rajesh Doraisamy

Lack of infrastructure can cause havoc to an industrial town- Coimbatore is yet to emerge though talent is abundant.

Coimbatore had emerged as Manchester of south India in early 20th century dotted with spinning mills when the buzzing Bengaluru of recent years was known for providing paradise for pensioners. Till about 1980 Bengaluru did not have a direct train to the National capital and a primitive airport run by HAL. Now the city has one of the largest Airports in the country. Railway infrastructure was given a big push by the then Railway minister C K Jaffersharif in 1990's. The city has graduated as one of the leading Metropolitan cities overtaking Chennai. Bengaluru's meteoric rise came in a matter of 20 years. Ironically Coimbatore at present hosts large number of old age homes.

The Coimbatore Airport expansion project conceived nearly 25 years ago has been put on hold since the district

administration could not acquire land for the purpose. While nearby Cochin has a full-fledged International airport, very few international flights take off from Coimbatore.

The doubling of railway line project from Irugur on the Chennai to Palghat railway line to Coimbatore a distance of hardly 25 kilometers took 25 years to be completed since the Railways was not giving adequate funds. Broad gauge line between Coimbatore to Madurai to provide connectivity to Tuticorin port took nearly 20 years to complete but the project has not been fully commissioned as yet.

With the result major trains running between Chennai and Cochin skipped Coimbatore diverted for completion of doubling project continued to skip Coimbatore even after the project was commissioned. A former Southern railway General Manager went to the extent of stating on record in an official

letter to the city's Member of Parliament that railways will not run trains to insignificant towns like Coimbatore. People of the city are fighting for a direct train to Bengaluru for the past fifteen years.

Coimbatore continues to be leader in Textiles Engineering goods, Pumps. The nearby Tirupur town is a leader in Hosiery exports from the country, *Sagor Sandesh* has attempted to take up the cause of Coimbatore to the political establishment in the wake of reports about the flight of capital from the textile towns to low cost towns of Andhra Pradesh. In this context we have carried the views of leading entrepreneur of Coimbatore *Mr Rajesh Doraisamy*.

Interview with Mr Rajesh Doraisamy

Sagor Sandesh: Coimbatore was a pioneer industrial city since the 19th century. But Bengaluru has remained a pensioners' paradise till 1980's. Now Coimbatore has been pushed to position of being a pensioners paradise How did this happen : Shocking but true?

Mr. Doraisamy: Coimbatore has a very special nature in the country. The entire city has been made up of Private Entrepreneurs only and there has been no Government institution or large Govt investments in this city. In spite of that, at one point of time, Coimbatore was producing
80% of cotton Yarn
70% of Motors & Pumps
90% of Wet Grinders
Is a Major hub of Foundries & Valves

Now still Coimbatore is a

highly industrialized city though it has lost the dominance. Now going to the question of being a Pensioners paradise – I personally would call it a bad thing to happen. If the city can continue to build on its Entrepreneurial reputation by building more industries and also grow as a pensioners paradise, that will be a good thing to happen.

SS: 30 years ago there was flight of textile mills from Coimbatore to Dindigul belt. Ever since the formation of Andhra Pradesh, we hear reports of flight of capital from Coimbatore to AP, What are the steps TN govt should initiate to stop the flight of capital from the state?

D: Yes true. The number of Spindleage has dropped or, say it has not increased in the last decade or so. The Spinning mills have moved to Gujarat and Andhra Pradesh due to availability of raw material and also closer to the Market. However I can strongly say that the Ecosystem for running a spinning mill is Best is available only in parts of Coimbatore and surrounding areas. If only the Govt. can come up with some innovative schemes on Labour front, continuous power supply and also lower Power tariffs, Make it easy for buying private power without the present cumbersome regulations & Cost.

Another radical measure the govt. can do is to incentivize the employment by giving a portion of the ESI or PF. Spinning industry is supposed to be the largest employing industry in the country after Agriculture.

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Editor speaks...

Without an effective logistics, the economy of a nation or even of a city will begin to flounder since poor logistics infrastructure puts lot of hurdles in the seamless movement of goods and of delivery of a plethora of services. In the interview with Mr. Rajesh Doraisamy of Salzer, a very leading entrepreneur in Coimbatore this fundamental fact is made clear. Coimbatore today is not what it has been and as it is pointed out, nearby places tend to progress in terms of industry and commerce, Coimbatore seems to suffer a bit on account of adequate logistics. For instance, while Bengaluru has an international airport, Coimbatore lacks the facility that makes many international flights possible. Though conceived much earlier, the air port expansion is still to see the light.

Mention must be made of Ashgabat Agreement. Any effort to give a boost to the exim trade must be a welcome initiative since the exim trade of the country is still finding its way to a steady stability where there will be a viable balance between import and export. This agreement opens up trade possibilities for India with the Central Asia.

On the international platform, Wartsila's single solution to all retrofit issues necessitated for immediate compliance with IMO's Convention for Ballast Water will be an extreme convenience

to the shippers who are already struggling in a not-so-much favourable market which does not guarantee steady returns. Another matter of serious significance is China's ban of import of recycled waste. It might render a large number of container vessels will find it extremely difficult to find usual shipments. One report goes to the extent of saying that the ban will create something like a major natural disaster.

The Budget 2018 will continue to attract different kinds of views from different kinds of sectors; it has to be like that. But Tamil Nadu has something to look up to with India and World Bank signing \$ 100 million project to boost up the rural economy. A good piece of news to the rural folks of Tamil Nadu. We wish that this project becomes a reality and the sooner is the better.

The initiative of the Railways to have a digital contract management system conveys very clearly that the Ministry is seized of the difficulties of the contract labour and it has taken a good stride towards minimizing the difficulties of the contract workforce. Ultimately, an efficient supervision by the authorities of the duties of the contract labour force will end up improving the passengers' experience in the train journey.

The other regular stories dealing with ports will be as usual informative and interesting reading.

With warm regards.

Now still Coimbatore is a ...

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So any positive here will be a general positive for the whole economy.

SS: What the problems the exporters face in the Coimbatore region. Which is their preferred port for exports and imports Chennai, Tuticorin or Cochin and why?

D: The preferred port is normally Chennai or Tuticorin.

SS: Apart from yarn, Engineering goods, hosiery, Motors and pumps which are the other industries where there is growth possibility in the area?

D: IT is a new emerging field. Foundry, Valves and related industry also has seen good growth in the last 10 years. Knitwear Garment manufacturing has been growing steadily. Tirupur exports almost 50% of the country's Knitwear garments. (Tirupur exports approx 25,000 cr p.a. Total Knitwear garment export from country is around Rs 51,000 cr approx.). With such large share, the support and incentives for the industry has been almost nothing from the state govt.

Though Central Govt. has been giving a lot support in terms of Duty Draw back and interest subsidies, there has been not much encouragement from the state government.

With the kind of eco system the City has for Knitwear Garment, Textile in General, Foundry, Valves and Auto components – the state should come up with a 10 year plan to improve the infrastructure and further develop the industries.

SS: What is the industry doing to expedite acquisition of land for expansion of the airport pending for the past 20 years?

D: A lot of forums like ICCI – Coimbatore, CII, CODISIA and citizens' forum have all been working with various authorities to get the Airport expanded fast.

SS: Irugur Coimbatore doubling project took 25 years to be completed but now most of the trains bound for Kerala continue to skip Coimbatore. What are your suggestions for improving the railway infrastructure in the region?

D: Over the last decade,

Coimbatore was mostly neglected in terms of new trains and connectivity. More Day trains and fast trains to Bangalore, Chennai and Hyderabad are required on an urgent basis. Connectivity to other cities like Mumbai, Ahmedabad, Baroda, Nagpur etc., is also to be increased.

SS: reasons why the soft ware industry has not taken off the way it should have been considering the quality of the work force in the region?

D: IT industry came up very well in Coimbatore. However the cost of Land increased substantially and hence the cost advantage between Chennai/Bangalore to Coimbatore because very less and hence the growth slowed down. Even now, the two major IT parks, one by Govt of Tamil Nadu and the first one initiated by KG Group has both excellent infrastructure and a lot of MNC have set up shop here. I am sure IT industry has immense potential and once things balance out in terms of cost, it will pick up again.

WISTA Singapore Launches Asia Conference

NEW DELHI
Sagar Sandesh News Service

Women leaders from all over the world will gather in Singapore to attend the forthcoming WISTA Singapore Asia Conference taking place on May 10, 2018.

The theme of the conference is “#UnlockingAsia – Opportunities and Threats” and topics such as “Ports & Terminals”, “Cyber Security” and “One Belt One Road Initiative” will be explored by experts in these areas in various panel discussions.

Hosted by WISTA Singapore, a National Chapter of WISTA International and the first to be founded in Asia in 1998, the milestone event brings together professionals from diverse organizations operating in the fields of shipping, trading, insurance, finance and the law, to address key issues impacting the maritime and trading community today.

The Guest of Honor, Ms Tan Beng Tee, Assistant Chief Executive (Development) of the Maritime Port Authority of Singapore, will grace the event and give the opening speech. Ms Tan has been an honorary member of WISTA Singapore since 2006.

Other confirmed speakers include Mr Eugene Khoo, Project Director (Next Generation Port Project 2030) of the Maritime Port Authority of Singapore, Ms Despina Panayiotou Theodosiou, President of WISTA International and CEO of Tototheo Maritime, Ms Diane Edwards, WISTA International Secretary and General Manager (People, Systems and Technology) of Ports of Auckland.

The event will be held at an award-winning boutique hotel nestled in the heart of the city, Hotel Fort Canning, which will be a fitting setting to the discussions set to take place throughout the day.

Ms Magdalene Chew, President of WISTA Singapore, expressed her wishes for the event: “By all indications, the local and international WISTA community is excited about supporting and attending the WISTA Singapore Asia Conference in Singapore. The Maritime Port Authority of Singapore's support for the event is pivotal and reflects the relevance of the topics to be discussed. It promises to be an informative and inspiring conference.”

The conference is a



Magdalene Chew - President of WISTA Singapore (Photo: WISTA)

cornerstone event in WISTA Singapore's calendar this year to commemorate the celebration of their 20th anniversary in the Lion City.

Ms Chew added: “WISTA Singapore was started 20 years ago to give women in the industry a voice and a platform on which to build their networks and connections and most importantly, be represented in leadership positions. We continuously strive to create and facilitate opportunities for members to network with fellow professionals in the industry to share ideas, information and contacts, and more importantly to provide friendship, encouragement and support to one another.”

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In association with R.I. Institute of Nautical Sciences, Madurai, Tamil Nadu.

Mumbai Office

217, Secands Road, Unique Industrial Estate, off Veer Savarkar Marg, Bombay Dyeing Compound, Prabhadevi, Mumbai - 400025
Ph: 022 - 24211583 / 24210193. Fax: 022 - 2421 2149

Chennai Office

No.6, Ground Floor, Nungambakkam First Lane (Opp. Regional Office, Indian Oil Corporation), Nungambakkam High Road, Chennai - 600 034
Ph: 044-42664408 / Mob: +91 72000 84866

Admin. Office

21 "LAKSHMI", Sathya Sai Nagar, Madurai-625 003. Ph : 0452 437 8300 / +91 72000 84864

EDITOR & PUBLISHER	: Dr R Lakshmiopathy
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