



Guiding Spirit to Shipping Industry

# Sagor Sandesh

Maritime Tabloid English Weekly E-Paper

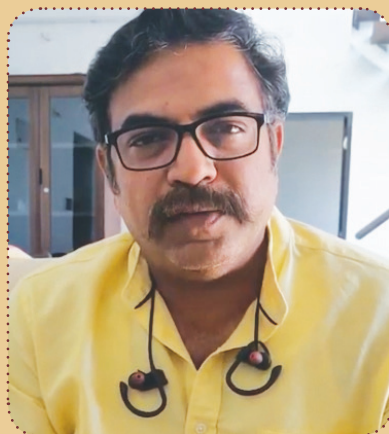
In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, July 10, 2019 | Voyage 8 Wave 23

## Creation of complete ecosystem is lagging behind for the overall growth of Coastal shipping: Capt Gajanan Karanjikar

### Capt Gajanan Karanjikar

**Sical logistics ltd**

**Head - Coastal shipping,  
integrated logistics solutions  
and International Business  
Development**



#### (Interview Continued)

**Sagor Sandesh:** What is your take on the status of Global Shipping Industry? Has it come out of the woods after the ten year long recession? Have mergers resorted to by the global shipping majors helped them to improve their profitability? What are the prospects for the industry both near and long term?

**Capt Gajanan Karanjikar:** Global shipping has always been of a cyclic nature and markets now are seen more or less stable. Fleet growth is expected to be 3 to 4 per cent in 2019 which is also going to add to tonnage. Dry bulk sector is expected to start its growth trajectory and wet segment may take a little while due to addition of new tonnage that is carrying capacity.

Freight rates may benefit accordingly, although supply-side capacity management and deployment remain key. Main concern however will remain as protectionist policies are being implemented in shipping by Nations worldwide trade. Since 80 per cent goods of world-wide trade are still transported by shipping industry, the implementation of these policies will certainly impact the global GDP.

The Industry will still remain negative as demand side trade risk and slower economic growth worldwide. If you look at the change in global shipping today, liner consolidation, technological advances and climate change policy implementation are the main key drivers.

Consolidation activity in liner shipping continued unabated: the liner shipping industry witnessed further consolidation through mergers and acquisitions and global alliance restructuring in 2018. 15 top shipping line companies had 70 per cent of the trade whereas now that number has

reduced to top 10 shipping lines. Alliance members continue to compete on price while operational efficiency and capacity utilization gains are helping to maintain low freight-rate levels. We will need to continue analyzing the mergers positions to check the negative implications on the market.

On a short term definitely recent trade war stand-offs are going to affect shipping globally, however the world is positive that this will be resolved sooner than later. On the long term technological advances in the shipping industry, such as block-chain applications, cargo and vessel tracking, autonomous ships, and the Internet of Things, hold opportunities for the global shipping industry however there are still many grey areas in shipping safety and security and negative effects on seafarer's jobs.

**SS:** The government had announced several concessions for Coastal shipping industry for the last few years including construction of exclusive berths for coastal shipping in many major ports of the country including Chennai. But volumes have not picked up. What are the problems ailing the industry?



**Capt GK:** Indian coastal shipping is becoming a story by itself and more over it is been talked about in so many places with lesser implementation of Govt initiatives and failure to gather stake holders, it is going to be an uphill task.

Sagar Mala is a beautiful concept and main fear is if it only remains a concept on paper and lacks a regulatory force with wider help from other spectrums to support the growth. The Coastal Berth Scheme was made to promote the development of dedicated infrastructure for coastal shipping of goods and passengers across India's Major and Non-Major Ports.

As per latest data available 21 projects are underway and Rs 726 crores have been allotted and Rs 205 crores already spent. It is supposed to increase the good transport by coastal route to 12 per cent by 2025 from present 6 per cent. The growth in coastal transport has been recorded at 8 per cent of CAGR however there are many road blocks still being faced.

Creation of complete ecosystem is lagging behind for the overall growth of Coastal shipping. Coastal shipping does not merely mean to create just movements of cargo on the coast but creating a sustainable ecosystem to promote and maintain movement to benefit all stake holders.

We still grossly lack in end to end logistics aggregators and cargo/consignment aggregators to come forthwith to take part in this coastal shipping initiative. Complete relaxation of Cabotage would be a bold step forward which is required to be taken. It well may be criticized but unless that is done, the powerful players that are in the world at large may not be attracted.

The Rationalization of tariff of major and Non Major port for coastal cargo is yet to be on the card. Supportive other modes of transport and their integration is also the key factor for a first and last mile delivery which is lagging behind as port led development program which is interconnected to the infrastructure of the port is yet to kick off.

Coastal shipping also needs to be adequately supported by the ship repair facilities along the way. The industry is very dynamic in Nature. Hence mobilization of such workshops, to offshore and on shore requirements with skilled marine engineers, fitters, repairmen, are needed at each nodal point. Efficient terminal handling and quick turn-around will bring in utilization to optimum there by reducing cost impact of waiting time wastage.

(To be continued...)

#### SHIPPING - 4



**DP World Acquires  
Topaz for \$1 Billion**

#### LOGISTICS - 7



**Road network for  
development of ...**

#### EXIM - 9



**Budget a road map  
for New India ...**

#### PORT - 10



**State warns port  
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Maritime Tabloid English Weekly E-Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, July 17, 2019 | Voyage 8 Wave 24



## SHIPPING - 4

China and India Lead the Dry Bulk Market's ...



## LOGISTICS - 7

Environment Ministry panel on hydropower projects ...



## EXIM - 9

Creation of twin ports between India and ...



## PORT - 10

On the eve of Assembly elections govt...

## Coastal shipping cannot survive without the help of other modes of transport: Capt Gajanan Karanjikar



**Capt Gajanan Karanjikar, Sical logistics ltd, Head - Coastal shipping, integrated logistics solutions and International Business Development**

**Sagar Sandesh:** How do you tweak the laws governing Customs, Immigration and other governmental agencies to make coastal shipping happen in the country? Do you see any role for customs and immigration authorities in domestic trade? The Laws also vary from port to port and between ports in the east coast. Don't you think that a standard operating procedure for handling coastal cargo should be laid down and implemented uniformly in all the ports by the government?

**Capt Gajanan Karanjikar:** Today's customs laws are made to encompass all shipments and do not have separate coastal laws. Factually like other countries the customs should have no role to play in coastal movement of the goods unless it is operated by the non coastal vessel. However it would take considerable time to implement the separate system for customs. As of now filing of entry bill for coastal goods is mandatory at load port.

Uniform law implementation is also a need of the hour to move coastal cargo in a swift way like it happens in other countries. For Example China has uniform law in all ports for coastal cargo. They do have separate storage spaces and special berths from where the coastal ships operate. Once we have Sagar Mala in fully operational status and all major /minor

ports have coastal berths, this would be possible. The government is thinking in right direction on this but implementation is very slow.

**SS:** Experts say small exclusive ports should be set up for coastal shipping so that they don't get mixed up with EXIM cargo like the model followed in various European countries. What is your take on the issue?

**Capt GK:** Exactly. Sagar Mala and its implementation have this in plan already. Once implemented the coastal cargo movement will have huge advantage. The port led development module in Sagar Mala is a great initiative and has lot of other aspects to promote the industrial growth in and around coastal belt. One thing we have to understand that the coastal trade in Europe and other countries is well developed and has been operated from several years.

We are just starting on this and being a new player we are bound to have lack of response from industry as well as from the Operators. Government is working relentless on this to gather the stake holders and make them use the most beneficial way. Once the usage starts the efficiency will kick in as every stake holder would like to have this done in a most swift way.

**SS:** Coastal shipping involves Multi Modal transport of cargo. How do you synchronize Multi Modes of transport and at the same time provide service cheaper than road transport which is your main competitor?

**Capt GK:** Coastal shipping cannot survive without the help of other modes of transport. Hence it is multi modal transport. Following ways can help Coastal shipping grow and gather momentum.

1. Port led development- setting up manufacturing industries near to the port and coast.
2. Multi modal hubs to be set up at coastal belts.
3. Better infrastructure for hinterland connectivity.
4. Involvement of coastal stake holders in transportation on-land too for the first mile and last mile- end to end transportation.

5. Seamless process of handing over the cargo to the next mode backed by string and govt laws and use of internet technology.

**SS:** Container corporation of India CONCOR has recently started coastal shipping service from Kandla Port in Gujarat which gets terminated at Tuticorin port. The service is not getting extended to the East coast. Draft restriction in Pamban

coming in the way extending to coastal service to the east coast. Do you think the early completion of Sethu Ship canal project can help cover coastal shipping to east coast ports as well?

**Capt GK:** Certainly, whatever needs to be done to promote coastal traffic should be done. The coastal shipping in the east coast is certainly in disadvantage due to rounding of Sri Lanka. It takes more time and of course more fuel as more distance has to be covered. Sethu Samudram project issue has to be settled as it will definitely yield results in good cargo movement between east and west coast.

Turn to Page - 2 ▶▶

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## Editor speaks...

Capt G.K. says that coastal shipping cannot survive without the help of other modes of transport. In fact, even shipping as it is has to depend on multi-modal connectivity. Cargo has to be transported the way it is possible. The multi-modal infrastructure helps coastal shipping to develop. The Captain with insight into business dynamics lays stress on multi-modal infrastructure for the development of coastal shipping. It is not just the infrastructure that maintains business; cargo must come; and cargo will not be there if there are no manufacturing units. All these vital facts are emphasized by the captain.

By increasing iron ore and coal imports both China and India are said to lead the dry bulk market. The matter of concern seems to be that India is importing more and from farther countries; this will automatically cost Indian consumers. And by implication, it appears that Indian consumer has to shell out more not just because of the domestic demand but also due to draft restrictions. Needless to say, transshipment transport costs more to all the stakeholders. Draft must be increased so that the logistics cost, ultimately, will come down.

Gautam Adani sounds supremely right when he says that "India's development is

linked to the availability of more power. And coal will play a big role in this as a baseload supplier." Market sensibility and sensitiveness to market dynamics constitute two of the major pillars of sustained business enterprise.

The Sri Lanka Ports Authority (SLPA) is keen on enhancing connectivity with Indian ports using ferry services to facilitate easier trade and tourism, its chairman Kavan Ratnayaka said.

All countries, be they developed or developing, cannot help focusing on augmenting their national economies. India claims it is going to be \$ 5 trillion economy by 2024; understandably, the year when Modi 2.0 comes to an end. And there seems to be an environment that appears very favourable to achieving this goal; coastal shipping improving; road connectivity and logistics infrastructure getting top priority even in the budget; consistent efforts of all the ministries to improve their performance in their respective fields and above all, under the leadership of PM Modi, international relations getting significant attention—all these efforts if continued unabated, there is ever possibility that India can become \$ 5 trillion economy in time.

Wishing you an interesting and informative reading, and with warm regards.

## Coastal shipping cannot survive... From Page -1

**SS:** Transshipment hubs are being planned at Tuticorin port while such terminals are being constructed at Vizhinjam and Kanyakumari. Do you think these three terminals at the southern tip of the country should supplement and complement each other to take on the might of Colombo and Singapore ports or should they compete?

**Capt GK:** Yes, but it needs to be supported with other shipping services as well. We need to have bunkering facilities and ship servicing in these ports. If these ports are to be included in Main Line calls then definitely the efficiency will count in cargo loading and discharge operations.

We need to build world class facilities in these ports to compete with port like Singapore. We also need to increase the infrastructural requirement for Cargo evacuation in these ports. The hinterland connectivity either by Rail or road is very poor at this time and may take years to be built if there is no will. Govt needs to take this up on a priority basis and built multiple Railway lines and terminals to support/ feed the ports.

(To be continued...)

## Bangladesh poses a threat to Indian textile exports



Government should come out with a firm policy for the next five years to boost garment exports, says industry players

NEW DELHI  
Sagar Sandesh News Bureau

India has been pushed to the third position in garment exports during the last financial year (2018-19) way behind the neighboring Bangladesh and Vietnam.

### B'desh and Vietnam far exceed India in garment industry

While India's garment exports are struggling at 16.5 billion US Dollars during the last financial year, Bangladesh had bagged orders worth 35 billion US Dollars. Vietnam which had begun garment exports only a few years ago has touched 24 billion US dollars last year according to Apparel Export Promotion Council sources.

Fourteen years ago Indian garments exports were of the order of five billion US dollars while Bangladesh's export was around 3 billion US dollars.

Two years ago the India's garment exports touched a new low of 16.1 billion us dollars (2016-17).

### Govt must come out with stated policy to help boost exports

Instead of announcing piece-meal policy measures, Government should come out with stated policy for the next five years to boost exports. This will help manufacturers plan their expansion and achieve scale, the sources said.

Finance Minister Nirmala Sitaraman had hinted at Special Sourcing concessions for foreign-owned single- and multi-brand but details are not yet out. It will be a big blow if the government eases the current mandatory 30 per cent domestic sourcing norm.

Bangladesh which is the world's second-largest garment Exporter, has seen the value of its overseas sales rise to a record 40.5 billion US Dollars in the year ended June 30. The massive increase in the exports coincides with US President Trump boosting tariffs on Chinese goods to 25 per cent from 10 per cent.

### US-China trade war benefit Vietnam and Malaysia

The US-China trade war

has seen American and Chinese orders for more than half of the 1,981 tariff products so far being re-routed through other countries, including Vietnam and Malaysia.

### Indian garments exports to B'desh attract duty of 125 percent

Bangladesh, which has signed an FTA with both India and China, has been sourcing fabric duty-free from China and exporting garments to India, thus providing a back-door entry for Chinese fabrics into the country. Ironically, export of garments from India to Bangladesh, attract a duty of 125 per cent.

The government should ensure that Bangladesh sources a part of its fabrics requirement from India as putting a cap on their export looks difficult, he said.

For Bangladesh, which aims to double total exports to 72 billion US Dollars by 2024, sharing part of the 41 billion US Dollars of the clothing business that goes to China will provide a fillip to their economy.

### Duty free B'desh garments under FTA affect domestic industry

Government should come out with a firm policy for the next five years to boost garment exports, says industry players A huge jump in duty-free garment imports from Bangladesh under the free trade agreement has put the domestic industry in a fix. This comes amidst slowing domestic demand and banks curtailing credit to 80 per cent of MSMEs (micro, small and medium enterprises) in the sector.

Import of garments to India from Bangladesh was up 82 per cent to 365 million million US dollars last fiscal. It has been growing steadily at a CAGR (compounded annual growth rate) of 52 per cent and is expected to touch 3.6 Billion US Dollars by 2024-25. This will render about 10 lakh people jobless with most of the small garment industry shutting shop.

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## We need to develop systems where ports will market themselves in competitive market and business environment: Capt GK



**Capt Gajanan Karanjikar, Sical logistics ltd, Head - Coastal shipping, integrated logistics solutions and International Business Development**

### (Interview Continued)

**Sagar Sandesh:** Colombo port has advanced infrastructure in terms of draft but Tuticorin Vizhinjam and Kanyakumari have single railway line connecting them to rest of the country. What kind of railway infrastructure is required for speedy evacuation of containers from these transshipment terminals? Should these projects be taken up simultaneously with the development of transshipment terminals? It looks like a fight between David and Goliath.

**Capt Gajanan Karanjikar:** Very true, but in that fight the David being underdog wins and here we being underdogs will lose. If we can look at these world class transshipment ports, they are so well equipped and connected. The cargo evacuation is timed and it is port KPI (key performance indicator).

Unless we think on these lines our ports efficiency will never come up. I have spent considerable time in studying the performance indicators of Terminals and ports. A right system needs to be set to have measurable and tangible KRA/KPI set up whether they are environmental or operational. They should be able to directly benefit the local community and customer respectively.

With the requirement of port infrastructure, we do not need to reinvent the wheel and we should learn from the world class transshipment terminal. Cargo delivery in safe and sound mode being the center of the operation, we need to build around this single perspective.

**SS:** Container terminals in the East coast are working to forty per cent of their capacity during the last five years. But ports in the west coast especially JNPT and Mundra port are working beyond their capacity. What are the measures that need to be taken urgently to improve the volumes in east coast ports?

**Capt GK:** With New cabotage law in place, foreign ocean carriers are now allowed to transport laden export-import containers for transshipment. Even the empty containers can be carried for repositioning between Indian ports without permission by foreign carrier.

This was a market that for long time remained as a monopoly of Indian vessels. In this way the government sought to protect domestic ship operators, especially state-owned Shipping Corporation of India. Now it has changed and certainly the volumes of transshipment in the East coast have increased.

Ports of V.O. Chidambaranar (Tuticorin), Visakhapatnam, and Cochin have the potential to transform themselves into "transshipment hubs" and, in turn, increase their freight handling. This should be done on Priority to take the geographical advantage and to take away the business from Colombo and Singapore.

**SS:** What is the status of congestion in Chennai port even after the completion of EMRIP project (Ennore Manali road improvement program) Container traffic has since shifted to nearby private ports because of problems in evacuation of cargo. There are experts who feel that container traffic would shift further with the inordinate delay in resumption of work on Chennai Port Maduravoyal Elevated Corridor. They feel once this project is completed in three years, it will remain a monument since by then the trade would have shifted substantially to nearby Ports. Your take on the issue.

**Capt GK:** See this is the down side of the delayed projects. When the project gets delayed, the alternatives come forward and occupy the space. The similar fate is even for other projects and PPP projects which have got delayed. The correction to the situation should be brought about now, by Govt introducing an additional advantage for using this project to connect to port of Chennai.

**SS:** Fifteen years ago Chennai was the only port serving the entire southern parts of the country. Now we have four ports in the region competing for cargo in the same hinterland. What are the prospects of Chennai and other private ports in the region in the coming years.

**Capt GK:** There is immense need to change the Port as per the changing times.

Apart from being competitive in rates and advantageous for location, port and its management needs to walk an extra mile towards effective reach to the stake holders.

Meaning we need to develop systems where ports will market themselves in competitive market and business environment. Chennai Port has fantastic location and safe harbor, but I don't see them taking advantage of this.

The Port led development module may not work in Chennai, but Chennai can port is as big as a Special Economic Zone (SEZ) in a industrial area. Why can't we look at thinking out of box and start a SEZ in Chennai port premises itself? Lot of processing can be set inside port.

When you have evacuation is an issue due to traffic congestion and city limits extension, why operate cargoes which are going to be delayed. That space can be utilized for export oriented industry. Port has 587 Acres of land of which more than half is lying unused.

*Summary of the interview with Capt Gajanan Karanjikar General Manager Coastal shipping SICAL Group*

**On the status of the shipping industry**  
The growth of the global shipping fleet is expected to be in the range of three to four per cent during the year 2019 that will get added to the gross tonnage.

After a long spell of recession in the industry, the dry bulk sector is expected to start its growth trajectory during the year. But the wet segment will take little more time to recover due to availability of additional tonnage.

Overall global shipping will remain negative due to slow economic growth World-wide.

Liner consolidation, technological advances and addressing issues of climate change are the key features of the global shipping industry.

During the year consolidation activity in the liner shipping industry continued unabated. Fifteen global shipping lines which controlled 70 per cent of the global trade have got reduced to ten.

The ongoing trade war between the United States and China will affect the industry in the short term but the issues will be resolved sooner than later.

Technological advances like block chain application, cargo vessel tracking and autonomous ships hold opportunities for the future.

### SHIPPING - 4



**CMA CGM India's Quality ...**

### LOGISTICS - 7



**Draft National Logistics Policy ...**

### EXIM - 9



**GST Council to decide on tax cut ...**

### PORT - 10



**V.O.Chidambaranar Port organized ...**

Turn to Page - 2 ▶▶

## Editor speaks...

In a very polite way, Capt GK is saying the fundamental fact of any business which is nothing but marketing. Market environment is characterized by relentless competition amidst equally relentless rivals. To succeed and sustain oneself in the business environment, competition must be understood and faced with courage and strategies. It simply means success in business is the sole responsibility of those engaged in business. That is, administration is fully accountable to business. Perhaps, we all know that there is some popular notion—which may be right or wrong—that the employees of the government do not seem to have realized the significance of accountability as much as the private employees. Many government institutions are not highly rated generally. Competition and competency and certainly not complacency mark the significant attributes of any performing market.

The clarion call of any marketing efforts and their goal is quality. Absence of quality in product and in service will invariably lead to sure decline in business. CMA CGM swears by quality.

It seems to be the unfortunate law of the world of business that illicit traffic

always goes along with the legal traffic. No matter how strict the administration proves and no matter how many stringent regulations passed and the offenders punished, the dark side of the business never seems to die though at times diminishes in volume. So long man is ambitious and so long he runs after faster buck, it seems the illegal activities related to any business across the globe will raise the ugly heads. But all the same, the efforts to curb and control them cannot be given up and it is good there are government authorities who deal with such activities with iron fist. The case of MSC Gayane is an example.

Under the leadership of Prime Minister Narendra Modi who is acclaimed as the most admired Indian, it is clear good things have begun to happen to almost all sections of the society, particularly the poor village folk. Getting free LPG must have been a very great boon to those Below Poverty Line people. Of course, politicians excel in promises but not many in performing. PM Modi is unique in the sense that he means what he says and he does what he says.

Wishing you an interesting and informative reading, and with warm regards.

## We need to develop systems where ...

From Page - 1

### Future of coastal shipping in India

The issue is talked about in many places with less implementation from the government side. It is a concept which still remain on paper since the government has failed to bring all the stakeholders together to achieve the common purpose of the mode of transport to take off.

The central government has earmarked a sum of Rs 726 crores on various coastal shipping projects. The investment will help the quantum of coastal shipping in the country to 12 per cent in the next six years against six per cent at present.

We have not developed the eco system to sustain coastal shipping. There is lack of end to end logistics aggregators. The tariff for coastal cargo has not been rationalized by the Major Ports. We continue to lag behind in the first and last mile delivery. Port led development is yet to kick off. Ship repair facilities that support coastal shipping are yet to be set up.

Customs laws are made to encompass all shipments and there is no separate coastal law to govern domestic trade. Like foreign countries, customs should have no role in coastal movement unless the cargo is moved by a non coastal vessel.

India needs a uniform coastal law since the present one varies from port to port. China has a uniform law in all their ports for coastal cargo. They have separate storage space and special berths to handle coastal ships.

There should be complete relaxation of the Cabotage law to attract global liner industry to the Indian coast.

Government's thinking on coastal shipping including conceptualization of Sagar Mala is in the right direction but their implementation is very slow.

Coastal trade has evolved over the years in various European countries. We have just started the exercise. Once the usage starts, efficiency will kick in as every stakeholder would like to have this done in a most swift way.

Coastal shipping cannot survive without other modes of transport. The factors that will make coastal shipping gather momentum include setting up of manufacturing industries in port sites, commissioning of multi modal

hubs, better infrastructure for hinterland connectivity especially in the east coast and first and last mile connectivity for the cargo.

Coastal shipping has definitely been put to disadvantage in the east coast since the ships sailing from Chennai to Tuticorin ports have to go around Sri Lanka because of shallow waters in parts of south Tamil Nadu coast.

The Sethusamudram project which addresses the issue needs to be settled. The project will definitely yield results in good cargo movement between east and west coast.

Future of transshipment port projects in the East coast

With new cabotage laws in place where foreign ocean carriers are allowed to transport export import containers for transshipment. With this concession offered by the government VOC Port Tuticorin, Visakhapatnam and Cochin ports have a great potential to transform themselves as transshipment hubs and increase their freight handling substantially.

The development of the ports in the east coast should be done on a priority basis to take away Indian transshipment business away from Colombo and Singapore. Colombo handles 90 per cent of the Indian cargo both exports and imports and charges transshipment charges in foreign exchange.

### The future of Chennai Port

There is an urgent need to change the attitude of Chennai port with changing times. The port management should walk an extra mile towards effective reach to the stakeholders. The Port has a fantastic location and a safe harbor but I don't see them taking advantage of this positive development.

We have to think of out of the box solutions for Chennai port which has serious evacuation problems being situated in the midst of bustling Metropolis. When you have evacuation issues, why operate cargoes whose transportation will be delayed.

Declare Chennai port as a special economic zone and a lot of processing can take place within the port premises. The large space in the port could be used for setting up export Oriented industries. Chennai port has around seven hundred acres of land and fifty per cent of which are not being used.

## Indians get the highest quota of UK Visas during 2018



**UK visas to 55,000 skilled workers: this demonstrates the strength of the India-UK relationship**

NEW DELHI  
Sagar Sandesh News Service

UK visas were issued to as many as 55,000 skilled workers from India during last year (2018) more than the rest of the world combined according to the Joint statement of India UK Joint Economic and Trade committee which concluded in London on July 15th.

The Joint statement took

note of the Outreach of the UK Home Ministry to listen to India's views on UK's future skilled based immigration system. UK noted that these discussions will feed into thinking as the UK's future immigration.

**Last year, 55,000 skilled work visas by UK; demonstrates strength of India-UK relationship**

Both sides welcome the fact that last year over 55,000 skilled work visas were granted by the UK to India, more than the rest of the world combined. This demonstrates the strength of the India-UK relationship.

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Guiding Spirit to Shipping Industry

# Sagar Sandesh

Maritime Tabloid English Weekly Thrice E - Paper

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Published &amp; Released on Every Monday, Wednesday and Friday



PAGE - 5

Navy's Goa Maritime Symposium concludes



PAGE - 7

MSC Comments on New IMO Regulations about Carbon....



PAGE - 9

Centre Approves Viability Gap Funding For Vizhinjam Port



PAGE - 12

Six ships leave Ukrainian Ports since the....

## Sustainable Blue Economy- Needs serious thought and implementation

### Interview with Capt. Gajanan Karanjikar

**C**apt Gajanan Karanjikar, Blue Economy Activist and Strategist for the Corporate sector has been writing articles on Blue Economy and has recently completed a century of such articles. The opportunity came out when he spoke extensively on sustainable Blue Economy. Since India's Economic advisory council has drafted a Blue economy policy and is open to suggestions in the Public domain, Capt Gajanan was interviewed to understand more about the Sustainable Blue economy and its application.

**SS:** Can you elaborate on sustainable Blue Economy:

**GK:** Ocean provides a huge opportunity for Business as well as greater prospects ahead for Human engagement with its various elements. 95% of the ocean is yet to be known to Human in terms of Life and resources under the Ocean. Although late in time, India has gathered its way to carve the path into the Blue Economy, thanks to the country's leadership Honorable Prime Minister Narendra Modi for same. Prime Minister Narendra Modi's speech in Mauritius in 2015, which presented the doctrine of "Security and Growth for All in the Region" (SAGAR), triggered a series of discussions and studies in the non-government sector.

Commonwealth defined the Sustainability in Blue Economy very well. It says "The 'blue economy' is an emerging concept that encourages sustainable exploitation, innovation, and stewardship of our ocean and



Capt Gajanan Karanjikar

its life-giving 'blue' resources." The World Bank stresses on "sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of ocean ecosystem." In the old 'business-as-usual' model, nations develop their ocean economies through the exploitation of maritime and marine resources – for example, through shipping, commercial fishing, and oil, gas, and mineral development. Often, they don't pay adequate attention to the effect of these activities on the future health or productivity of the same resources and the ocean ecosystems in which they exist. The 'blue economy' concept provides a more holistic vision that embraces economic growth – when it is sustainable and does not damage other sectors. Similar to the 'green economy', the blue economy brings human well-being,

social equity and environmental sustainability into harmony.

As per the UN "A blue economy prioritizes all three pillars of sustainability: environmental, economic, and social. When talking about sustainable development, it is important to understand the difference between

a blue economy and an ocean economy. The term implies that the initiative is environmentally sustainable, inclusive and climate resilient."

The impact of Human actions is needed to be measured and known for the impact on the environment as a whole.

Turn to page -3 >>

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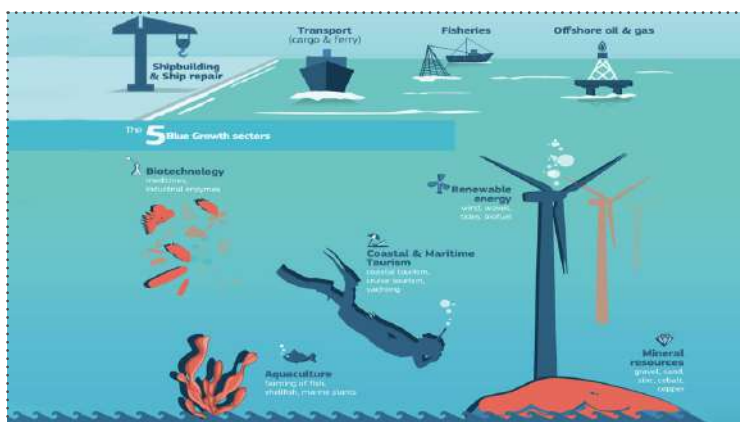
# Sustainable Blue Economy- Needs serious thought and implementation

From page -1

Blue economy projects are needed to protect and develop more intangible 'blue' resources such as traditional ways of life, carbon sequestration, and coastal resilience in order to help vulnerable states mitigate the devastating effects of poverty and climate change.

components are widespread not only in the ocean but also in land-based water bodies like Rivers, lakes, ponds, dams, and waterways thus artificially made like canals and Farm lakes.

### Under the blue economy we are looking at the following activities:



**SS:** For our readers can you explain what are the components of the Blue Economy?

**GK:** Blue economy

1. Harvest of living resources.
2. Extraction of non-living resources.
3. Commerce and trade in

and around oceans and seas including inland waterways.

4. Resource to Ocean health challenges.

Additional growth of the blue economy is possible in a number of areas, especially: fisheries, aquaculture, mariculture, coastal tourism, marine biotechnology, and ocean energy. While some of these sectors will require little encouragement and additional governance, others need more and better planning to achieve their full potential and return more sustainable outcomes.

**SS:** How is the world reacting to the sustainable blue economy?

**GK:** The sustainability Week Asia conference being held in Marina Bay sands in February 2023, Singapore has denounced that, Countries and business leaders perceive economic,

social, and environmental sustainability as a mainstream method for creating new business opportunities and a better future. As the world's economic situation changes, it is critical to ensure that boards, wider corporate teams, and stakeholders are focused on practical action.

Governments need to engage at the intersection of business, government, and civil society, independent bodies need to work at macro-level analysis and case studies and connect them with actionable insights and practical examples to help your projects be sustainable, and faster.


On the blue economy front Calling for the implementation of the promises set out in the SIDS Accelerated Modalities of Action, known by

the shorthand SAMOA Pathway and the ambitions of Sustainable Development Goal 14 (SDG14), on conservation and sustainable use of the oceans, world leaders are reiterating the importance of harnessing private sector collaboration to make it possible.

**SS:** Can you elaborate more on SGD14 and its importance for the Sustainable Blue economy?

**GK:** Saving our ocean must remain a priority. Marine biodiversity is critical to the health of people and our planet. Marine protected areas need to be effectively managed and well-resourced and regulations need to be put in place to reduce overfishing, marine pollution, and ocean acidification.

Turn to page -4 >>



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# Sustainable Blue Economy- Needs serious thought and implementation

From page -3

SDG (Sustainable Development Goal) 14 is about Life Below water. The first time the UN spoke about Life underwater. The earlier version of the Millennial development goals published in 2000 had no mention of Oceans and life held by them. SDG 14 is titled **Conserve and sustainably use the oceans, seas, and marine resources for sustainable development.**

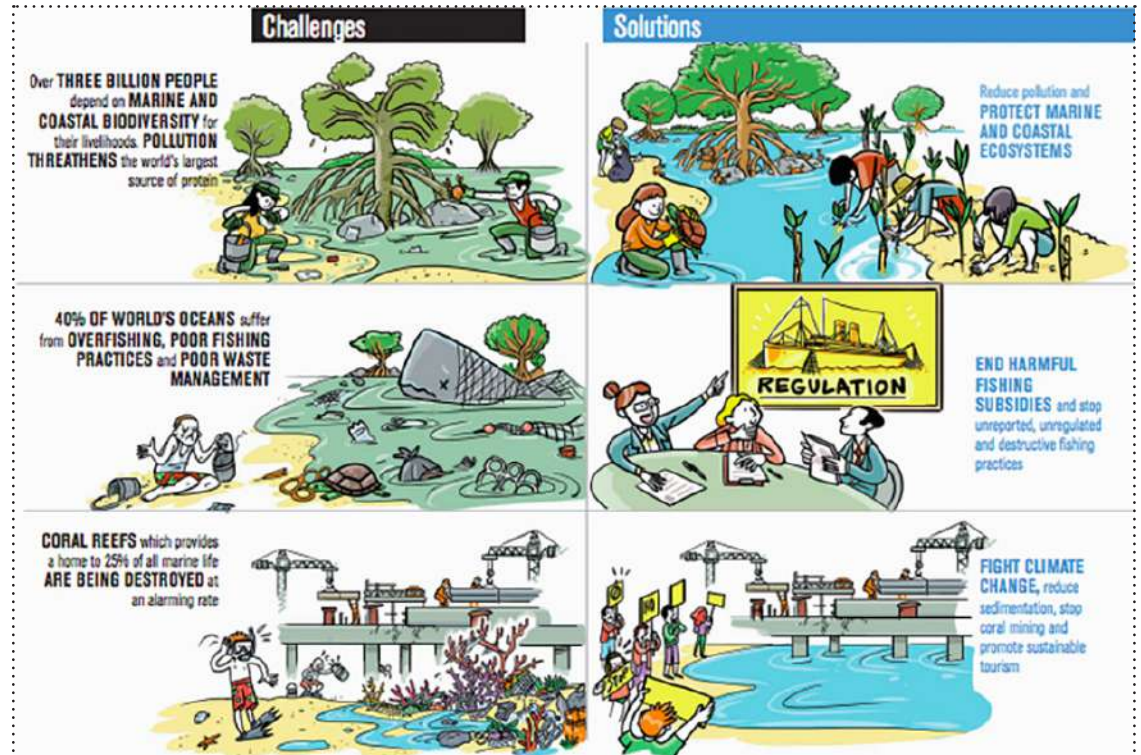


SDG 14 targets seek to prevent and reduce marine pollution; further the sustainable management and protection of marine and coastal ecosystems; address the impacts of ocean acidification; regulate harvesting and end overfishing, illegal, unreported, and unregulated fishing, and destructive

fishing practices; conserve coastal and marine areas; increase the economic benefits to small island developing States and least developed countries from the sustainable use of marine resources; and strengthen the means of implementation, including increasing scientific knowledge, the transfer of marine technology and implementation of international law as reflected in the 1982 United Nations Convention on the Law of the Sea (UNCLOS).

**SS:** As you described SDG 14 is to Conserve and sustainably use the oceans, seas, and marine resources for sustainable developments, can you give readers the targets set up with timelines?

**GK:** The ocean drives global systems that make the Earth habitable for humankind. Our rainwater, drinking water, weather, climate, coastlines, much of our food, and even the oxygen in the air we breathe, are all ultimately provided and regulated by the sea. Careful management of this essential global resource is a key feature



(pic courtesy - UN)

of a sustainable future. However, at the current time, there is a continuous deterioration of coastal waters owing to pollution, and ocean acidification is having an adversarial effect on the functioning of ecosystems and biodiversity. This is also negatively impacting small-scale fisheries.

Marine debris threatens biodiversity through entanglement or ingestion by organisms. Coastal waters are deteriorating due to nutrient loading and following eutrophication – a phenomenon expected to affect 20% of large marine ecosystems by 2050. Important habitats are under pressure and as an example, about 20% of the world's coral reefs have today been destroyed and nearly 50% of the remaining reefs are under imminent risk of collapse through human pressures.

**The following facts will explain this more:**

- Over **THREE BILLION PEOPLE** depend on **MARINE AND COASTAL BIODIVERSITY** for their livelihoods. **POLLUTION THREATENS** the world's largest source of protein.
- 40% OF WORLD'S OCEANS** suffer from **OVERFISHING, POOR FISHING PRACTICES,** and **POOR WASTE MANAGEMENT.**
- The ocean absorbs around 23 percent of annual CO2 emissions generated by human activity and helps mitigate the impacts of climate change.
- The ocean has also absorbed more than 90% of the excess heat in the climate system.

- Every year, an estimated 5 to 12 million metric tonnes of plastic enter the ocean, costing roughly \$13 billion per year – including clean-up costs and financial losses in fisheries and other industries.
- About 80% of all tourism takes place in coastal areas. The ocean-related tourism industry grows an estimated US\$ 134 billion per year.
- Marine fisheries provide 57 million jobs globally and provide the primary source of protein to over 50% of the population in the least developed countries.
- 35 percent of global fish stocks are overfished, a dramatic rise over the 10 percent levels of the 1990s.

**To Be Continued in the next publication on Wednesday 9th, November 2022**



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## NEWS IN BRIEF

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

### French Navy Ship Aconit at Mumbai Port

French Navy Ship Aconit, one of the five La Fayette Class frigates of the French Navy was on a goodwill visit to Mumbai from October 28 to November 02.



## MARINE NEWS



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

## Navy's Goa Maritime Symposium concludes



Goa Maritime Symposium concludes.

PANJIM  
Sagar Sandesh News Bureau

The fourth edition of biennial Goa Maritime Symposium was conducted by the Indian Navy at Goa from October 31st to November 01.

Coming out of the shadows of global COVID-19 pandemic, the Indian Navy was delighted to witness physical participation of overseas delegates from all 12 invitees.

Representatives from

Navies and Maritime Agencies from 12 Friendly Foreign Indian Ocean littoral countries, which included Bangladesh, Comoros, Indonesia, Madagascar, Malaysia, Maldives, Mauritius, Myanmar, Seychelles, Singapore, Sri Lanka and Thailand, besides India, attended the Symposium, conducted by the Naval War College, Goa.

Commodore Nitin Kapoor, Deputy Commandant, Naval War College delivered the welcome address and the Symposium was formally inaugurated by Rear Admiral Rajesh Dhankhar, Commandant, Naval War College.

Over the two days

of the Symposium, the participants deliberated upon several Maritime Security aspects of contemporary relevance. The theme for GMS-22 was 'Maritime Security Challenges in the Indian Ocean Region: Converting Common Maritime Priorities into Collaborative Mitigation Frameworks'. Through four panel discussions with dedicated sub-themes, the participants were successful to garner a clear vision for an outcome oriented agenda for the Goa Maritime Conclave which would be hosted by the Indian Navy in 2023.

Commodore Anil Jaggi, Commodore (Foreign Cooperation), in his closing address, thanked all participants for their enthusiastic participation and valuable contribution

during the Goa Maritime Symposium-22.

The participants also availed the opportunity to visit Goa Shipyard Limited (GSL) on November 01st to witness, first hand, the indigenous ship building capabilities of Indian Shipyards. The delegates visited Indian Naval Ship Pralay, a Guided Missile Vessel, constructed by the GSL in 2002 and were also shown the construction and repair areas including Ship Lift facility.

India has consistently advocated of the concept of 'Collective Responsibility' for Maritime security in the Indian Ocean Region. The Goa Maritime Symposium and the Goa Maritime Conclave, conducted by the Indian Navy in alternating years is a manifestation of such efforts.

## Now Sri Lanka providing fuel to Chinese warships?



The Hambantota port provides the perfect solution for Chinese warships to refuel without Indian or United States interference.

side of china by arranging fuel for Chinese warships operating in the region. The Hambantota port provides the perfect solution for Chinese warships to refuel without Indian or United States interference.

As a result, the Indian authorities have requested Sri Lanka to take cognizance of the matter and demanded a transparent standard operation procedure (SOPs) for refueling and docking of ships in Sri Lankan ports including the Chinese controlled Hambantota Port.

The newspaper said United States has also joined India in asking Sri Lanka to not allow Chinese warships to use the port in order to avoid surveillance. This has also resulted in Colombo finding itself in a difficult situation as it required aid from China to control the prevalent economic crisis.

its displeasure at Sri Lanka allowing Chinese warships to refuel from the Hambantota port, a New Delhi based newspaper Hindustan Times reported citing sources. The port was leased out to China for 99 years in 2017 and it hosted the Spy ship Yuan Wang 5 couple of months ago.

While tensions between India and China continue to brew in the Indian Ocean region, Sri Lanka is now seen on the

NEW DELHI  
Sagar Sandesh News Bureau

After hosting the Chinese spy ship Yuan Wang at Hambantota port a few months ago brushing aside India's objections, the Sri Lankan government has incurred the wrath of New Delhi over refueling of Chinese warships in the same port controlled by a Chinese company on a 99 year lease.

India has expressed

## OOCL orders Seven 24000 TEU Methanol-Compatible Container Vessels



NEW DELHI  
Sagar Sandesh News Service

Orient Overseas Container Line Ltd. (OOCL) is proud to announce a newbuilding order of seven methanol-compatible 24,000TEU container vessels with expected delivery starting from the third quarter of 2026.

The green fuel technologies to be applied on these new vessels, most notably for the methanol dual fuel engines, constitute a significant milestone in OOCL's decarbonization journey.

Under the terms of a contract dated 28 October 2022, the vessels will be

built by Nantong COSCO KHI Ship Engineering Co., Ltd. The cost of each vessel will be US\$239.85 million, being a total investment by OOCL of US\$1,678.95 million.

Mr. Kenny Ye, Chief Operating Officer at OOCL, said: "We believe that we can be green and competitive at the same time, without sacrificing one over the other.

These vessels will help OOCL grow its fleet in a healthy and balanced manner, allowing us to enhance our network design and strengthen our long-haul routes, in line with our long-term development plan. More importantly, I believe that the ordering of these methanol-compatible vessels represents a hugely important step on our decarbonization journey towards a greener future."

## MARINE NEWS



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

## Adani Enterprises Q2 consolidated net up 117% on strong earnings from IRM, Airports

NEW DELHI  
Sagar Sandesh News Service

Adani Enterprises Ltd on Thursday 3 Nov posted consolidated net profit of ₹461 crore for the second quarter ended September 30, — up 117 per cent year-on-year.

**Total consolidated income for the quarter increased by 183 per cent to ₹38,441 crore** on account of strong performance by Integrated Resource Management and Airport business.

For the half-year period, company's attributable PAT increased by 92 per cent to ₹930 crore in line with EBIDTA,

company said in a statement. Total consolidated income for the quarter increased by 202 per cent to ₹79,508 crore on account of strong performance by IRM and Airport business.

Gautam Adani, Chairman of the Adani Group, commented, "AEL's accelerating pace of business incubation and its remarkably consistent success demonstrates the robustness of the Adani Group's fundamental approach to value creation as we transform sector after sector through digitisation, innovation in technology and a greater emphasis on equitable energy transition."

"We continue to believe



Gautam Adani: We continue to believe ever firmly in the India growth story

ever firmly in the India growth story and remain committed to our core philosophy of nation-building through the development of advanced, efficient and world-class infrastructure that delivers increasing shareholder value," he added.

On the business development, the company informed that its data center business, ACX's first data center facility with 17 MW capacity was made operational at Chennai during the quarter.

In its road infrastructure project, the company achieved financial closure for India's largest Greenfield Ganga Expressway project for ₹10,238 crore.

## Navy conducts a Seminar on Unregulated fishing in Indian Ocean Region



IORA Seminar on IUU fishing - 2022

PANJIM  
Sagar Sandesh News Bureau

A Seminar on Illegal, Unreported and Unregulated (IUU) Fishing, under the aegis of Indian

Ocean Rim Association (IORA), was conducted by the Indian Navy at Goa on November 02

**The seminar assumes significance in the wake of**

**reports of widespread illegal fishing activity by the Chinese trawlers in the Indian Ocean region**

Representatives from 14 out of 23 IORA Member States (Bangladesh, Comoros, France, India, Indonesia, Kenya, Madagascar, Maldives, Mauritius, Malaysia, Sri Lanka, Seychelles, Tanzania and Thailand) attended the Seminar

The Seminar was conducted by the Indian Navy and supported by the Department of Fisheries, Animal Husbandry & Dairying and other agencies of the Govt of India.

During the Seminar, the attendees reviewed the scale

of IUU fishing activities in the IOR, discussed the adverse effects of such developments on marine ecosystem, the legal voids in tackling these activities and deliberated upon collaborative strategies and capacity building measures that could be pursued by the IORA Member States towards mitigating the menace of illegal, unreported and unregulated fishing in Indian Ocean Region.

**As the third largest ocean, the Indian Ocean Region (IOR) is a lifeline for nearly 35 per cent of global population.** Fish and Fisheries comprise important components of

food security chain. These also contribute significantly to national socio-economic development.

Sustainable fishing is seriously compromised by IUU fishing activities and are therefore a major cause of concern for the littorals of IOR. This was accordingly identified as an area of greater collaboration by the **IORA Working Group on Maritime Safety and Security (WGMSS)**, established in September 2018.

The WGMSS is presently chaired by Sri Lanka, and is advancing the IORA Action Plan 2017-21, adopted by IORA Member States.

## Naval Commanders Conference concludes

NEW DELHI  
Sagar Sandesh News Bureau

The second edition of Naval Commanders' Conference of 2022, which began on 31 October concluded on November second with Defense Minister Rajnath Singh's address.

**The first edition took place in April this year.**

Mr Rajnath Singh addressed the

senior hierarchy of the Indian Navy on Wednesday and also witnessed a technology demonstration put up by Naval Headquarters (NHQ) and Weapons and Electronics Systems Engineering Establishment (WESEE), the Research and Development arm of the Navy.

He appreciated the Navy for evolving into a 'Combat-ready, Credible, Cohesive and Future Proof' force of the country. He also emphasized the important

of 'Whole of Nation' approach towards overcoming the nation's security challenges. The Minister appreciated the Navy for the efforts towards indigenization and innovation in the recent years, while urging the Naval Commanders to maintain focus on futuristic capability development for effectively overcoming emerging challenge in the Maritime Domain.

The Naval Head Quarters and WESEE showcased ongoing and planned indigenous projects utilizing niche technologies in the field of Artificial Intelligence,



Defense Minister Rajnath Singh

Tactical Communications, Combat Management Systems, Cyber Security, Periscopes and Combat Platform Integration.



## Maersk Sees Europe close To a Recession with US Not Far Behind



Shipping

NEW DELHI  
Sagar Sandesh News Service

The Copenhagen-based company said it expects global container demand to decline 2% to 4% this year, compared with previously guiding demand at the lower end of a range of plus or minus 1%.

**Europe is close to entering a recession and the US economy may not be far behind.**

That's the stark message Wednesday 2 Nov from A.P. Moller-Maersk A/S, the world's No. 2 container carrier and a bellwether for the \$29 trillion market for global trade.

**"It's really hard to be very optimistic with a war on our doorstep and a bigger energy crisis this winter** so that is impacting consumer confidence and therefore also demand," Maersk CEO Soren Skou

said in an interview on Bloomberg Television. "It's quite likely that we either are or will soon be in a recession, certainly in Europe but potentially also in the US."

The Copenhagen-based company said it expects global container demand to decline 2% to 4% this year, compared with previously guiding demand at the lower end of a range of plus or minus 1%. The forecast sent Maersk's shares down as much as 5.7% in early trading, the most since late September.

After several quarters of surging profits, Maersk's deteriorating outlook lines up with a global economy that's downshifting amid soaring inflation and snarled supply chains that, while easing somewhat, are still dealing with disruptions tied to Russia's war in Ukraine and China's strict Covid lockdown policies.

"There are plenty of dark clouds on the horizon," the company said in its third-quarter earnings report. "This weighs on consumer purchasing power which in turn impacts global

transportation and logistics demand."

**"Global trade is moving backwards this year,"** Skou said in the Bloomberg TV interview with Anna Edwards and Mark Cudmore

It's "very clear" freight rates are "on a downward trajectory," he said. "We will see where this lands or normalizes." Still, third-quarter earnings before interest and tax rose to \$9.48 billion, the company said. That compared with an average estimate of \$8.63 billion in a Bloomberg survey of analysts.

Maersk kept its own profit forecast for this year.

## Royal Caribbean reports a "better than expected" quarter

NEW DELHI  
Sagar Sandesh News Service

Cruise giant **Royal Caribbean Group** (NYSE: RCL) reported 3 Nov third quarter results that it says were "better than expected and above guidance for the quarter mainly due to higher load factors from strong close-in demand, further improvement in onboard revenue and better cost performance."

The company reported net income for the third quarter of \$33.0 million or \$0.13 per share compared to a net loss of \$1.4 billion or \$(5.59) per share for the same

period in the prior year. The company also reported adjusted net income of \$65.8 million or \$0.26 per share for the third quarter compared to an adjusted net Loss of \$1.2 billion or \$4.91) per share for the same period in the prior year.

Royal Caribbean also unveiled what it calls the "Trifecta Program," a **three-year financial performance initiative setting three main goals to be achieved by the end of 2025:**

- Triple Digit Adjusted EBITDA per APCD, to exceed prior record Adjusted EBITDA per APCD of \$87 in 2019.

- Double Digit Adjusted Earnings per Share to exceed the prior record Adjusted Earnings per Share of \$9.54 in 2019.

- Return on Invested Capital ("ROIC") in the teens to exceed the prior record ROIC of 10.5% in 2019 through optimizing capital allocation and enhancing operating income.

...all while returning to an investment grade profile and reducing carbon intensity by double digits compared to 2019.

"Last quarter's better than expected performance was a result of the continued robust demand



Pic: Shutterstock

environment and strong execution by our teams," said Jason Liberty, president and chief executive officer of Royal Caribbean Group.

**Investors seem to like all this. The company's share was up by around 7% by mid-afternoon 3 Nov.**

## MSC Comments on New IMO Regulations about Carbon Intensity Measures

NEW DELHI  
Sagar Sandesh News Service

Amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI are effective from today (1 November).

Although the largest container shipping line



in the world MSC said it will support and fully comply with the CII regulation through a range of measures, the company commented on several points of the new regulation alterations.

Based on estimates, CII is expected to absorb about 7-10% of capacity across the global container fleet [i.e. across multiple shipping lines] as vessels are deployed to meet both the needs of customers and the required CII standards, according to MSC's spokesman, who

noted that **the calculation methodology (AER/DWT) should be revised to avoid unintended consequences** that would distort the performance of a vessel that spends a lot of time in port.

Meanwhile, from 1 January 2023, it will be mandatory for all ships to calculate their attained Energy Efficiency Existing Ship Index (EEXI) to measure their energy efficiency and to initiate the collection of data for the reporting of their annual operational carbon

intensity indicator (CII) and CII rating.

International Maritime Organization (IMO) Secretary-General, Kitack Lim commented, "the short-term GHG reduction measures, adopted in 2021, form a comprehensive set of amendments to MARPOL Annex VI, which provide important building blocks for IMO's future mid-term greenhouse gas reduction measures."

MSC's representative stated, "We have assessed **that it will not be possible to achieve the required**

**standards without a new programme of voyage optimisation** that includes elements such as speed reductions and injecting additional ships into the network. Just-in-time port call optimisation will also play a role."

"It would be far better to have an operational indicator that would reward more productive ships, including based on cargo carried rather than on a theoretical value that may not correlate to transport work performed," he concluded.

## PORTS (REGIONAL/INTERNATIONAL)

"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe

### Kandla Port Workers Union represented to MoPSW to solve land issue



Kandla port

NEW DELHI  
Sagar Sandesh News Service

**K**andla Port Karmachari Sangh President and General Secretary of Port Federation – Indian National Port and Dock Workers Federation – INTUC has represented to Shri Sarbananda Sonowal, Union Minister of Ports Shipping and Waterways regarding the

unutilized land under the Deendayal Port.

A total of 2,20,416 acres of land was allotted to Kandla Port Trust in the year 1955 out of which 6,920 acres of other land was given for the development of Gandhidham city. If proper utilization of the said land was done in the last 50 years, then there

would have been huge employment generation in the Gandhidham and Kutch district, according to a press release.

The petition further included that in the year 2006 big schemes were made in the name of Special Economic Zone, but same were not extended to any industry. Hence,

employment opportunities for local residents also decreased.

"If development has not taken place on such land in the last 66 years, then the present Hon'ble Cabinet Minister of Ministry of Shipping could now give the importance of this matter and take a decision as to how utilization of KPT land can be made for industry and also it will provide jobs for unemployed local persons," the release added.

## CONTAINER TERMINAL NEWS

NEW DELHI  
Sagar Sandesh News Service

**T**he employee walkout that closed several terminals at the Port of Oakland on Wednesday was over by the time the evening shift began. A spokesperson for the International Longshore and Warehouse Union (ILWU) confirmed that the protesting workers took action as a local chapter, rather than as representatives of the entire union.

**Their chapter, Local 34, acts on behalf of marine clerks at the port.**

Sean Farley, president of Local 34, said the workers' walkout had "nothing to do with the contract itself," meaning the agreement that is currently being negotiated by the ILWU and the Pacific Maritime Association for 22 ports on the US West Coast.

Instead, he said, **they were protesting over wages not being paid on**

### Port of Oakland terminals reopen after union walkout



Port of Oakland

**time.** California publication SFGate said Farley indicated that "among 240 clerks, there are more than 200 outstanding wage claims dating back to June. Some clerks are only owed a few hours of work,

according to Farley, but others are owed more than \$1,000."

"It doesn't seem to get any better unless we directly confront the employers," said Farley. **"They're cutting back their wages after they already worked. And that's unacceptable. Nobody works for free."**

Because ILWU members are working without a contract – their previous contract with PMA expired on July 1 – the Local 34 members are not able to

seek arbitration to resolve this issue.

A statement on Wednesday 2 Nov from the Pacific Maritime Association, which represents the West Coast ports, said, "Taking an action to shut down the port impacts workers and businesses far beyond the terminals themselves. Discussions with Local 34 took place today 4 Nov. This apparent attempt to try to exact leverage in local negotiations is counterproductive."

## MARINE NEWS

NEW DELHI  
Sagar Sandesh News Service

**D**P World has signed a Memorandum of Understanding (MoU) with Shanghai Lin-Gang Economic Development Group (Lin-Gang Group) to expand its operations in China and strengthen logistics and trade development at the Lin-Gang Special Area, a free trade zone in Shanghai.

Lin-Gang Party Secretary and member of Shanghai Standing Committee, Jinshan Chen, DP World chairman and CEO, Sultan Ahmed Bin Sulayem, and CEO & managing director of DP World UAE & Jafza, Abdulla Bin Damithan, inked the agreement today (2 November) at a virtual ceremony.

DP World is expected to

### DP World Signs Deal with Chinese Partner to Expand Operations in Shanghai

work with the Lin-Gang Group and deploy the World Logistics Passport (WLP) programme, a global and private sector-led initiative designed to ease the flow of global trade, unlock market access through the creation of new trade routes and provides economic efficiencies to members.

DP World said in an announcement **that WLP will provide Chinese businesses with faster and more cost-efficient access to markets in Asia, Latin America, and the Middle East and across Africa.**

Additionally, DP World will share its experience from Jafza, its flagship freezone in the UAE. Combined with the Jebel Ali Port, Jafza forms an integrated ecosystem

for over 9,000 companies from around the world, serving more than 3.5 billion people globally by connecting directly to 150 ports and more than 180 shipping lanes.

**There are currently more than 40,000 corporations registered in Lin-Gang, including Tesla** which operates a Model 3 factory, China International Maritime Containers (CIMC), China State Shipbuilding Corporation (CSSC), Caterpillar, and Commercial Aircraft Corporation of China (COMAC).

The inclusion of China in the WLP is expected to strengthen the programme's position across Asia with Hubs in India, Indonesia, Malaysia, Philippines, Singapore, Thailand and Vietnam, according to DP World.



DP World chairman and CEO, Sultan Ahmed Bin Sulayem,

"Extending the WLP into China by partnering with Lin-Gang special area is a huge development and **a testament to the strength of the programme.** Efficient supply chains make products and services more competitive and selling to more markets increases economic resilience," commented Sultan Ahmed Bin Sulayem.

**PORTS (REGIONAL/INTERNATIONAL)**

*"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe*

**Longshore workers walk off the job at Port of Oakland**



Pic: Port of Oakland

NEW DELHI  
Sagar Sandesh News Service

Longshoremen at the Port of Oakland in California walked off the

job on Wednesday 2 Nov morning, aiming to push the two sides in the ongoing contract negotiations to get back to the bargaining table.

The International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA), which represents the port employers, began negotiations in May, hoping

to sign a new contract before the previous agreement expired on July 1.

**Now in the fifth month since they began, talks have stalled.**

The work stoppage was not an official ILWU action. In fact, a spokesman for the union said, "I don't have any information on Oakland today; if there is something happening there,

it would be a local issue and not a coastwide issue."

The Port of Oakland told local radio station KCBS in a statement that they are "aware and closely monitoring the situation. We are working with our maritime partners so that we can keep international commerce flowing in order to preserve local jobs. The Port is hopeful the International Longshore and Warehouse Union and the Pacific Maritime Association can resolve

this so that Oakland importers and exporters are not impacted.

**"Protesters have cleared the seaport area and our international marine terminals will try to reopen for tonight's work shift."**

Longshoreman Keith Shanklin told KCBS Radio: "We mean business. It's not just about money. It's about our livelihood here... We're serious about it, this is not something that we're playing around with."

**Centre Approves Viability Gap Funding For Vizhinjam Port**



The Vizhinjam port, according to port and shipping industry sources, is best suited to cut India's dependence on Colombo

NEW DELHI  
Sagar Sandesh News Service

The Vizhinjam project is entitled to receive a viability grant funding of Rs1,635 crore to be shared by the Centre (Rs818 crore) and the Kerala government (Rs817 crore) to boost its viability, making it the first and only port project to be offered such a grant. Of this, Rs 1,227 crore will be given during the construction phase and the balance during the operation period

spanning 40 years extendable by another 20 years.

The Centre has granted final approval for extending a so-called viability gap funding (VGF) of Rs 818 crore to the Vizhinjam International Deepwater Multipurpose Seaport being helmed by the Adani Group ... a top official has said.

The VGF was the basis on which the bid was awarded to Adani Ports and Special Economic Zone Ltd (APSEZ), which quoted the least grant of Rs 1,635 crore in an auction in 2015.

**The "in-principle" approval for granting VGF to the Vizhinjam port project was accorded by the Centre in February 2015.**

The Kerala government had filed an application with the Centre in 2018, following lenders appraisal, seeking final approval for the VGF.

VGF is a one-time grant given by the central government

for supporting public-private-partnership (PPP) projects in infrastructure that are economically justified but fall short of financial viability.

Vizhinjam is being developed as a container transshipment port with an investment of Rs 5,552 crore to compete with Colombo

because its basic infrastructure such as water depth and proximity to the main shipping lane is better than Colombo — the biggest transshipment facility in the region.

The Vizhinjam port, according to port and shipping industry sources, is best suited to cut India's dependence on Colombo — a regional transshipment hub — to send and receive cargo containers entailing extra time and costs for exporters and importers.

**SEAFARER NEWS**

**Twelve seafarers missing after cement carrier sinks in Taiwan waters**

NEW DELHI  
Sagar Sandesh News Service

Twelve seafarers from a cement carrier are missing after they jumped into the water off Taiwan's Taichung port on 31 October, after the ship apparently malfunctioned.

The 2014-built cement carrier, Xing Shun No. 1, was manned by 20 Indonesian crewmen, and the tragic day began in the morning after tropical storm Nalgae caused high waves to hit the ship while it was anchored.

Turn to page -10 >>

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\*Source: DMICDC LDB

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## MINISTRY NEWS



"Worrying will never change the outcome"

# President of India inaugurates IIMC North Eastern Regional Campus at Aizawl

NEW DELHI  
Sagar Sandesh News Service

Smt. Droupadi Murmu, the President of India on her visit to Mizoram inaugurated the permanent North-East Campus of Indian Institute of Mass Communication North East at Aizawl today. The Campus shall be running the post graduate diploma courses in English Journalism and Digital Media besides short duration media & communication courses.

The Indian Institute of Mass Communication (IIMC), an autonomous body under the Ministry of Information and Broadcasting, Government

of India, is a premiere Institute of Journalism in the country.

With the main Campus in New Delhi, IIMC has five regional campuses at Dhenkanal in Odisha, Aizawl in Mizoram, Jammu in J&K, Kottayam in Kerala and Amravati in Maharashtra.

The Regional Campuses have been set up with the aim of catering to different regions and meeting the need of media education across the country. Speaking on the occasion, the President said "I am happy to inaugurate the permanent campus of Indian Institute of Mass Communication, Aizawl



President of India Smt. Droupadi Murmu at the Inauguration ceremony

which will be a boost to the media and mass communication studies in the entire North East. IIMC is an esteemed institution which provides a dynamic learning and working environment which nurture new ideas, creativity,

research and develop leaders and innovators in the domain of media and mass communication."

The IIMC North East Campus began functioning in 2011 from a temporary building made available by Mizoram University.

The construction work for the campus began in 2015 and was completed in 2019. The total cost is Rs 25 crores. The IIMC permanent campus on the 8 acres of land given by Mizoram University has separate Administrative and Academic buildings along with hostels and staff quarters.

The Indian Institute of Mass Communication (IIMC), New Delhi was inaugurated in 1965 to cater to the training needs of media professionals in the country and other developing countries. It has ever since functioned as a training institute for the Indian Information Service also.

## MARITIME INSTITUTION NEWS



NEW DELHI  
Sagar Sandesh News Service

The latest batch of future maritime leaders have graduated from the World Maritime University (WMU).

The 2022 graduation (31 October) saw 276 graduates from 70 countries receive their Masters and Doctorate awards.

The 2022 graduating class includes a record of 94 women graduates. This was the first in-person graduation since the pandemic, where guests were able to attend.

WMU President, Dr Cleopatra Doumbia-Henry, highlighted the importance of the WMU alumni network that will be particularly crucial in the years to come, with only eight years left to achieve the United Nations 2030 Sustainable Development Goals. "You will have battles to fight, you will need to be careful and strategic in accomplishing

# World Maritime University graduates ready to make change happen

your goals. But, together you will be able to make change happen, and the world will be a better place, thanks to your efforts," she said.

In his graduation address, Mr Kitack Lim, the first International Maritime Organization (IMO) Secretary-General and WMU Chancellor to hold a MSc degree from WMU, thanked the City of Malmö and the Government of Sweden for their continued generosity and support in hosting the University, including all of the citizens

of Malmö for their kindness and openness, as well as the many donors for their ongoing commitment to the WMU mission and its sustainability.

**He highlighted the strength of WMU's interdisciplinary studies that result in well-rounded, informed, intelligent individuals, with a holistic approach to maritime and ocean subjects.**

"Together, you join the mighty international network of WMU graduates, who are a great

force for good in the world. You have been equipped to work as experts for the benefit of the international maritime community, and its future rests on your shoulders," he said, stressing their important mission of supporting their Governments to achieve decarbonization targets.

The Guest of Honour was Mr Emanuele Grimaldi, President and Managing Director of GrimaldiEuromed and Chairperson of the International Chamber of Shipping (ICS).

## Twelve seafarers missing after cement ..... From page : 9

Three of the crewmen became afflicted with



Photo of Xing Shun No. 1 before it sank / Credit: Taiwan Coast Guard

head and calf injuries, one suffered a broken femur, and one suffered a facial injury. They were then helicoptered to a local hospital for treatment.

**Hours later, at 3.10 pm (local time), the remaining 17 seafarers informed the Maritime Port**

**Bureau that they were abandoning the ship as the vessel appeared to be sinking after suffering suspected engine failure.**

It is believed that all 17 men attempted to evacuate in life rafts, but fell into the water due to the storm. A passing Evergreen

container ship, 2,851 TEU Ever Birth, rescued five crewmen from the water.

**Xing Shun No. 1 sank at 8.45 pm (local time) the same day, 26km off the Changhua coast.**

Taiwan Coast Guard personnel found two empty life rafts floating near the area where the ship went down, sparking fears for the missing crewmen. Two patrol vessels have been

despatched to help look for the missing seafarers, while nearby ships have been asked to keep a lookout. However, the storm is hampering rescue efforts.

S&P Global's Sea-Web vessel-tracking data shows that Xing Shun No. 1, owned by China's Jin Shun Maritime, had departed Vietnam's Cai Lan port, carrying cement. The ship arrived in Taichung the day the tragedy happened.

# LOGISTICS (ROAD/RAIL/AVIATION)



A Smooth Sea Never Made a Skilled Sailor. - John George Hermanson

## RZD launches 1st Regular Train between Moscow-India



Russian Railways

NEW DELHI  
Sagar Sandesh News Service

The consecutive pilot services along diverse routes of the International North-South Transport Corridor (INSTC) in the past months are finally bearing fruits for the Russian Railways.

RZD launched the first regular INSTC Container train service linking Chekov near Moscow and the Iranian port of Bandar Abbas.

**The service will, for now, offer one monthly roundtrip.**

The new train service will transit via Kazakhstan and Turkmenistan before crossing Iranian territory to link with further destinations, like India, via sea services.

According to RZD,

after crossing Russia, Kazakhstan and Turkmenistan, the train will stop at the Sarakhs station in Iran, where containers will be reloaded on standard gauge (1435 mm) before they continue their trip. "On the way back, the train will also be loaded with products for the Russian market," said RZD.

Tests in all directions For the record, **the INSTC is not a single-dimensional corridor.** It links north to the south;

however, it does not follow just one route. In contrast, it follows different branches: the western, the middle and the eastern.

The western, which still needs to be completed, crosses Russia, the Caucasus region (Azerbaijan) and Iran before reaching Iranian ports. The middle one goes from Russia through the Caspian Sea before reaching Iran.

The eastern one, which is the one for RZD's first official service,

involves Kazakhstan and Turkmenistan and, of course, Iran. All of them abut to Iranian ports and sea connections to other destinations, mainly India.

RZD started doing tests through this branch as early as July, when it sent the first Container train destined for India, specifically the Port of NhavaSheva.

**That test train followed the same route as the official service will follow.** However, between July and late October, RZD did not reduce to one pilot service, as at least six more trains followed the route before opening it up for traffic.

## NHAI starts accepting electronic bank guarantees



Ms Alka Upadhyaya, Secretary, Ministry of Road Transport and Highways & Chairperson, NHAI

NEW DELHI  
Sagar Sandesh News Service

To further improve efficiency and transparency of internal processes and take forward the adoption of digital technology, NHAI has started accepting Electronic Bank Guarantees (E-BGs) and has also digitalised all its existing Bank Guarantees.

NHAI is utilising the E-BG services of National e-Governance Services Ltd (NeSL), which facilitates reduction in physical paper movement, elimination of physical storage

needs and easy access for Bank Guarantee life cycle events like invocation, renewal and closure. Few E-BGs have already been issued by the banks in favour of NHAI, said a release.

Ms AlkaUpadhyaya, Secretary, Ministry of Road Transport and Highways & Chairperson, NHAI, said, "Keeping in view the advantages of E-BGs, we encourage the concessionaires to adopt E-BGs. This is in line with the spirit of 'Digital India'. E-BGs promote transparency, bring in several efficiencies and provide ease of doing business to our stakeholders.

### VESSEL SCHEDULES

- For the benefits of our Readers the Schedules will be available in the form of a comprehensive map with a hyperlink to the web portals of Respective Ports and their Terminals.
- To know the details for any Port or Terminal, You are just required to log on to [www.portport.in](http://www.portport.in) and click the tool vessel position / Ports and terminal.



WEST COAST	
AMCT	- Adani Mundra Container Terminal
AICTPL	- Adani International Container Terminal Pvt. Ltd.
MICT	- Mundra International Container Terminal
ACMTPL	- Adani CMA Mundra Terminal Pvt. Ltd.
KICT	- Kandla International Container Terminal
NSICT	- Nhavasheva International Container Terminal
NSIGT	- Nhavasheva International Gateway Terminal
JNPCT	- Jawaharlal Nehru Port Container Terminal
GTI	- Gateway Terminals India
BMCT	- Bharat Mumbai Container Terminals
ICTT	- International Container Transshipment Terminal

EAST COAST	
VCTPL	- Visakha Container Terminal Pvt. Ltd.
KPCT	- Krishnapatnam Port Container Terminal
CCT	- Chennai Container Terminal Pvt. Ltd
CITPL	- PSA's Chennai International Terminals Pvt Ltd
KICT	- Kattupalli International Container Terminal
DBGT	- Dakshin Bharat Gateway Terminal Pvt. Ltd.
PSA SICAL	- PSA SICAL Terminals Limited





"News is what somebody somewhere wants to suppress; all the rest is advertising." - Lord Northcliffe

## EXIM TREND

### Grain deal through

NEW DELHI  
Sagar Sandesh News Bureau

The United States has welcomed the restoration of a deal allowing safe passage of Ukrainian grain through the Black Sea, and urged Russia to renew it later this month.



Russia rejoins Ukraine grain deal

State Department spokesman Ned Price praised UN and Turkish mediators but said it was important that the deal is "not only set back in motion, but it's renewed later this month."

"That will ultimately inject even more predictability and stability in this marketplace and, most importantly, apply downward pressure to the prices" of global food, he told reporters.

The three month old grain deal by which Russia and Ukraine major producers of wheat were allowed to move them through ships to international market.

The deal suffered a setback when Russia unilaterally called off the deal citing Ukrainian offensive triggering world-wide condemnation including the US President Joe Biden.

### WTO launches Trade Remedies Data Portal

NEW DELHI  
Sagar Sandesh News Service

The new Portal provides a gateway to comprehensive data on all anti-dumping and countervailing duty actions notified by WTO members, displaying information in the form of searchable tables and customizable graphs.

The Portal allows users to

filter information based on various parameters.

The Portal has been developed in the context of the Open Trade Data Initiative (OTDI), a WTO Secretariat initiative to improve data collection and dissemination, with the aim of updating the databases used to store information on members' trade remedy actions.

In this context, in 2021



the Secretariat presented to members an online facility to prepare and submit semi-annual reports on anti-dumping actions—the Anti-Dumping Notification Portal – which significantly

simplified the notification process and reduced the need for manual checks to ensure consistency in the data.

The Countervailing Notification Portal followed in 2022.

These new tools supported the Secretariat's efforts to develop an online platform that could be used to access data from members' notifications, which previously were only available in their paper-based reports.

Currently, the Trade Remedies Data Portal contains information on anti-dumping and countervailing actions that led to the application of measures in force on or after 1 January 2020.

The Secretariat is working, together with members, on verifying historical data on trade remedy actions which expired prior to 2020.

It aims to upload this information to the new Portal in early 2023.

### Six ships leave Ukrainian Ports since the resumption of grain deal



Ship with grain leaving Ukraine

NEW DELHI  
Sagar Sandesh News Bureau

Ad day after Russia agreed to resume wheat exports from the Black Sea, Six grain ships left Ukraine's ports, Turkey's Defense Minister Hulusi Akar said.

After the resumption of the grain initiative, six ships left Ukrainian ports. Thus, the number of ships leaving the ports exceeded 426 and the amount of grain transported surpassed 9.7 million tons since the deal was entered into a few months ago," Akar was quoted as saying by the Anadolu news agency.

Earlier Turkish President Tayyip Erdogan announced

that Russia had agreed to resume grain exports after the latter announced to temporarily suspend the deal, which was signed on July 22 and brokered by the UN and Turkey.

Currently, negotiations are going on for a possible extension of the November 19 deadline for the grain deal. Earlier, the Turkish president said that Ankara is determined to transfer

Russian grain and fertilizers to less developed countries.

"Now, we will intensify our efforts within the framework determined by our president regarding the extension of the grain initiative, which will expire on November 19th," Akar said.

The Turkish minister hoped that the conflict between Ukraine and Russia ends through peaceful means.

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

##### Commerce Minister Goyal asks the Industry to be quality conscious

India needs to become a quality conscious nation, and adopt quality as an integral part of the process in preparing the foundation of becoming a developed nation by 2047, Commerce Minister Piyush Goyal said.



##### Pot holes in Highways removed as part of SPL campaign by the Highways Ministry

The Ministry of Highways undertook various activities including cleanliness drive, disposing pending files, weeding out scrap and making roads pothole free at various toll plazas in the country as part of the special campaign 2.0



##### Mamata Urges PM Modi To Exempt Customs Duty On 'Gobindobhog' Rice Export

West Bengal Chief Minister Mamata Banerjee on Wednesday 2 Nov requested Prime Minister Narendra Modi to issue necessary instructions for extending an exemption of the customs duty on export to the premium aromatic variety 'Gobindobhog' rice at the earliest.



##### India permits white, brown rice exports with LCs issued before Sept. 9

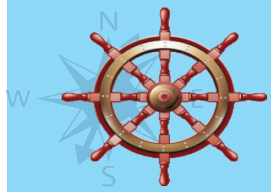
As a measure that provides some relief to exporters grappling with fresh government curbs, India has decided to allow cargoes of white and brown rice backed by Letters of Credit issued before September 9, 2022 to be shipped overseas.



##### Tanker Crewman Jumps Overboard After Stabbing

One person is missing from a chemical tanker after allegedly stabbing a fellow crew member during a fight and then jumping overboard, according to French search and rescue officials.





# Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E - Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, November 09, 2022 | Voyage 11 Wave 116

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PAGE - 5

**Biofuels Use in the Shipping Industry Could Soon Gain Traction**



PAGE - 7

**MSC Delivers Certified Quality for Pharma Customers**



PAGE - 10

**Cochin Shipyard signs pact with IIT Madras for marine .....**



PAGE - 12

**South East Air Cargo CEO Conclave & ACE-South ....**

## Sustainable Blue Economy- Needs serious thought and implementation

### Interview with Capt. Gajanan Karanjikar

**Part 2: Continued from the last Publication on 7<sup>th</sup> November 2022**

**SS: How are Human actions impact Sustainability?**

**GK:** A number of human actions are impacting ocean and water bodies' health. Be it surface transport, fishing, Farming, and land-based pollution by Industrial areas impact oceans beyond repair.

**Overfishing:** Destructive fishing, such as bottom trawling, can damage seafloor ecosystems and indiscriminately catch everything it encounters.

**Shipping:** Intensive shipping damages marine environments through the release of chemicals, transfer of invasive species, dumping of waste, and physical disturbances.

**Cumulative:** With nearly 98 percent of global oceans affected by multiple stressors, hotspots of cumulative impact include the North Sea and the South and East China Seas.

**SS: So do you see this as a challenge to the Blue economy? In your opinion what are the challenges to the Blue economy?**

**GK:** The challenges to the Blue economy are only in willpower and administration engagement. However, overfishing, shipping, and the cumulative impact of human actions do have a considerable effect on Ocean health and thus on the Blue economy. **The potential to grow the blue economy is limited by a series of challenges. For much of human history, aquatic ecosystems have been viewed and treated as limitless resources and**



Capt Gajanan Karanjikar

**largely cost-free repositories of waste.** These resources, however, are far from limitless and we are increasingly seeing the impacts of this approach.

Despite a range of actors and large investments, current attempts to overcome these challenges have mostly been piecemeal, with no comprehensive strategy (for example fisheries governance; improving ports; marine litter efforts). Even when one sectoral policy achieves some success, these results are often undermined by externalities from activities in another sector. Often, for example, coastal zone management efforts, or support to coastal fishers, are undermined by unbridled sand mining, ill-suited ports or aquaculture farms, or unregulated tourism development. In coastal zones, declines in mangrove forest habitat resulting from wood

harvest, sea level rise, and changes in sediment and pollutant loading from river basins combined with land reclamation for agriculture or infrastructure negatively impact fisheries by reducing or degrading spawning and feeding habitats. Loss of mangrove forests, for example, threatens profits from

seafood harvests exceeding US\$4 billion per year.

**SS: How can we overcome these challenges??**

**GK:** Overcoming these challenges is not easy, yet not difficult if the systemic approach is taken.

Turn to page -3 >>




**Eastaway owns a diverse global fleet of 58 container vessels. Eastaway entered into a shipbuilding contract for 29 container ships to be delivered from October 2022 onwards in the next 2 years**



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# INMARCO at Sahara Star Hotel

## 17-18-19 November 2022

Evolving Maritime World for Greener and Sustainable Future



Capt. M. P. Bhasin, Chairman MASSA

theme opens many aspects which need discussions, research, and most importantly administration and global understanding to come to a logical conclusion. MASSA has been at the forefront of various initiatives toward dual fuel and member lines are taking an active part in the event. As MSC we are contributing to decarbonization and also experimenting with the usage of different fuel systems..... We look forward to fruitful discussions and the white paper on the Green, Sustainable Shipping". View Fb Link: <https://fb.watch/gzJ3yjXAT8/>

**MESSAGES HIGHLIGHTS FROM Capt. Sankalp Shukla Chairman FOSMA: M.D. Bernhard Schulte Shipmanagement India Pvt Ltd. Crew Service Centre Division**

"This Seminar would be a very fruitful seminar with people and the marine industry dealing with fuel, and engine technologies to speak about the future, how the industry is



Capt. Sankalp Shukla, Chairman FOSMA

going to achieve this, what practices are in place, what practices are coming, and how the shipping industry needs to evolve towards the change". View Fb Link : <https://fb.watch/gClmnhogAH/>

**Contact:** info@inmarco.in / Ms Aditi Thakur:+91 84520 26684/IMEI

**MESSAGE HIGHLIGHTS FROM Capt. M. P. Bhasin Chairman – MASSA; MD - MSC Crewing Services Pvt Ltd; Secretary General CMMI.**

"As MASSA, CMMI & MSC we greatly applaud INMARCO team and its excellent theme which is a need of the hour. The

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# Sustainable Blue Economy- Needs serious thought and implementation

From page -1

The good news is that Govt have already started working on this. A more systematic approach, based on a better understanding of nationally defined priorities, social context, and resource base, can guide sustainable and inclusive blue growth. The government has increasingly recognized that they need more knowledge about the biophysical characteristics, carrying capacity, synergies, or trade-offs between sectors to ensure efficient and sustainable management of different activities. One such measure of writing a blue economy Draft policy.

Marine and coastal spatial planning and integrated maritime surveillance are needed to give authorities, businesses, and communities a better picture of what is happening in this unique space. Digital mapping of maritime and coastal space and natural assets can form the basis for cross-sector analysis and planning in order to prevent conflicts and avoid externalities. Similarly, the

growing science of data-limited stock assessments can provide critical information needed for improved fisheries management. In places such as South Africa and Indonesia, mobile technology is being tested to gather previously unavailable data, for example on fishery landings and fish stock health.

**I have been advocating coastal zone management to make use of Marine Spatial planning to the fullest in order to understand more about the Blue Economy and its sustainability measures. Recently while meeting key people, I have tossed an Idea of a Maritime Economic zone that could be a part of Marine Protected areas where we can look at concentrated measures on Blue economy projects. Involvement of people in and around the coast is very important to get more over the Maritime Professionals, whom themselves are seen as ignorant of the Blue Economy. This disheartens me.**

**SS: where do we, India head into Blue Economy? Are there any efforts put in?? what does India need to do??**

**GK:** Investing in improved governance will create a pipeline of investable opportunities to grow the blue economy in a way that benefits national economies and local communities while protecting resources for future growth. Effective governance is an essential condition to promote sustainable management of aquatic resources and the environment and ensure biodiversity and ecosystem resilience, which in turn contribute to building community resilience against various shocks, including climate change. Effective governance will also help create an enabling environment for responsible private sector investments throughout the value chain by reducing risks and providing incentives for innovation.

After Hon Prime Minister has spoken about the Blue Economy



in 2015, Indian Government departments started moving. Although a slow pace due to the complexities of understanding the Blue economy, we must credit the Economic advisory council which came out with the Draft Policy on Blue Economy in Sept 2020. Everything in this country is Prime Minister driven.

Turn to page -4 >>







## MARITIME TECHNOLOGY CONCLAVE

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# Sustainable Blue Economy- Needs serious thought and implementation

From page -3

Probably he will now have to ask about the implementation of the policy and then we would have some head start.

Nevertheless, the Blue economy Draft policy is all about creating a policy framework to know the potential of the Blue Economy so essentially it is a policy or a statement to know the measure, gauge, and fathom the potential and not work on the money-earning projects.

Governance enhancements should include a focus on including and empowering local communities. Analysis and results of fisheries rebuilding efforts around the world have demonstrated that when local communities and fishers have a voice in setting policy and management guidelines, these rules are much more likely to be followed and create lasting change.

**SS: You mentioned the Blue Economy Draft policy and had been part of a group giving suggestions, can you elaborate more on the Policy document??**

**GK:** The draft Blue Economy policy framework envisages the optimal utilization of all sectors of the maritime domain, (living, non-living resources, tourism, ocean energy, etc.) for sustainable development of coastal areas. This policy document contains key recommendations on National Accounting Framework for Blue Economy and Ocean Governance, Coastal Marine Spatial Planning and Tourism Priority, Marine Fisheries, Aquaculture, and Fish Processing, Manufacturing, Emerging Industries, Trade, Technology, Services, and Skill Development, Logistics, Infrastructure and Shipping, Coastal and Deep-Sea Mining and Offshore Energy and Security, Strategic Dimensions, and International Engagement.

The policy also proposes the formation

## ESTIMATED GLOBAL BLUE GROWTH UNTIL 2030



Marine sectors are expected to expand dramatically in the coming years, with most doubling or quadrupling in size by 2030, and others growing to ten times their current size or larger.

of BEAC, National Blue Economy Advisory Council (BEAC) which will have the Secretaries of relevant Ministries/ Depts. as members. It would also include Chief Secretaries/ Principal Secretaries of the Coastal States and representatives from industry.

The draft policy document was put out for comments and feedback from the general public and all relevant stakeholders. Many valuable comments/ suggestions received from ministries/ departments, parliament members, Non-Governmental Organisations (NGOs), industry representatives, and the general public have been considered and the policy document has been revised accordingly.

The draft Policy aims to significantly enhance the contribution of the Blue Economy to India's GDP in the next five years, improve the lives of coastal communities, preserve our marine biodiversity and maintain the security of our marine areas and resources. Today, the Blue Economy holds the promise of being the next multiplier of economic growth and well-being, provided that the strategy places sustainability and socio-economic welfare at the center stage. Therefore, the proposed roadmap for evolving a Blue Economy Policy would be a crucial step toward unlocking the potential of economic growth and welfare.

**SS: do you think this Draft Policy is adequate TO KICK START drawings from the blue economy into National Grid??**

**GK:** The draft policy is only to measure the potential through a systemic policy framework, to improve the livelihood of coastal communities. Similarly, it aims to work on the existing Non-Emerging sectors which will add value to the National economy. For eg Fisheries, the sector is in deep trouble now, and looking at it from a different perspective will definitely give it a boost. Fisheries provide 15% food supplement and 60% protein supplement. Sagarmala will be a key to comprehensive port-led coastal development. To promote

port-led industrialization, the Govt. has identified 12 major ports and 14 Coastal Employment Zones (CEZs) as part of the National Perspective Plan under the Sagarmala program. Each CEZ comprises Coastal Economic Units (CEUs), with single or multiple industrial clusters where there will be manufacturing units.

A few key points pertaining to the draft policy framework are as follows: First, it defined BE as "an emerging concept comprising the entire eco-system of ocean resources including marine, maritime and the onshore coastal economic sub-systems within India's legal

jurisdiction, which have close linkages with economic growth, environmental sustainability, and national security." Second, it referred to a conservative estimate that BE in India represents "4% of the Gross Domestic Product," thus putting an official stamp on it. Third, it identified seven priority areas for the BE: The much-needed national accounting framework; coastal marine spatial planning and tourism; fisheries and aquaculture; trade and technology; logistics, infrastructure, and shipping; coastal and deep-sea mining and offshore energy; and security, strategic dimensions, and international engagements. Fourth, it underlined the significance of BE as one of "the ten core dimensions of growth" in the government's vision of a New India by 2030. Fifth, in the context of the expanding network of submarine optical fiber cables for ensuring highspeed broadband connectivity, the draft policy advocated recognition by India of "an important, emerging economic and strategic axis called the Seychelles-Singapore-Samoa (SSS) axis," noting: "This axis should form the basis of a robust Blue Economy Policy for India. Finally, the recommendations and the roadmap contained in the draft policy document aim "to significantly enhance the contribution of the Blue Economy to India's GDP in the next five years."

The Blue Revolution should be further expanded by promoting aquaculture, cage culture, seaweed, and algae harvesting, and sustainable marine capture by adopting an ecosystem approach to fisheries management. Extensive use of technology, telecommunication, and digital and remote sensing applications would be mainstreamed in all aspects of fisheries and ocean management.

There is more need for maritime professionals to be involved in this. The subjects of Blue Economy sectors (emerging and Non-emerging) should be given out as subjects for PHDs (Thesis) and used widely for industrial applications. The blue economy potential in emerging sectors needs to be explored fully as well as in Non-emerging sectors.

Turn to page -5 >>



**Sagar Sandesh**  
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# Sustainable Blue Economy- Needs serious thought and implementation

From page -4

Nonemerging sectors like fishing have several issues, and hurdles that need to be removed to make use of the sectors in effective fishing. The fishing community has been demanding reserved space for fish auction and packing hall so as to enable the landed catch to sort out under hygienic

conditions and for auction under shelter so as to ensure deterioration of fish. Infrastructure facilities like a boat repairing center, diesel pump, toilets, water supply system, arrangement for supply of ice, the market for local sale, cold storage system, and other requirements for fishing activity.

**India's Blue Economy Policy reads India's drive to promote BE, which may be termed its Blue Diplomacy, has largely been conducted in multilateral fora. The IORA tops the list, given India's pre-eminent and strategic location in the Indian Ocean Region. The government, academics,**

**and business leadership have been actively supporting and shaping the IORA's programs.**

The need for increased financing and enhanced capacity-building is also underscored. Developing countries, in particular small island developing States and least developed countries, face considerable hurdles in

the management of maritime spaces due to the lack of resources and capacity. Ocean-related initiatives in many cases suffer from a lack of sufficient or sustainable funding, including for capacity-building. Innovative approaches and the effective use of partnerships could help overcome some of these obstacles.

## SHIPPING NEWS

## Biofuels Use in the Shipping Industry Could Soon Gain Traction



Shipping

NEW DELHI  
Sagar Sandesh News Service

The use of biofuel blends in the shipping industry could become the norm in the following years, as they seem to make a lot of sense, as a stop-gap solution, until fossil fuel alternatives are available at a larger scale.

In its latest weekly report, shipbroker Gibson said that "liquid biofuels are expected to have an important role to play in meeting future fuel requirements as the energy transition progresses and petroleum demand begins to come under pressure. Increasingly, these required biofuels will be from second and third generation biofuels based on non-food crops, nonarable land, and waste products, whilst fourth generation biofuels will expand the possibilities even further through production optimization improving yields, reducing production emissions and improved chemical performance through genetic engineering. The EU Fit for 55 package of policies makes it clear that future biofuel supply must be at least from second generation blends not competing with food supply".

According to Gibson, "in terms of potential growth areas, the most promising sectors in terms of demand are likely to be the shipping and aviation sectors, given the specific fuel requirements of those sectors with respect to logistics and practicality...". Although, there are likely to be strong regional differences, with Europe and North America seeing declines at a much faster rate compared to developing regions such as Africa, Latin America, and Southeast Asia", the shipbroker noted.

Gibson said that "...Numerous trials have been taken place and are ongoing to find the optimal blend of biofuels with preliminary evidence indicating Co2 reductions in the region of 5-25% depending on blend. However, current high biofuel prices and limited supply could limit the extent of their uptake beyond larger players".

"The biggest beneficiary in the shipping sector could be the chemical and specialized tanker fleet as well as Handies and MRs who are already key shippers of liquid biofuel and feedstocks such as ethanol, HVO and FAME and as such as likely to see the amount of these and new generation biofuel cargoes increase as more refinery complexes convert to biofuel plants

which in turn should positively impact smaller tanker demand and earnings. However, the extent of this will depend on the

**decarbonization trajectory with respect to overall oil demand and the speed of biofuel uptake",** Gibson concluded.

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