



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly E-Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, September 04, 2019 | Voyage 8 Wave 31

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Shipping lines are in no way connected with the value of the cargo says Y. Leeladharan



Mr. Y. LEELADHARAN, Immediate Past Chairman of The Chennai & Ennore Ports Steamer Agents' Association (CHENSAA)

EDUCATIONAL QUALIFICATION:

MBA (Marketing) from Madras University.

LANGUAGES KNOWN:

Telugu, Tamil, English, Hindi.
He is heading the agency division in M/s. James Mackintosh & Co. Pvt. Ltd., Chennai. Also looking after the agency related matters in Krishnapattinam / Karaikal / Nagapattinam / Tuticorin / Kakinada / Port Blair and at other Ports as and when his intervention required.
He joined shipping in the year 1989 as an executive with M/s. Imperial Shipping Pvt. Ltd., Chennai.

EXPERIENCE:

In handling dry / liquid bulk, break-bulk / Defence vessels / Containers – NVOCC/SOC and claims related issues.
He was holding an honorary position as Chairman for last 4 years i.e. from the FY 2015 to 2019 in one of the oldest and prestigious Association in India, The Chennai and Ennore Ports Steamer Agents' Association (1956). On behalf of CHENSAA, he was actively participating in various statutory/Trade body meetings regularly and providing valuable inputs/best contribution for the benefit the members of CHENSAA and the Trade at large.

Question Answer Session with Mr Y Leeladharan, Immediate Past Chairman of The Chennai & Ennore Ports Steamer Agents' Association (CHENSAA)

1. Sagar Sandesh: The Sea Cargo Manifest has come into operation in major ports from August One. What are the problems the EXIM Trade faces following its implementation and how do you propose to overcome them?

Y Leeladharan: The EXIM trade needs to understand the features of the new regulations. They should go through the regulations and seek clarifications from the Customs in time. The major concern is the software enhancement that the stakeholders have to go through under the new procedure.

The new regulation is a welcome move and 45 days transition period given to the

trade by Customs would help them to equip and comply with the regulations.

I do not anticipate major issues in compliance since the trade and the stakeholders have been given sufficient time by the Customs Authorities to notify all their concerned.

2. SS: There are apprehensions among a section of the trade that some of the stringent provisions contained in the manifest could chase away Mainline

vessels from calling at Indian ports and consequently many of the Indian ports would only handle feeder traffic?

Mr. YL: The Mainline - Shipping Lines are well aware of the procedures which has been followed internationally, hence, implementation of new regulation in India may not be the reason for withdrawing their services.

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BHEL setting up five solar - based EV charging stations on Delhi-Chandigarh highway

NEW DELHI
Sagar Sandesh News Service

Bharat Heavy Electricals (BHEL), the country's largest power equipment manufacturer, on Friday, 30 August, said it is setting up a network of solar-based electric vehicle chargers (SEVC) on the Delhi-Chandigarh highway.

The five charging stations are located at Haryana Tourism Corporation's resorts at Ambala, Kurukshetra, Karnal, Panipat, and Samalkha (Sonepat) on the Delhi-Chandigarh highway.

"Each SEVC station will be equipped with a rooftop solar

power plant to supply green energy and EV chargers," BHEL said in its press release.

Setting up of EV chargers done at regular intervals in 250 km stretch bet Delhi and Chandigarh

The setting up of EV chargers has been done at regular intervals over the entire 250-kilometer stretch between Delhi and Chandigarh.

The project is covered under the Faster Adoption and Manufacturing of (Hybrid) & Electric Vehicles in India scheme of the Department of Heavy Industry.



As part of the project, BHEL has also developed a central monitoring system for EV chargers with a user-friendly mobile application.

Shipping lines are in...

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Of course, new regulations may have teething issues which may be resolved quickly by the Customs / concerned.

ON Customs insisting that shipping line declare the value of the cargo they carried, the Shipping lines are in no way connected with the value of the cargo. Their role is limited to charging freight and freight rates are not decided on the basis of the value of cargo.

We are also requesting the customs not to insist on incorporating the value of the cargo in the bill of lading due to legal implications involved.

Under the latest procedure, either the Consolidator or the Freight Forwarder or the Container operator may need to register Cargo/other required details with Indian Customs prior shipment and vessel operators should only carry the cargoes which have been registered and furnish the details in advance.

We have also requested the customs authorities to consider and permit actual Importers and Exporters to register in addition to freight forwarders, consolidators, NVOCC, COA and hold them responsible in the event of any deviation in their declaration.

On the insistence of mentioning HS code in the B/L, it would be the discretion of the Customs and let the Importers/Exporters take a call in this regard.

With all the new procedures in place, I am of the opinion that the Container terminals may need to extend free time to the trade for complying the procedures. The free time permitted in the terminals range from five to fifteen days.

3.SS: A section in the industry are of the view that the manifest is modeled on the American system of cargo handling at ports with tackling counter terrorist as the main component. Do you think such a model will fit into Indian system of cargo handling and whether its implementation will come in the way of Ease of doing business in ports?

Mr. YL: The new regulations will fit into the Indian system besides helping the EXIM trade in ease of doing business at ports. There will be more accountability and transparency in transactions once the SCMT regulation comes into force.

Whatever the cargo shipped needs advance registration with the Customs and this element brings in transparency. Whoever

registers the cargo with the customs becomes accountable and liable.

The trade bodies have impressed on the customs that actual shippers and receivers to be made responsible for the registration procedure to comply with customs instead of making freight forwarders, Consolidators, Container operating agents and Non vessel owning common carriers to do the job.

Under the model implemented in US Ports either the consolidator or the freight forwarder or the shipping lines are permitted to register the cargo/other details.

The moment these agencies go for the registration process, the US mode has an independent system that checks the authenticity of the buyer. If everything matches, the US Customs grants permission to ship the cargo.

A Similar system need to be established in India in event of customs not permitting the importer or exporter to register the cargo directly.

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Govt announces mega merger of public sector banks; 27 PSBs to become 12 now

NEW DELHI
Sagar Sandesh News Service

The government has announced the merger of ten public sector banks into four banks. They are

- 1) Punjab National Bank + Oriental Bank of India + United Bank of India
- 2) Canara Bank + Syndicate Bank
- 3) Union Bank + Andhra Bank + Corporation Bank
- 4) Indian Bank + Allahabad Bank

12 PSBs

India will now have 12 public sector banks—India will now have 12 public sector banks—Punjab National Bank, Canara Bank, Union Bank of India, Indian Bank, State Bank of India, Bank of Baroda, Bank of India, Central Bank of India, Indian Overseas Bank, UCO Bank, Bank of Maharashtra, and Punjab and Sind Bank.

Finance Minister Nirmala Sitharaman said that government wants a strong

financial system to make the country a five trillion economy.

Profitability of PSBs improved

The Finance Minister said, after the merger of banks, the country will now have 12 public sector banks instead of 27. She said, the profitability of public sector banks has improved and total gross non-performing assets have come down to 7.9 lakh crore rupees in March this year from 8.65 lakh crore rupees in December last year.

No retrenchment taken place post-merger

She also clarified that no retrenchment has taken place post-merger of Bank of Baroda, Dena Bank and Vijaya Bank and staff has been redeployed and best practices in each bank have been replicated in others.

Boards to have autonomy

Ms Sitharaman also unveiled governance reforms in public sector banks, saying their boards will be given autonomy



Govt wants a strong financial system to make the country a five trillion economy says FM Nirmala Sitharaman

and enabled to do succession planning.

The Finance Minister said, the government is trying to build next-generation banks and eight PSBs have launched repo-linked loans in last one week.

No interference in the bank's commercial decisions; 250+ cr loan monitored

Ms Sitharaman said, there will be no interference in the bank's commercial decisions. She said, loans above 250 crore rupees are being closely monitored.

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**PORT - 10**

The Road Connectivity Project for Chennai ...

The trade will switch over to any port which offers good facility for quick movement of cargo: Y. Leeladharan

(Interview Continued)

6. Sagar Sandesh: Container volumes in Katupalli port and transshipment volumes in Krishnapatnam port have increased rapidly during the last two years, while the volumes for both set of cargoes remained almost static in Chennai port. Can you explain the trend?

Mr. YL: As explained before, handling of volumes/Shipping Lines services depends on the infrastructure/Road & Rail connectivity at the Ports/terminals.

With regard to transshipment volumes, Chennai Customs have recently granted manual permission to the trade as followed in Krishnapatnam Port until Icegate system equip to have EDI compliance. There is no immediate impact on the transshipment volumes handled at the Chennai port following the systemic change. Transshipment of import volumes have however picked up in the port during the last three months. For increase in volumes in the export front, more mainline vessels need to call at the port and informatively, the Chennai port authorities are working on it. Very soon export transshipment containers from Chennai port expected to commence.

Transshipment volumes have also increased at Katupalli port. Transshipment volumes are an added advantage to Krishnapatnam port.

Volumes from the four ports drawing cargo from the same hinterland have definitely increased. But the increase is shared by the four terminals.

7. Sagar Sandesh: Work on the Detailed Project Report for the Chennai Port-Maduravoyal Elevated Corridor was completed almost a year ago. Work on the all important project for Chennai port was scheduled to resume during the beginning of 2019. Eight months have passed and there is no trace of work resuming in the project. Once the project is completed should the traffic in the corridor be confined to Port volumes?

Mr. YL: Understand Chennai port authorities are taking steps for early resumption of the project and when



Mr. Y. LEELADHARAN,
Immediate Past Chairman of The
Chennai & Ennore Ports Steamer
Agents' Association (CHENSAA)

completed with full swing in the next two to three years will ensure seamless movement of containers. The project will address the existing and future challenges for evacuation of cargo from the port.

Traffic in the Corridor, once it is commissioned should be confined to movement of cargo from the port. If the civilian traffic is allowed in the corridor it will get choked in no time. The very purpose of the project will get defeated.

8. Sagar Sandesh: Tamil Nadu government is taking its own time to implement the North Port Access Road to provide connectivity to Kamarajar port Ennore and Kattupalli. The project is meant to address to evacuation issues of both the ports, was conceived nearly ten years ago. With the state government taking its own time to implement the project, do you think the Kamarajar and Katupalli ports will face the same problem of congestion like Chennai Port?

Mr. YL: Understand land acquisition work for laying the four lane road from Kamarajar port gate to Thatchur, a distance of about twenty kilometers was completed by the state government recently. The state government's road development corporation may commence the work on laying the highway shortly and the project is expected to be completed in two to three years. The proposed road will provide connectivity from the port gates to National High way leading to Kolkata.

The state government is also planning to lay the Second Outer Ring road from Minjur to Mahabalipuram connecting auto hubs of Ambattur, Orgadam and Singaperumal Koil enroute. The north port access road will provide connectivity to southern parts of Tamil Nadu as well once this second outer ring is commissioned.

9. Sagar Sandesh: Is competition from neighboring private ports or connectivity, a major issue for public sector ports like Chennai and Kamarajar ports?

Mr. YL: For the trade the delivery of cargo is time bound. The trade will switch over to any port which offers good facility for quick movement of cargo. To ensure the trade remained with them, the ports should have adequate rail and road connectivity.

Competition among the ports in the Chennai region is based on connectivity. The private ports that have sprung up are away from the city and therefore face no congestion issues while public sector port like Chennai is situated in the heart of the Chennai Metropolis.

10. Sagar Sandesh: The Kamarajar port in Ennore has become a subsidiary of Chennai port when it offloaded equity to the neighboring public sector port recently. Will this move help Kamarajar port especially when both the ports have different management models and work culture?

Mr. YL: In my opinion, the merger of Chennai and Kamarajar port may not have major impact on volumes of both the ports. Chennai port has 24 berths and Kamarajar Port has limited number of berths, however, the drop in volumes

at Chennai Port is due to restriction to handle coal and Iron ore.

With the availability of modern technology and subject to extending the facility by Chennai Port, State Government may consider and grant permission to handle Coal & Iron Ore in Chennai Port. This will bring the charm again to the Chennai trade and help many companies to re-establish / help the unemployed who lost their job earlier.

In so far as the trade is now concerned, it will not lead to major changes in handling of cargo. Understand the tariff in Chennai port is higher since it has a large work force to maintain.

11. Sagar Sandesh: Over the years the Mainline vessels have chosen to skip East coast ports and move straight to JNPT or Mundra port in the west coast to discharge or load cargo meant for any part of India. The VOC Port has virtually become a feeder port while others in the east coast are slowly following suit. The container terminals in the east coast are working to 50 per cent of their capacity while the ones in the west coast are over worked. The industry says this was because the west coast ports enjoy world class rail connectivity to consuming centers in Northern and Central India. Do you think east coast ports also need world class rail connectivity or the volumes here do not warrant creating the rail infra?

Mr. YL: As mentioned earlier, adequate facilities/feasible handling cost in the Ports/terminals will always help to handle more volumes. Taking this as an opportunity, request all the officials concerned to expedite implementation of projects which are pending for quiet long / extend the facilities to all the Ports/terminals in Chennai to handle good volumes.

Ports/terminals in Chennai may be declared as Transshipment Hub in order to get over the problem, under utilization of capacity.

(To be continued...)



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Indian Railways extends support ...

**PORT - 10**

India's Work on Chabhar Port ...

The Indian Government's decision to participate in the Colombo East Terminal project may not affect the volumes in Indian Ports / terminals: Y. Leeladharan



Mr. Y. LEELADHARAN,
Immediate Past Chairman of The
Chennai & Ennore Ports Steamer
Agents' Association (CHENSAA)

(Interview Continued)

12. Sagar Sandesh: While the government has set up a transshipment terminal at Vallarpadem, the Adanis are putting up one at Vizhinjam both in Kerala. The government of India has given in principle approval for setting up a terminal near Colachel nearly six years ago. Krishnapatnam port is doing exceedingly well in transshipment volumes during the last two years. The VOC Port, Tuticorin and Chennai ports have also entered Transshipment business. All these projects are meant to take away the Indian transshipment business from Colombo port. India has now decided to participate in the development of Colombo East terminal. What impact this decision will have on the Indian Port's transshipment ventures?

Mr. YL: The Indian trade was fully dependent on Colombo, Singapore, Port Klang and Jebel Ali and other for all its transshipment requirements which involves outgo of foreign exchange for the EXIM Trade.

There has been a substantial increase in calls by mainline vessels at West

coast ports and some in East Coast following the relaxation of cabotage laws, permitting foreign flag/foreign going vessels to carry Transshipment of EXIM/coastal cargo/ containers. Because of this development, the EXIM Trade could save foreign exchange besides improving the competitiveness in handling cargo volumes.

Transshipment volumes have also shifted marginally from neighbouring Foreign Ports to Indian ports.

To have substantial increase of transshipment volumes at Indian ports, the customs may have to adopt simplified procedures on Pan India basis which trust implementation of SCMT regulations will help the trade.

Freight rates play a key role for success in transshipment operations and they need to be made competitive. Until the existing Indian ports start handling considerable transshipment volumes, the government should defer the implementation of new port projects like Colachel or Vizhinjam to avoid incurring losses.

Notwithstanding the above facts, India should participate in the Colombo East terminal project. Though the Colombo port does not generate volumes from within the island, due to ease in procedures/handling cost, the port could succeed in handling substantial volume of Transshipment of containers. The Indian Government's decision to participate in the Colombo East Terminal project may not affect the volumes in Indian Ports/ terminals.

13. Sagar Sandesh: Coastal shipping has not picked up in Indian ports despite several concessions being offered by the shipping ministry including construction of exclusive berths, priority berthing. Are Customs procedures and the attitude of immigration authorities coming in the way of increasing the coastal trade?

Mr. YL: The bulk and break bulk cargo are moving regularly in Indian ports as coastal traffic for the past few years without any hitch.

The government has to look into various aspects to promote movement of EXIM Cargo/containers through coastal shipping. This include Ports cost at both end/economic freight rates, reducing voyage time considerably, the

simplification of customs procedures and substantial improvement of port infrastructure.

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Export incentive scheme MEIS has not been discontinued: DGFT

NEW DELHI
Sagar Sandesh News Service

The Commerce Ministry has clarified that export incentive scheme MEIS has not been discontinued from August 1 this year and an Interministerial consideration is going on for continuation of 2 per cent increase for labour intensive sectors.

Under Merchandise Exports from India Scheme (MEIS), the Government provides duty benefits depending on product and Country.

Rewards under MEIS scheme payable as percentage of realised free-on-board value

Rewards under the scheme are payable as percentage of realised free-on-board value and MEIS duty credit scrip can be transferred or used for payment of a number of duties including the basic customs duty.

"There has been confusion about MEIS/RoSCTL (Rebate of State and Central Taxes and Levies). It is clarified that MEIS has not been discontinued w.e.f. 1.8.2019.

"The issues under Inter-Ministerial consideration



सत्यमेव जयते
DGFT

Under Merchandise Exports from India Scheme (MEIS), the Government provides duty benefits depending on product and Country

are - continuation of 2 per cent increase sanctioned w.e.f.1.11.2017 in labour intensive / MSME sectors," the Directorate General of Foreign Trade (DGFT) said in a tweet.

"Continuation of MEIS for RMG and made-ups, continuation of RoSL with existing MEIS rates or RoSCTL only for RMG & made-ups," it said.

It added that the Government decision would be notified on these issues at the earliest. "MEIS system has been blocked for LEO (Let Export Order) after 1.8.2019 till then." it added.

The Indian Government's . . .

From Page -1

There should be simplified Standard Operating Procedure (SOP) for all concerned authorities on a Pan India basis without compromising on safety and security of the cargo handled. The problem arises when the officials are given discretionary powers.

Understand the Coastal movement of containers from Chennai Port to Pondicherry/ Karaikal was not workable because it involved multiple handling of cargo/containers at both the ports, lack of competitive freight rates and voyage time.

The cargo movement being time bound, the road movement

of cargo between the said ports was found to be cost effective and faster.

14. Sagar Sandesh: Whether the completion of work in the Sethu Ship canal project can considerably reduce the voyage time of coastal vessels operating between the ports in the east and west coast and promote coastal shipping in the country?

Mr. YL: The completion of the project will no doubt help reducing the voyage time between east and west coast ports and promote coastal shipping in the country. It will considerably reduce the logistics cost.

The trade is looking forward

to adequate draft in the canal with guidelines for the coastal operators to plan their movement.

15. Sagar Sandesh: What do you think the Chennai port should do to increase its volumes?

Mr. YL: Chennai port should take steps to develop itself as a transshipment hub for the region. The port has adequate draft of 13.40 to 15.50 meters and main lines vessels should be no problem in getting accommodated. The port can easily handle container vessels that carrying between 7000 and 9000teus at respective terminals.

(To be continued...)

India and Russia to explore connectivity between Chennai & Vladivostok

NEW DELHI
Sagar Sandesh News Bureau

Shipping Ministry and Russia's Ministry of Transport have signed a Memorandum of Intent (MoI) last week to open a Maritime route between the ports of Chennai and Vladivostok in Russia's Far East.

This route, impetus to the cooperation between India and the Russian Far East

"Opening of this route between Chennai and Vladivostok assumes

significance because it ensures there will be connectivity between the two major ports, which will give impetus to the cooperation between India and the Russian Far East," Indian Foreign Secretary, Mr Vijay Gokhale, told newsmen.

He said India is looking not just at the energy sector in Russia but also at the resources, forestry and agriculture sectors.

President Putin and PM Modi discussed to bolster cooperation in bilateral trade

In talks with Russian President Vladimir Putin,



India and Russia signed a MoI to open maritime route between ports of Chennai and Vladivostok

Prime Minister Narendra Modi discussed ways to bolster cooperation in trade and investment, oil and gas, nuclear energy, defense, space and maritime connectivity, the release said.

S. Nataraja Re-elected as President of Chennai Customs Brokers Association for a period of two years

CHENNAI PORT
Sagar Sandesh News Bureau

The Outgoing President of the Chennai Customs Brokers Association Mr S Natarajah was reelected for a second term office from 2019-21 at the election of office bearers held in a city hotel last week. He defeated Mr K V V Giri, Former President of the Association.

The Chennai Custom Brokers' Association (CCBA) election for the term 2019-21 was held on September 7, at Hotel Savera which saw the new office-bearers and 25 Executive Committee Members being chosen and taking charge of the Association.



Mr. S. Nataraja re-elected as the President of CCBA

Mr S. Nataraja was re-elected as President and so was Mr R. N. Sekar as Secretary.

The three Vice-Presidents are Mr C. B. Bujangaram, Mr C. V. Karunakaran and Mr Zahir Hussain M.A. The two other office-bearers are Joint Secretary, Mr Divakaran P. Nair and Treasurer, Mr A. S. Aleemuddin, informed a release.

Mr Nataraja, the President of CCBA thanked all the members who selected his team and emphasized that the team, under his leadership, will work for the betterment of all members.

He appealed to the members for their continued cooperation in implementing and resolving various issues and taking policy decisions for the betterment of the Association.

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