



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E - Paper

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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 7th 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.

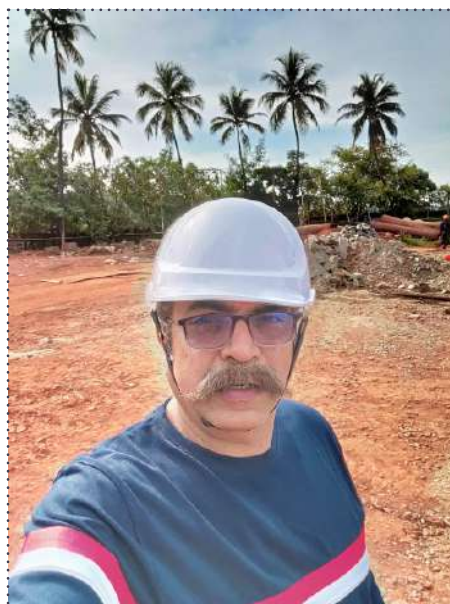
Overfishing: Destructive fishing, such as bottom trawling, can damage seafloor ecosystems and indiscriminately catch everything it encounters.

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.

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Capt. M. P. Bhasin, Chairman MASSA

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

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/>

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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.

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Confederation of Indian Industry





Southern Region

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09 December 2022

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- Impact of draft Indian ports bill 2022 - New port act & development in southern states
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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.

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

MARINE NEWS

Chinese Spy ship on the prowl in Indian Ocean Region



Chinese spy ship in the Indian Ocean

NEW DELHI
Sagar Sandesh News Bureau

Another Chinese spy ship Yuan Wang 6 was spotted by the

Indian Navy entering the Indian Ocean Region ahead of India's missile launch off the Odisha coast. The development comes amidst reports that Chinese war ships have refueling arrangement at the Sri Lankan port of Hambantota. The Port is owned by a Chinese company on a 99 year lease.

Relations between India and Sri Lanka soured when the island government gave permission to spy ship Yuan Wang 5 at Hambantota port last August,

brushing aside the objections from New Delhi.

We are aware of the presence of the Chinese surveillance vessel, Yuan Wang 6, in the Indian Ocean region. It tracks satellites and ballistic missiles. Extra-regional activity in the area is always monitored. We deploy our assets in a way that helps track all activities in the region," sources were quoted by a New Delhi based daily.

The ship's presence in the Indian Ocean region comes at a time when there have been reports of a missile test by India from Abdul Kalam

Island off the Odisha coast last week.

The Chinese activity in the Indian Ocean will only increase, and India should be focused on building its own capabilities and making more friends in the neighborhood, former navy chief Admiral (retired) Arun Prakash said when Yuan Wang 5 visited Hambantota in August.

Every coastal country's Exclusive Economic Zone extends to 200 nautical miles (370 km) from its shores and the country has exclusive rights to all resources in the water, including oil, natural gas and fish.

Naval Chief's high profile visit to Japan

NEW DELHI
Sagar Sandesh News Bureau

Chief of the Naval Staff Admiral R Hari Kumar is on an official visit to Japan from November 05 to 09 where he will witness the **International Fleet Review (IFR) conducted by the Japan Maritime Self-Defense Force (JMSDF)** at Yokosuka to commemorate the **70th Anniversary of its formation.**

During the visit, as one of the Observer Navies in the **Western Pacific Naval Symposium (WPNS)**, the Chief of Naval Staff

will attend the 18th WPNS on November 07-08 at Yokohama, being hosted by Japan, as the current Chair of WPNS.

In addition to representing India and the Indian Navy during the International Fleet Review and Western Pacific Naval Symposium, he will also be in attendance for the **inauguration of the 2022 edition of Exercise MALABAR,** being held at Yokosuka with the **participation of Australia, Japan and the USA.** Initiated in 1992, this year marks the **30th anniversary** year of Exercise MALABAR



Chief of the Naval Staff Admiral R Hari Kumar

Adm R Hari Kumar would also be **interacting with his counterparts and other Heads of Delegations from close to 30 countries** participating in the IFR, WPNS and MALABAR.

Indian Naval Ships **Shivalik and Kamorta** also arrived at Yokosuka, Japan on November 02 to participate in the IFR and Exercise MALABAR – 2022. The presence of these **indigenously built ships** of the Indian Navy at these multi-national events will be an opportunity to **showcase the ship-building capabilities of Indian Shipyards** during a large international gathering.

The visit of the CNS to Japan signifies a high level of bilateral defence engagements with Japan, as well as India's active support and participation in multilateral engagements.

Export-Import Bank of India observes Vigilance Awareness Week 2022



Ms. Harsha Bangari, Managing Director administering the pledge in English
Mr. N. Ramesh, Deputy Managing Director administering the pledge in Hindi.

NEW DELHI
Sagar Sandesh News Service

As advised by the Central Vigilance Commission, Export-Import Bank of India (India Exim Bank) commenced the observance of Vigilance Awareness Week 2022 from October 31, 2022 to November 06, 2022.

The Integrity Pledge was administered amongst employees using physical as well as e-platform by

Ms. Harsha Bangari, Managing Director and Mr. N. Ramesh, Deputy Managing Director at the Bank's Head Office.

During the function held for administering the pledge, Bank's Managing Director and Deputy Managing Director encouraged the employees to maintain the highest level of integrity and work unstintingly for eradication of corruption at workplaces and every sphere of life.



Indian Maritime University Launches Center for Policy Research- Maritime Think Tank



Left to right Sripad Naik MOS Ports, Cabinet minister Sarbananda Sonawal and Vice Chancellor of Indian Maritime University Malini Shankar

CHENNAI
Sagar Sandesh News Bureau

The Chennai based Indian Maritime University has launched a Center for Policy Research, a Maritime Think tank

first of its kind in the country to act as a knowledge base for the Industry. **It was inaugurated by Minister for Ports Sarbananda Sonawal.** Mr Sonwal was in the university to preside over the seventh convocation.

Creation of the centre assumes significance in the light of forays the country is making in the blue economy which involves tapping of natural resources from below the ocean.

Speaking on the occasion, Mr Sonowal, said while we improve our infrastructure, **we must equip ourselves to secure optimum utilization of the opportunity at hand** as Ocean based Blue Economy is the next sunrise sector for development.

Apart from traditional sectors

like shipping, offshore mineral exploration, fishing, undersea cable and tourism, we must equip our economy to take the best advantage from the upcoming sectors like Aqua culture, marine biotechnology, ocean energy and sea bed mining etc. This can be done only through training our talent pool with the best possible knowledge and training on modern marine technologies which is being made possible here at IMU.

In order to improve the training module with an aim to expose the students to the best minds of the sector, the students of IMU are being imparted training under the Global Initiative of Academic Networks (GIAN) scheme.

A Cumulative Professional

Development Allowance (CPDA) of ₹3 lakhs for three years for the training of faculty has also been introduced..

A project worth Rs 21.94 lakhs awarded to IMU by Inland Waterways Authority of India (IWAI) for 'Development of Energy Efficient River survey drifter drone (Autonomous survey craft)' on Self-Propulsion Model (SPM) are a few among the overall achievements of IMU in the recent years.

A project worth Rs 57.50 Lakh was sanctioned by Tamil Nadu Government for conducting offshore Reconnaissance Survey of a Sangam Age Korkai Port, Tamil Nadu is one of the recent Research project undertaken by IMU in association with NIOT, Chennai.

MSC Delivers Certified Quality for Pharma Customers

NEW DELHI
Sagar Sandesh News Service

The pharmaceutical industry is driven by, and drives, medical progress, aiming to turn fundamental research into innovative treatments that are widely available and accessible to patients. Already, the industry has contributed to significant improvements in patient well-being and **today's European citizens can expect to live up to 30 years longer than they did a century ago** according to the European Federation of Pharmaceutical Industries and Associations (EFPIA).

Europe represents the second largest pharmaceutical market in the world, and is the number one exporter of pharmaceutical drugs among the geographic markets, with shipments in 2021 totalling 72.1 percent of the global total.

More and more pharmaceutical companies are turning to sea transport to deliver medicines and other essential goods quickly and safely wherever they are needed. Thanks to our vast global network, which connects all of the world's major trading centres, **MSC provides reliable and cost-effective deliveries to any destination.** With local 675 local offices, and more than 1,000 reefer experts MSC is proud to

work with pharma partners across the world.

Our GDP certification means that our processes are aligned with the strict regulations required by the pharma industry. With MSC, your cargo is in the hands of dedicated experts offering the right support, advice and documentation whenever and wherever it is needed.

As your dedicated partner for pharmaceutical transportation, MSC brings:

- A world-leading reefer container fleet with the most advanced cooling systems
- Access to local reefer experts with extensive knowledge of the



More and more pharmaceutical companies are turning to sea transport to deliver medicines

pharma industry; • GDP compliant processes and systems in place, worldwide

• Expertise in container dehumidification; • Market-leading global port coverage ; • Wide equipment availability, fast and reliable transit times

• Integrated end-to-end supply chain network for an unbroken cold chain.

Adopt humane approach, message to Lankan Navy

RAMESHWARAM
Sagar Sandesh News Bureau

The Indian Navy has urged its Sri Lankan counterpart to adopt a more humane approach towards Indian fishermen. The issue figured during the meeting held aboard a Lankan ship in the Bay of Bengal on November 4 at the Maritime Boundary line.

Flag officer

commanding (Tamil Nadu and Puducherry-naval area) S Venkat Raman spoke to Lankan Navy commander (northern naval area) Tennekoon during the 32nd edition of the meeting, a defence press release said on Saturday.

The meeting onboard 'Sayura' saw a discussion on maritime security and



Sri Lankan jails

safety of Indian fishermen in the Palk Strait.

Five Indian fishermen were arrested last week when they were fishing near Kachativu islands. They were remanded to by a Jaffna court. Several Indian fishermen are languishing in Sri Lankan jails. Their boats seized by the Sri Lankan Navy are yet to be released. There has however been no incident of firing against Indian fishermen during the last few months.

Narrow Sea dividing the two countries has been the bone of contention between the Indian fishermen and the Sri Lankan Navy.

Sri Lankan navy charges Indian fishermen of intruding into their territorial waters but the fishermen however claim they were in Indian waters while being arrested the Lankan navy.



Validity of Ecospray's 'strategic' Molten Carbonate Fuel Cell tech confirmed



RINA Confirms Validity of Molten Carbonate Fuel Cells-Based Technology For Carbon Capture Developed By Ecospray

NEW DELHI
Sagar Sandesh News Service

The CO₂ reduction achieved by the new Molten Carbonate Fuel

Cells (MCFC) technology for carbon capture (CC) in shipping, matches the expected targets announced by its developer Ecospray, at the beginning of the project, Italian classification society RINA said.

The Italian environmental consultant launched the technology in June 2022. The system uses bio-LNG as fuel for the MCFC technology, which can be fueled with hydrogen, methanol, and ammonia or fossil LNG. But a plus of this technology consists in the use of CO₂

– neutral or negative. It enables the capture of CO₂ at the same time as energy production. As such, these technologies are considered strategic in the context of the energy transition.

According to its developer, MCFC technology could be optimally applied to all types of ships with regard to its capability to capture efficiently CO₂ even at very low concentrations, especially if used in combination with bio- or super-bio-LNG

The Ecospray's analysis, carried out in collaboration with the Department of Civil, Chemical and Environmental Engineering of Genoa, considered the complete CO₂ lifecycle resulting from the following processes:

- Ship engine operation; Bio-LNG production; Bio-LNG processing through a steam reformer to obtain H₂ rich gas; MCFC reaction; Capture/Liquefaction of the CO₂

It was concluded that a MCFC cell of 500kW

fed with "super bio-LNG" (a bio-LNG for which the CO₂ is captured during the production process) can cut the CO₂ equivalent emissions of a 10 MW engine by 20%.

Onboard carbon capture is receiving a lot of attention at the moment due to its potential to serve as a bridging solution for vessels that exhaust energy efficiency initiatives but are yet unable to switch to alternative fuels amid limited availability or other challenges.

Hyundai Heavy unveils boxship design with no lashings

NEW DELHI
Sagar Sandesh News Service

South Korea's Hyundai Heavy Industries (HHI) has developed a containership design which requires no lashings.

HHI removed the lashing bridge and hatch cover in its new design, which has been approved by both ABS and the Liberian Registry.

Instead, the yard has developed a device called a portable bench

which receives the load of the containers on the deck and transfers it to the hull. The company has extended the cell guide, which enables vertical stacking of containers, to the deck.

The containers on top of the deck are fixed by the extended cell guide, eliminating the need for lashing.

"Loss of containers overboard is one of the biggest design and operational challenges facing

the container ship segment. The lashing-free container ship design not only enhances the safety and environmental protection, but also offers improved operational efficiency for the container loading/unloading operations," commented Thomas Klenum, Liberian Registry executive vice president.

"It is a creative technology that can fundamentally eliminate lashing-related work and resulting cargo loss, which is a major topic in the container



HHI

shipping industry recently," said Won HoJoo, senior executive vice president at HHI.

The lashing of containers has become problematic as boxships have nearly quadrupled in capacity this century.

Cochin shipyard bags overseas order



Cochin Shipyard

COCHIN
Sagar Sandesh News Bureau

Cochin Shipyard has received an order of about Rs 1,000 crore to

construct service vessels from a European client, the company said in a regulatory filing on Thursday.

The completion time for the project is 35 months, it said.

"CSL has bagged an international order for constructing 2 numbers of Commissioning Service Operation Vessels (CSOV) from a European Client, with an option to build 4 more of such vessels to be exercised by the Owner

within a period of one year," the filing said.

These vessels are intended for the services of offshore wind farm installations towards their commissioning and maintenance.

"These specialized vessels are being contracted for the first time in the country. The estimated project cost for the firm order is approximately Rs 1,000 crore and the project completion time is 35 months," the filing said.

NEWS IN BRIEF

(To Read Full News Please go to www.sagarsandesh.in)

Trial run of Chennai MysuruVande Bharat starts

The Railways have started the trial run of to be launched Chennai-Mysore Vande Bharat Express from Chennai's central on November seventh. The Chennai-Mysore Vande Bharat Express train will be flagged off by PM Modi on November 11, the first such indigenously-built high-speed rail in the southern part of India and the country's fifth.



Panel working on tax refunds under RoDTEP for exports from SEZs, EOUs to submit report on December 20

The government panel tasked to determine tax refund rates for overseas shipments from special economic zones and export-oriented units under export promotion scheme RoDTEP will submit its report on December 20, an official said.



CONTAINER TERMINAL NEWS



"Worrying will never change the outcome"

Adani Ports Will Be "Selective" In Bidding for Cargo Contracts at State-Owned Major Ports



APSEZ's right to participate in bidding for contracts, restored by SC

NEW DELHI
Sagar Sandesh News Service

Adani Ports and Special Economic Zone Ltd (APSEZ) said it would be

"selective" in bidding for cargo handling contracts at State-owned major ports after India's top court lifted restrictions placed by some port authorities on the company's participation in tenders.

"The Supreme Court issued an order on 5 September restoring APSEZ's right to participate in bidding for contracts at major ports, thereby putting to rest the wrong decision of certain port authorities on disqualifying APSEZ from

the bidding process at major ports," Karan Adani, Chief Executive Officer, APSEZ said during an investor's call on 1 November.

"In major ports, we would look at (participating in bids) selectively based on the kind of footprint and strategically where we don't have a presence. Those are the places we would look at to consolidate in terms of our market share. But it will be very selective in nature," Karan Adani added.

APSEZ has filed initial bids on tenders floated by Deendayal Port Authority for building a mega container terminal and a multipurpose cargo berth at its satellite facility at Tuna Tekra.

APSEZ has recently signed a concession agreement to mechanise one of the berths at Haldia Dock Complex in Syama Prasad Mookerjee Port Authority (formerly Kolkata Port).

That aside, APSEZ has set up or acquired big private ports close to some of the major ports such as Mundra port near Deendayal port,

Dhamra near Paradip port, Gangavaram near Visakhapatnam port, Dighi near Jawaharlal Nehru port and Kattupalli near Chennai and Kamarajar ports.

The company controlled by billionaire Gautam Adani has recently won a deal to construct a new private port at Tajpur in West Bengal, a State where Syama Prasad Mookerjee Port Authority (formerly Kolkata Port) is the only maritime gateway.

APSEZ's 12 facilities spread across the Western and Eastern seaboards have a capacity to handle 538 mt of cargo. By 2025, APSEZ aims to handle 500 mt of cargo.

Iran agrees to allocate land for building Kazakh Grain Terminal

NEW DELHI
Sagar Sandesh News Service

Tehran has expressed its readiness to grant land in its southern Bandar Abbas Port in Hormozgan Province to Kazakhstan for a terminal aimed at facilitating the trade and transportation of grain.

A delegation led by Kazakh Deputy Prime Minister and Minister of Trade and Integration Serik Zhumangarin visited Bandar Abbas and "expressed interest in creating their own transshipment facilities on the coast of the Persian Gulf," the Kazakh premier's office reported on Nov. 3.

land for the construction of an inland terminal in the port of Bandar Abbas

"We are interested in increasing the volume of mutual trade in agro-industrial products with Iran by up to \$1 billion, as well as deliveries to the markets of Pakistan, India, Southeast Asia and East Africa, which are new to Kazakhstan," the Kazakh deputy premier said.

"Our proposal to Iran is not only about building a grain terminal, but also includes related structures and equipment, including wheat and flour warehouses, cold storages and equipment for storing meat."

private sector of Kazakhstan will pay for the implementation of this project, after reaching an agreement with Iran.

Currently, there is a memorandum on the supply of 1 million tons of grain from Kazakhstan to Iran, as well as a memorandum on Kazakhstan-Iran cooperation in trade and transit of agricultural products for the supply of Kazakh grain, oilseeds, vegetable oils, confectionery and meat products, and the import of vegetables, fruits and dairy products from Iran.

In mid-June, the Kazakh and Iranian presidents attended a ceremony to launch a train service



Iran ready to give land for Kazakh Grain terminal

from Kazakhstan to Turkey via Iran.

The Iran-Kazakhstan transit pact signed on May 23 requires cargo from China to Europe to switch to the Iranian route.

Earlier, Chinese cargo was transported to Europe via Russia by a land route north of the Caspian Sea.

The Iranian side agreed to allocate Zhumangarin noted that the

MINISTRY NEWS

NEW DELHI
Sagar Sandesh News Service

Union Minister for Road Transport and Highways, Shri Nitin Gadkari 7 Nov inaugurated 5 National Highway projects of total length 329 km in Mandla, Madhya Pradesh at a cost of Rs 1261 crore in the presence of Chief Minister Shri Shivraj Singh Chouhan, Union Minister of State Shri Faggan Singh Kulaste, Minister of State Shri Gopal. Bhargava, Shri

Gadkari inaugurates five national highway projects in MP

Bisahulal Singh and MPs, MLAs and other officials.

Shri Gadkari said that the natural beauty of Mandla and Kanha National Park have always attracted tourists. With the construction of these road projects, this area and its forest dwellers will get better facilities. These projects will well connect Mandla with Jabalpur, Dindori, Balaghat districts.

The Minister said with the construction of these

routes, religious places like Pachmarhi, Bhedaghat and Amarkantak as well as traffic from Jabalpur via Amarkantak to Bilaspur, Raipur and Durg will be easy.

Transportation of agricultural and industrial products from nearby regions and states will be facilitated and this will save time and fuel, he added.

Shri Gadkari said under

the leadership of Prime Minister Shri Narendra Modi and Chief Minister Shri Shivraj Singh Chouhan, our government is continuously moving towards ensuring prosperity and development of Madhya Pradesh.

"Sagar Sandesh - Maritime Tabloid English Bi-weekly E-Paper"

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PORTS (REGIONAL/INTERNATIONAL)

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

Dredging Works at Kakinada Anchorage Port Begin



Rs 100 crore earmarked for the development of Kakinada Anchorage Port

NEW DELHI
Sagar Sandesh News Service

AP Board Chairman Kayala Venkata Reddy stated that Rs 100 crore have been earmarked for the development of Kakinada Anchorage Port and works have commenced from Thursday 10 Nov.

Chairman Venkata Reddy inaugurated channel dredging works along with Kakinada MP Vanga Geetha, MLA Dwarampudi

Chandrasekhar Reddy and AP Rice Millers Association president Dwarampudi Veerabhadra Reddy near Cocanada Chamber of Commerce, Langalarevu, Kakinada on Thursday.

Venkata Reddy stated that the Central government has sanctioned funds to the tune of Rs 100 crore under Sagar Mala project. He

informed that they are taking steps to make the anchorage port a challenge to private ports. 'Chief Minister YS Jagan Mohan Reddy is keen on developing ports, which are likely to provide employment opportunities.'

Venkata Reddy said that works pertaining to Ramayapatnam port are making rapid progress and works pertaining to Bhavanapadu and Bandar ports are likely to commence in December. Nine fishing

harbours are likely to be set up across the State for the best interest of fishermen, he added. Five fishing harbours are likely to be inaugurated very shortly. He said the maritime board will function as a bridge between the workers and management of the ports for solving the problems.

MP Geeta stated that Jagan's government will set up a port in KSEZ area with Rs 3,000 crore by seeking Centre's cooperation.

Cochin Shipyard signs pact with IIT Madras for marine start-up engagement programme

NEW DELHI
Sagar Sandesh News Service

Cochin Shipyard Limited and the Indian Institute of Technology Madras have signed an agreement to support start-ups in the maritime sector, which will provide a platform for young and talented entrepreneurs to develop products/services in the marine space with financial support provided by CSL.

Under this initiative, start-ups can get up to Rs. 50 lakh as seed grants, Rs. 1 crore as prototyping grants, and equity funding for start-ups at the scale up stage.

The agreement was signed between V.

Kamakoti, Director, IIT Madras, and Deepu Surendran, General Manager (C-SAS), CSL.

IIT Madras will act as one of the implementation partners of this initiative and will provide incubation, mentorship, and training to start-ups selected under this programme. The Institute will invite applications online twice a year to identify start-ups for funding under seed fund, pilot grants, and equity investment schemes.

This is part of the start-up engagement program Ushus, launched by CSL to augment the Government's initiatives to encourage and develop an ecosystem for supporting maritime start-ups from the technical,

regulatory, financial, and marketing points of view by bringing the stakeholders together.

Start-ups selected under the scheme would have to be committed on innovation, improvement of products, processes or services, and present a scalable business model with a high potential of employment generation and wealth creation.

Kamakoti, said "Management of the maritime sector is increasingly becoming automated, posing interesting challenges to the creative minds. The current partnership shall undoubtedly lead to many innovative Atmanirbhar solutions."



CSL and IIT, Madras agree to support start-ups in maritime sector

CSL CMD, Madhu S Nair said "we are confident that this initiative by CSL, in association with IIT Madras, will catalyse the growth of marine start-ups in the country, as we move forward aiming

at onboarding new and emerging technologies in this space. **As an initial step, CSL has already declared a corpus of ₹50 crore for our start-up engagement program 'Ushus'.**

Two-day pollution response exercise carried out off New Mangalore Port

NEW DELHI
Sagar Sandesh News Service

A two-day area level pollution response exercise, was conducted by the New Mangalore Port Authority in association with Indian Coast Guard, Mangalore Refinery and Petrochemicals Limited (MRPL) and other oil handling agencies off the New Mangalore Port here on Thursday, November 3.

In a communiqué, Coast Guard Karnataka said **the exercise was to check and assess the modalities of undertaking pollution response operations** and also gauge the efficiency and efficacy of oil handling agencies. It was also look at Port's ability to handle instances of oil spill. The pollution response equipments namely Near Shore Booms, Skimmers,

Spill Spray arms, which are on board Coast Guard and MRPL vessels, were deployed for containing and recovery of spilled oil.

Commander Coast Guard, Karnataka, Deputy Inspector General P.K. Mishra said **the exercise gains relevance because of the sunken vessel MV Princess Miral, off the Mangaluru coast** containing 220 tonnes of

fuel along with 90 tonnes of engine oil. "Though efforts were underway to extract oil prior onset of monsoon, the raison d'être of the exercise is to prepare respective organisation's pollution response team to work in tandem for any oil spill contingency," he said.

The oil spill situation was simulated by rupturing of oil pipe of Single Point Mooring (SPM). **A response plan, by taking**

into consideration the risk assessment, was worked out on November 2. Actual deployment of equipment was undertaken on November 3.

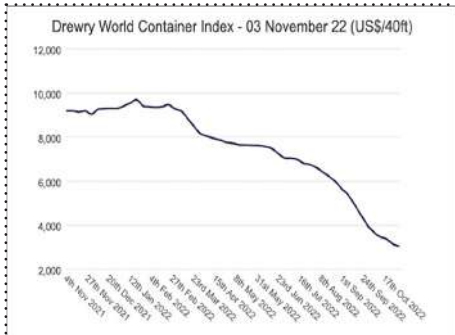
Apart from Indian Coast Guard Ships ICGS Vikram and C-448, the tug Aqua Marine of MRPL were deployed in exercise.

Actions as per the standard operating procedure were carried out, the communiqué stated.

TRADE BODY NEWS

"Worrying will never change the outcome"

Drewry : World Container Index down 3% this week



NEW DELHI
Sagar Sandesh News Service

Drewry's composite World Container Index decreased by 3% to \$3,049.73 per 40ft container this week.

Our detailed assessment for Thursday, 03 November 2022

- The composite index decreased by 3% this week, the 36th consecutive weekly decrease, and has dropped by 67% when compared with the same week last year; The latest Drewry WCI composite index of \$3,050 per 40-foot container is now 71% below the peak of \$10,377 reached

in September 2021. It is 19% lower than the 5-year average of \$3,754, indicating a return to more normal prices, but remains 115% higher than average 2019 (pre-pandemic) rates of \$1,420.; The average composite index for the year-to-date is \$7,115 per 40ft container, which is \$3,361 higher than the five-year average (\$3,754 mentioned above).

- The composite index decreased by 3% to \$3,049.73 per 40ft container, and is 67% lower than the same week in 2021. Freight rates on Shanghai – New York dropped 6% or \$340 to \$5,694 per feu. Spot rates on Shanghai – Rotterdam fell 4% or \$161 to

\$3,684 per 40ft box. Similarly, rates on Shanghai – Genoa slid 3% to \$4,087 per feu and rates on Shanghai – Los Angeles dipped 2% to \$2,364 per 40ft container. Likewise, rates on Los Angeles – Shanghai and Rotterdam – Shanghai fell 1% each to \$1,165 and \$876 per feu, respectively. However, rates on Rotterdam – New York gained 2% or \$142 to \$7,426 per 40ft box. Rates on New York – Rotterdam hovered around the previous week's level.

Drewry expects smaller week-on-week reductions in rates in the next few weeks.

Indian Chamber of Commerce (ICC) forms Gujarat State Council



ICC forms GSC

NEW DELHI
Sagar Sandesh News Service

As India celebrates the success of the Defence Expo 2022 that started on 18th October 2022 in Gandhinagar, the Indian Chamber of Commerce has gone a step further by incorporating the ICC Gujarat State Council, which has leading industrial experts from various State's industries to provide special promotion to the industrial sector in the State by developing and encouraging investment. The primary objective of this Council will be to identify shortcomings in various trades and resolve them through policy recommendations and forwarding to the Union and State Government.

The Indian Chamber of Commerce (ICC) is a leading Chamber recognized by Central Govt which was

founded by Shri G.D. Birla in 1925 along with leading industrialists.

ICC President Mr. Pradeep Sureka announced the formation of Gujarat State Council on 19th October, 2022 in Ahmedabad in the presence of Mr. Zulfikar Memon, President of ICC Western Region.

The event attended by members of the industry.

Shri D.K. Aggarwal, Convener of the meeting commented – "By establishing the ICC State Council in Gujarat, industry sectors will get a platform to network nationally and internationally, as well as contribute to policy recommendations to the Government of India.

I am happy to convey that some great minds in this council who are creating a conducive and efficient business ecosystem in the State of Gujarat have joined the council."

Shri Bharat Kishan Gupta offered Vote of Thanks, informed the media statement from Chamber.

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 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

LOGISTICS (ROAD/RAIL/AVIATION)

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

International Road Federation Launches Pilot Project For a Blockchain-Based Road Safety Platform



Road Safety Platform to improve road safety launched

NEW DELHI
Sagar Sandesh News Service

International Road Federation (IRF) in partnership with SettleMint, India's fastest growing

blockchain platform, powered by Polygon Networks is excited to launch a pilot project for a Blockchain-based Road Safety Platform with Super Mobile App to improve road safety in India with the use of technology.

Commenting on the project, K. K. Kapila, Chairman, IRF, said, "The traditional approach to road safety is not yielding the desired results, which is evident from the fact that despite some exciting & promising efforts by

the Government, like developing Zero fatality corridors, identifying & fixing blackspots, installing cameras for enforcement etc., the highest number of road fatalities took place in 2021."

Mere copying western road safety solutions will not work on Indian roads, where the problem is multi-layered.

"SettleMint, India has been closely working with numerous other public

sector departments and is extremely proud to be associated with IRF for a critical project to enhance and improve much needed road safety in the country," said, Srithi Assudani, Director Sales, SettleMint India.

Detailing the project, Mr. Akhilesh Srivastava – Road Safety Brand Ambassador, IRF and Chief Executive steering leading the Project, said, "We need technology-driven vehicle safety features both within and out of the vehicle, depending on the vulnerable road users. The approach must have an integrated solution around

road safety, including self-motivation through safe driving scores to strict enforcement."

The Road Safety Digital platform will be like CoWIN Platform (Covid Vaccine Intelligence Network), a one-stop solution for all needs of road commuters.

The Platform will lay the foundation for integrated road audits, enforcement, emergency care and insurance providers on a single platform and will connect road users with road operating authorities, enforcement agencies and emergency service providers just by the click of a button.

Railways earns Rs 92345 Cr from freight loading till October in FY2022-23



The customer centric approach and work of Business Development Units helped Railways towards this landmark achievement

NEW DELHI
Sagar Sandesh News Service

On mission mode, **Indian Railways' Freight** loading for first seven months of this financial year 2022-23 has crossed last year's loading and earnings for the same period.

On cumulative basis from April – Oct. 22, freight loading of 855.63

MT has been achieved against last year's loading of 786.2 MT, an improvement of about 9% over last year loading. Railways have earned Rs 92345 crore against Rs 78921 crore last year which is an improvement of 17%.

During the month of October 22, Originating freight loading of 118.94 MT has been achieved against loading of 117.34 MT in Oct 21, which is an improvement of 1.4% over last year. Freight revenue of Rs. 13353 crore has been achieved against Rs 12313 crore freight earnings in October

21, thereby an improvement of 8% over last year.

Following the Mantra, "Hungry For Cargo", IR has made sustained efforts to improve the ease of doing business as well as improve the service delivery at competitive prices which has resulted in new traffic coming to railways from both conventional and non-conventional commodity streams.

The customer centric approach and work of Business Development Units backed up by agile policy making helped Railways towards this landmark achievement.

South East Air Cargo CEO Conclave & ACE-South East Air Cargo Awards 2022 soars high in Chennai

NEW DELHI
Sagar Sandesh News Service

India is a lucrative air cargo market and has the potential to be among the top regions in the world for air freight movements in the coming years, stressed Dr Sharad Kumar, Airport Director, Airports Authority of India, Chennai International Airport, while addressing Exim India's South East Air Cargo 2022 (SEAC 2022) CEO Conclave on Thursday, November 3, 2022 at

the ITC Grand Chola in Chennai. The Chief Guest of the event also made the point, among many others, that the air cargo industry is considered a barometer of economic health, thus contextualising his emphasis with the apt theme of the Conclave: 'Indian Air Cargo – Catalyst to the 5 Trillion Economy'.

SEAC 2022, along with the ACE-South East Air Cargo Awards 2022, was the third edition of this popular congregation



Top-notch speakers & panelists provide food for thought; awards ceremony draws appreciation & delight

of air cargo stakeholders - encompassing logistics service providers, airports, airlines, regulators, as well as shippers and consignees – all gathered under

one roof for a thought-provoking deliberation on the many facets of the event theme, that soared with pertinent views and suggestions on how the segment can indeed be a catalyst to India becoming a \$5 trillion economy. Of course, there are issues that need to be sorted out to make this happen, it was also pointed out. The sheer quality and stature of the speakers and panelists (see box) ensured an exceptional Conclave that covered the entire gamut of issues.

Among the principal speakers, Mr J. Krishnan, Partner, S. NatesaIyer Logistics LLP and Conclave Convener, made

the point that India is today an underpenetrated market, and **called on the industry to rise up to the challenge of being a catalyst** and contributing to the India growth story.

Ms Tulsi Now lakha Mirchandaney, Managing Director, Blue Dart Aviation Ltd, the Guest of Honour, highlighted how the sector put up its hand and showed its mettle during the period of the pandemic

"Go green, go digital, go blockchain," was the advice of Mr KekuBomiGazder, Managing Director & CEO, Aviapro Logistics Services Pvt. Ltd, to all stakeholders. He also brilliantly moderated the panel discussion.



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

EXIM TREND

IT exports from Kerala have doubled



CM Pinarayi Vijayan

TIRUVANANTHAPURAM
Sagar Sandesh News Bureau

Kerala's total IT exports have almost doubled this year from 2016, Chief Minister Pinarayi Vijayan announced.

While the exports fetched 9,753 crore in 2016, it rose to Rs 17,536 crore in 2022. The number of companies increased from 640 to 1,106 and employees from 78,068 to 1,35,288.

The CM said the growth reflected the LDF government's committed efforts to uplift the IT sector.

The growth figures are based on a survey done in March 2021. For instance, Info Park in Kochi alone has registered an export revenue of Rs 8,200 crore in the last 15 months, up from Rs 6,310 crore in 2020-21.

Technopark in the state capital Tiruvananthapuram tops in IT export revenue

generation. The facility increased its revenue from Rs 7,890 crore in 2019-20 to Rs 8,501 crore in 2020-21.. Chief minister Pinarayi Vijayan had told the assembly recently that the state's parks will get a huge additional space and see a vast employment generation in the next five years. The planned space are 44 lakh sq ft.

British PM Rishi Sunak committed to FTA with India, says Downing Street

NEW DELHI
Sagar Sandesh News Service

Intensive negotiations continue towards a free trade agreement (FTA) between India and the UK and new British Prime Minister Rishi Sunak is committed to achieving a balanced deal, Downing Street said on Wednesday.

Sunak, who took charge at 10 Downing Street last week, had a "very warm" introductory call with Prime Minister Shri Narendra Modi during which both sides expressed

their commitment towards an FTA.

The UK Prime Minister's office also reiterated that the focus remains on a balanced trade deal that benefits both sides and therefore no timeframe is being specified after a proposed Diwali timeline had to be abandoned last month amid political turmoil in the UK.

"Both sides are very committed to it, intensive negotiations are continuing led by the Department for International Trade (DIT)," a spokesperson

told reporters at a Downing Street briefing.

The two leaders are expected to meet in person at the G20 Summit in Indonesia later this month, unless they meet at the COP27 Summit in Egypt where the UK Prime Minister has confirmed attendance of the Leader's Day but Modi's visit is as yet unconfirmed.

Sunak is on the record expressing his commitment to an FTA with India while Chancellor of the Exchequer at No. 11 Downing Street when he



British PM Rishi Sunak

flagged financial services as a particularly "exciting" aspect of the bilateral trade relationship.

The focus of the FTA negotiations is on reducing the barriers to trade, cutting tariffs, and supporting easier imports

and exports into each other's markets.

According to official UK government data, India-UK bilateral trade currently stands at around GBP 24.3 billion a year and the aim is for that to be at least doubled by 2030.

Govt allows sugar exports of 60 lakh tons during the year

NEW DELHI
Sagar Sandesh News Bureau

The Center has allowed export of sugar up to 60 Lakh Metric Tons during the sugar season 2022-23, as another measure to balance the price stability in the domestic market.

The decision also took into account the financial position of the sugar mills in the country based on estimates of sugar production. The Directorate General of

Foreign Trade has notified to extend the inclusion of sugar exports under 'Restricted' category up to 31st October, 2023.

The Central Government has prioritized availability of about 275 Lakh Metric Tons (LMT) sugar for domestic consumption, about 50 LMT sugar for diversion to ethanol production and to have closing balance of about 60 LMT as on 30.09.2023.

The sugar export policy is an indication of focus of



Sugar exports upto 60 lakh tons during the year allowed

Government on ensuring price stability in sugar sector in interest of domestic consumers.

By restricting the sugar exports, domestic prices will remain under control and no major inflationary trends will arise in domestic market. Indian

sugar market has already seen very nominal price increase which is in tune with increase in FRP of sugarcane for farmers.

Another focus area is production of ethanol in the country which is a priority area for the country to reduce dependence on fuel imports and to move towards green energy.

Higher ethanol prices for producers have already encouraged distilleries to divert more sugar towards ethanol. The sugar export policy is another mechanism to ensure availability of sufficient sugarcane/sugar/molasses

for ethanol production. Diversion of sugar towards ethanol production during 2022-23 is expected to be 45-50 LMT.

By allowing sugar exports, Government has also protected the interest of cane farmers and sugar mills as mills will be able to take benefits of favourable international sugar price scenario and achieve better prices of sugar so that cane dues of farmers in current sugar season 2022-23 may also be paid timely and working capital costs of mills may reduce due to optimum level of sugar stocks with them.

SEA FARERS NEWS



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

16 Indian sailors held in West African country since august this year



Indian sailors held in West African country appeal for help.

NEW DELHI
Sagar Sandesh News Bureau

Sixteen Indian sailors, who are part of the 26-member crew of a ship detained in Guinea on

the west coast of central Africa, have appealed for help to be released from "unlawful" detention according to media reports.

In a statement released by the sailors, the Norwegian-flagged MT Heroic Idun "was arrested by the Equatorial Guinea naval ship in international waters on 12th August 2022".

The ship was "brought to Luba port in Guinea under naval escort and threat of lethal action against the vessel and crew if orders are not complied (with) on 14th August 2022", the statement said.

"We, the crew of MT Heroic Idun would like to request for help and assistance to get us released and be brought back to India from Equatorial Guinea where we have been held unlawfully since 14th August 2022. **The vessel has a total crew of 26 persons, and out of that we have 16 Indians, 8 Sri Lankans, 1 Polish and 1 Filipino national onboard,**" the statement added.

Minister of state for External affairs V Muraleedharan said he was aware of the matter and his Ministry is making efforts to bring the Indian nationals back home.

Fifteen crew members, including nine Indians, were taken ashore on August 14 and have been held in detention at Malabo since then.

The remaining 11 crew members, including six Indians, were left on the ship.

"The owners, managers and crew of the vessel have fully cooperated with all the investigations carried out by the Guinea authorities," the statement said.

The crew members held on shore were interrogated by Nigerian officials three times during their stay, it added.

The crew members said they were detained by the Equatorial Guinean Navy based on a request made by Nigeria.

Goan seamen highlight woes to shipping authorities

NEW DELHI
Sagar Sandesh News Service

The Goan Seamen Association of India (GSAI) brought to the notice of shipping authorities the hardships seafarers faced due to some companies' negligence and disrespect towards them.

On Saturday, 5 Nov, GSAI President Frank Viegas met Shipping Master Mukul Dutta, Assistant Shipping Master Binish Varma and Chief Administrator H S Bowalekar in Mumbai, wherein he discussed in details to find a solution so that the seafarers get their

duly rights and grievances redressal must be addressed so that the seafarers get due attention.

As informed by Viegas, the Maritime Labour Convention (MLC) addresses the issues and concerns entailing the resolution of grievances of seafarers through on-board complaint procedures, as well as onshore seafarer complaint handling procedures.

He said a **grievance redressal mechanism separately available for Indian seafarers** that make for their swift ground-level resolution, will, as



Shipping authorities briefed on hardships faced by seafarers

a paradigm, effectively, further strengthen grievances redressal for Indian seafarers, as a **confidence - building measure** by providing wider access to the seafarers to address their grievances.

"Therefore, the present

grievances mechanism is proposed to be decentralised and incrementally strengthened. In that light, henceforth, Indian seafarers shall lodge their grievances in the office of the local MMD/Shipping Master, which is located all across the Indian coast," said Viegas.

This revamped grievance redressal mechanism for Indian seafarers shall function as under, in supersession of this office said Crew Branch Circular No. 3 of 2011 dated July 5, 2011 and M S Notice No. 03 of 2013 where submission of grievance can be done at Surveyor-In-Charge MMD Mormugao and other designated

locations, also can lodge an online grievance redressal mechanism for Indian seafarers as per Merchant shipping Notice No. 06 of 2019.

Also discussed were some misunderstandings among seafarers over the deduction of 10 US dollars from seafarers' wages.

The **various welfare schemes** in place under SWFS, survival benefit scheme, invalidity benefit scheme, maternity benefit scheme for female seafarer, the old age benefit scheme, family benefit scheme, ex-gratia assistance on death and various issues pertaining to seafarers **were also discussed.**

IMO NEWS

NEW DELHI
Sagar Sandesh News Service

The 2022 IMO Award for Exceptional Bravery at Sea has been presented to Mr. Bo Xu, a chief officer from China who selflessly jumped from his oil tanker into freezing seas off northern China to save two individuals clinging to a life raft from a sinking cargo ship.

The 2022 IMO Award for Exceptional Bravery at Sea has been presented

IMO honours bravery at sea in annual Awards Ceremony

to Mr. Bo Xu, a chief officer from China who selflessly jumped from his oil tanker into freezing seas off northern China to save



Mr. Bo Xu, a chief officer from China with the Award and IMO Secretary General Lim

two individuals clinging to a life raft from a sinking cargo ship.

Mr. Bo Xu was honoured during the annual IMO Award ceremony (2 November 2022). Mr Xu, Chief Officer of the oil tanker Jian Qiao 502, was nominated for the award by China.

Accepting his award from IMO Secretary-General Kitack Lim to a standing ovation, Mr. Xu described

the freezing waters and high waves during his "race against death" to save the people in distress.

"The sea could be cold and merciless but humans are not. As a seafarer, I will never hesitate to jump overboard to save people in danger," he said, speaking through an interpreter.

"This award from IMO is not only an encouragement to me and my team, but also a recognition of China's efforts in maritime

SAR. In 2021 alone, China successfully rescued more than 13,000 people in distress at sea, which protected the happiness of tens of thousands of families," Mr. Xu added.

The IMO Awards Ceremony also saw a special tribute paid to former Secretary-General William A O'Neil and the presentation of the International Maritime Prize for 2021 to Professor David Attard.