



Guiding Spirit to Shipping Industry

Sagar Sandesh

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India plans to Boost Ship Building with incentives



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India's Adani Group to invest \$7.39 bln in eastern state of Odisha



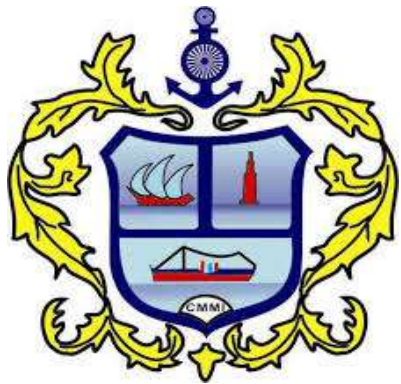
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Centre can deploy its forces in Vizhinjam port area says Kerala Govt



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Russia Seen Asking India for Parts to Keep Key....



CMMI Lecture on "Digitalisation in Maritime Industry"

By Capt. Shailesh Bhambhani, Head - Sales & Marketing, Smart Ship Hub Digital

Capt. Shailesh Bhambhani, Head - Sales & Marketing, Smart Ship Hub Digital, An MBA in international business, comes with a rich experience of over 25 years in the maritime field and. Sailed as Master with BW Shipping & Anglo Eastern, joined Scorpio group as a commercial operator, thereafter he was instrumental in starting a Shipping company in Singapore for a reputed oil trading firm Afco Energy (over billion dollars in turnover) and he also help set up, Afchem India, a leading importer of Polymers & Soda ash. Presently, he plays an integral role at Smart Ship Hub, a maritime digital platform of global repute.

Moving on to the topic of the day, Capt. Shailesh gave a detailed presentation summarised as under:

The multilevel impacts of the so-called "Digitalization" phenomenon on ships have the capability to absolutely change the contemporary framework of shipping operations and associated activities. As the wave of digitalization continues to transform the way the maritime industry works, digital technologies and solution help streamline existing processes and transform supply chains to trade geography. The continuous development of core technology has enabled a collaborative environment among the crew, officers ashore, and electronic equipment. Cloud is key to enabling the advanced connectivity, assimilation, and data sharing required to support new digital business prototypes. **A proven partner, Smart**

Ship Hub is committed to the world's leading vessel owners, and commodity traders ever ahead of evolving technological breakthroughs, and business requirements. Whether you are in the process of migrating to Smart Ship Hub or making up your mind to make the switch, we invite you

to use our tailored digitalization roadmap which eases your bottlenecks and goals. The novelty of digital solutions, complex port environments, and unwillingness to disclose crucial parameters are key challenges in embracing this opportunity.

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Capt Shailesh Bhambhani

The Company of Master Mariners of India (CMMI) conducted a monthly lecture on "Digitalisation in Maritime Industry". The meeting was conducted in hybrid mode on 10th November 2022. The Keynote speaker was **Capt. Shailesh Bhambhani, Head - Sales & Marketing, Smart Ship Hub Digital.** A large number of participants attended the meeting at IMTC, Powai, Mumbai.

Capt. Chinna Ruparaju, Head of IMTC welcomed the participants & presented a short PPT on safety rules. **Capt. Kaustubh Pradhan, Dy Master CMMI** welcoming the Keynote Speaker **Capt. Shailesh Bhambhani,** gave his brief introduction.

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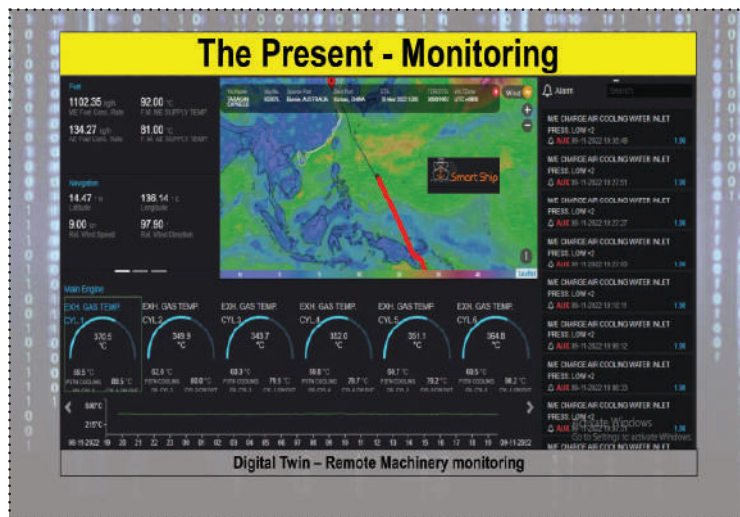
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CMMI Lecture on “Digitalisation in Maritime..... From page : 1



Performance monitoring center in Pune

Smart ship Hub supports commercial vessels, specialized vessels, offshore vessels, and their voyage optimization that converts data into tangible actions. The advanced algorithms created by our maritime expert team generate data-driven recommendations for the voyage, bunker, vessels, and emission optimization. We as an organization aspire to propel optimistic and sustainable change in the shipping industry. We work alongside our customers and strategic partners to develop cutting-edge solutions that are designed to optimize operations, maximize earnings, and reduce CO2 emissions for the tramp shipping industry. We're delighted to be able to scale up Smart Ship Hub to promote collaboration, multidisciplinary invention, and the creation of smart technology that's having valuable environmental and economic impacts. The live streaming and recording facility for inspection and auditing purposes gives our customers full transparency and actionable insights. **The smart dashboard updates the actions and conditions of your fleet, allowing you to take rapid action as necessary. In addition to remote inspection, Smart Ship Hub is a game changer in areas like predictive maintenance**

and overhaul of the vessel.

Smart Ship Hub offers a “Single Source of Integrity” for all entities in the shipping ecosystem through Live situational information that helps to take advantage of an opportunity. Easy to install in new builds & trading vessels, Smart Ship Hub retrieves data from every possible area of the vessel including Flow Meters, Cargo & Cranes, Bridge & Navigation, Scrubbers, and Exhaust panels. It has become a Single point information platform for ship owners and fleet managers that replaces traditional spreadsheets and heavy paperwork.

A digitally empowered ship is the way to go; autonomous operations will define the industry's future. However, the shipping industry needs to tackle newer challenges, including the importance of crew training to adapt to the new technologies and learn the smart way to use the available data. Smart Ship Hub has designed smart dashboards to deliver easy-to-understand information generated from various sources during, before, and after a voyage is smartly captured on your Dashboard. The retrieved information will be helpful for Senior management and decision-makers, to plan the next course of action. Real-time vessel tracking

is the essential tool you need to deliver operational excellence offers an analytical representation of data and tracks individual vessel performance through a mobile app module. The comprehensive module plan helps in tackling any deviation by raising smart alerts, in addition to this it also provides smart charts and graphical analytics and gives historical updates on its earlier voyages.

With the increasing cost of marine fuel oils, vessel owners around the globe are looking for ways that allow them to use fuel oil prudently and efficiently. Consumption of fuel on the ship is a critical cost parameter that every ship owner must look upon. Effective bunker analysis integrated with the existing ERP system helps in managing the fuel consumed by the ship. With substantial cost savings as one of the essential outcomes, businesses are deploying Smart Ship Remote for predictive maintenance and shortening vessel downtime.

Being one of the leading providers of ship tracking and maritime intelligence, we are dedicated to making actionable information easily accessible. Condition and health monitoring are at the core of what we do. Building on a base of data gathered from

our diverse, dynamic, and entrepreneurial workforce.

Having developed a deep understanding of the key issues and obligations of the maritime business, in addition to our innovative cloud platform, we are delivering essential services that help our customers to attain substantial business outcomes taking the burden off their shoulders.

A memento was presented by CMMI through the hands of Capt Kapildev Behl to Capt Shailesh Bhambhani as



A memento was presented by CMMI through the hands of Capt Kapildev Behl to Capt Shailesh Bhambhani



Capt. Shailesh, Capt Chinna & Capt Kaustubh

our network we apply algorithms and integrate harmonizing data sources to provide the shipping, trade, and logistics trades with actionable insights into shipping activity. Our mission is to bring about transparency and significant change to the maritime realm with organizations such as the International Maritime Organisation. Our culture of innovation, blended with our craving to consistently exceed outlooks, is what drives

a token of appreciation. The Monthly lecture meeting ended with a vote of thanks from Capt. Kaustubh to Capt. Chinna the Head of IMTC and IMTC staff for organizing the meeting beautifully at IMTC, the media for covering the event, and the CMMI Team especially Capt Jha, Master; Capt. Bhasin, Secretary General; and Capt Gyanendra Singh, Treasurer for the great initiative in organizing these lectures.

MARINE NEWS



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

Demand Slump Sees Empties Mounting Up at Chinese Ports

NEW DELHI
Sagar Sandesh News Service

Amid a "very quiet" end-of-year shipping season, empty containers are piling up at Chinese ports.

According to Alice Tang, China-Europe land transport planner at ITS Cargo, "Some say they are already piling up on roads, while others say 90% of box spaces are occupied. Trailer drivers used to bring loaded containers to the terminal and pick up empty



Empty containers are piling up at Chinese ports.

containers for the next load. Now, most of the drivers no longer pick up empty containers because there is no 'next shipment'.

"Last year, forwarders were standing in a queue for the whole night to fight for an empty container, and

joking that containers were probably worth more than their weight in gold."

Ms Tang said Q4 had been "very quiet" and rates were "so low", compared with 2021.

"We've been quoted \$1,550 per feu from Shanghai to Gdansk, and less than \$1,000 per teu for other China-Europe lanes. Lots of people are coming to ask me whether we have goods to ship."

According to Linerlytica,

freight rates from the Far East to Europe, the Middle East and Africa have continued their downward spiral and suffered the sharpest falls last week, amid "volume weakness across all tradelanes".

"Although charter rates appear to have settled over the past week, there is still excess supply, with an abundance of sublet units available from carriers that are stuck with surplus tonnage. More ships to enter lay-up have appeared,

with Matson and Pasha already mothballing their ships."

Meanwhile, Ms Tang said congestion at European warehouses was also a challenge, explaining: "For e-commerce goods, unloading is hard as there are limited available slots in EU warehouses. They're all full, as retailers increased stock earlier in the year because they were afraid of disruptions and delays.

"But now they cannot sell it all, as consumers reduced spending on shopping this year. Even Q1 next year may not be good."

Orders for Methanol-Fuelled Ships Overtook LNG Bookings in October



Order for methanol-fuelled ships overtakes order for LNG

NEW DELHI
Sagar Sandesh News Service

Monthly orders for methanol-fuelled ships overtook LNG bookings for the first time in October, as noted by DNV.

The methanol-fuelled vessel order book was boosted by Maersk,

COSCO Shipping Lines and OOCL with a combined order total of 18 container ships, bringing the total of methanol-fuelled container vessels on order and in operation to 47.

There are also 25 methanol-fuelled oil/chemical tankers on order

and in operation. As for scrubber-equipped vessels, the total number of ships with exhaust gas cleaning systems in operation and on order by 2025 is 4,984.

DNV reports there are owners who have moved from the plans of ordering dual fuel LNG-fuelled newbuilding vessels to order regular fuelled vessels with scrubbers recently.

India plans to Boost Ship Building with incentives

NEW DELHI
Sagar Sandesh News Service

Government officials say India plans to lower taxes, offer cash subsidies and other incentives to bolster its shipbuilding industry.

The move, they say, is part of an effort to reduce high freight rates for manufacturers in India.

The plans include subsidies so that at least



The move is part of an effort to reduce high freight rates for manufacturers in India

50 new vessels can be built, as well as granting "infrastructure status" to the industry which would help with financing from

banks, the officials said.

This could also include incentives to build small vessels and promote battery-driven small vessels, aiming to cut diesel consumption and carbon emission by ships in the coming years, they said.

A 10-billion-rupee (\$123 million) maritime development fund is also likely to be established, they added, without providing further details.

LOGISTICS NEWS

NEW DELHI
Sagar Sandesh News Service

Container train operations began from Ratnagiri station to JN Port on November 30, 2022.. The first train was flagged off by Mr Sanjay Gupta,

CMD/KRCL & Mr Santosh Kumar Jha, Director O&C/KRCL in coordination with CONCOR, in the presence of other officials, informed a communique.



Container train



Mumbai Office
217, Secands Road, Unique Industrial Estate, off Veer Savarkar Marg,
Bombay Dyeing Compound, Prabhadevi, Mumbai - 400025
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Chennai Office
No.6, Nungambakkam First Lane (Opp. Regional Office, Indian Oil
Corporation), Nungambakkam High Road, Chennai - 600 034
Ph: 044-42664408

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

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Much tougher times seen in 2023 for global carrier community

NEW DELHI
Sagar Sandesh News Service

Long-term ocean freight rates suffered a steep month-on-month decline in November 2022 as subdued spot prices, weak demand, and ongoing economic uncertainty caught up with contracted container agreements.

The latest data from the Xeneta Shipping Index (XSI®) indicates that global rates fell by 5.7%, with all major corridors experiencing negative import and export trends. **This is the third month in**



Time will tell exactly how challenging that proves to be

a row rates have dropped, but the largest month-on-month decline recorded since the launch of the XSI® in 2019, as per an analysis.

“A drop in long-term rates is no surprise, but the scale of this demonstrates the challenges facing the

industry at present,” said Mr Patrik Berglund, Xeneta CEO. He says that depressed consumer demand in the face of the cost of living crisis is leaving carriers **in a position where they're now “fighting for volume”** after over two years of strong demand, supply chain congestion and under-capacity.

As we approach 2023, stormy waters await for a segment that is so often a bellwether for global economic well-being.”

Despite the negative

indicators abundant in Xeneta's real-time data, crowd-sourced from leading global shippers, Mr Berglund is quick to point out that the market is falling from a high. Global rates are still 67.2% up compared to November 2021, he says, although this is the first month since October 2021 when the index is less than 100% up year-on-year.

“That just demonstrates how strong the carriers' position has been,” he notes, “and for how long. But, it seems, this will come to an end.”

“It's difficult to see how

the declines will be arrested in the short- to mid-term,” Mr Berglund comments.

“On the plus side, backlogs caused by congestion have eased in both the US and Europe. However, many European ports are still heavy with cargoes as shippers are increasingly using them as storage for goods they don't currently need due to lower demand.”

Mr Berglund concludes: “After such a long, strong period of rates growth, its clear 2023 will usher in much tougher times for the global carrier community. **Time will tell exactly how challenging that proves to be.”**

Central Govt is planning to invite EOI for CONCOR divestment in December

NEW DELHI
Sagar Sandesh News Service

The Central government plans to invite bids for **Container Corporation of India (CONCOR)** in December, following which potential bidders will have around 20 days to submit their bids for the state-owned logistics company, two people close to the development said.

A senior government official said the government is looking to prioritize the divestment of CONCOR and hopes to invite financial bids in 2022-23.

He added that three or four companies had participated in the second round of the pre-expression of interest (EOI) roadshows



held by the **Department of Investment and Public Asset Management (DIPAM).**

JSW Group, Maersk and Essar Ports have shown interest in bidding for CONCOR, a second government official said.

“The Dipam sub-committee meeting has approved EoI document and the initial bids will be invited soon,” the second official said.

The government aims to complete the process of CONCOR divestment before the end of 2022-23 and hopes to raise Rs 14,000 crore for a 30.8 percent stake in the company.

Five companies, including the Adani Group, DP World and PSA International, had shown interest in the first round of the roadshows.

Official queries sent to CONCOR did not get

a response at the time of publishing.

DIPAM started a pre-EoI roadshow for potential bidders on October 19 to measure investors' interest in the divestiture process of CONCOR, the company had said in an exchange filing. The roadshow was held virtually until October 21, the filing added.

The Centre currently holds a 54.8 percent stake in CONCOR. The Cabinet Committee on Economic Affairs had, in November 2019, approved the strategic divestment of government equity of 30.8 percent, along with the transfer of management control to a strategic buyer.

CONCOR in 2021-22 posted a net profit of Rs 1,062, crore showing

double-digit growth on year. Its topline had risen 18 percent in 2021-22 to Rs 7,858 crore.

CONCOR is also a joint-venture partner in two major container terminals in India, with a 26 percent stake in APM Terminal's Gateway Terminals India at NhavaSheva Port and 15 percent in DP World's Vallarpadam Transshipment Terminal (ICTT) in Cochin.

DIPAM has invited EoIs from potential bidders for strategic divestment of specified Government of India and LIC stakes in IDBI Bank along with transfer of management control. **The last date and time for submission of IDBI Bank EoIs is December 16.**

MARINE NEWS

NEW DELHI
Sagar Sandesh News Service

India's Adani Group, owned by Asia's richest man Gautam Adani, will invest 600 billion Indian rupees (\$7.39 billion) over the next 10 years in the mineral-rich state of Odisha, a top executive said on Thursday 1 Dec.

The group will commission a liquefied natural gas (LNG)

terminal with 5 million tons of capacity in Dhamra port in the state this month and plans to double this capacity within the next five years, Karan Adani, chief executive officer of Adani Ports and Special Economic Zone, said in a speech during an investment summit in the state.

“Our continuing commitment to Odisha is showcased in our

planned capital investment that will exceed Rs 60,000 Cr over the next ten years. I anticipate this will create tens of thousands of direct and indirect jobs,” Adani said in his speech.

Gautam Adani, whose empire spans gas and power projects as well as a ports and logistics business, said in September his company would invest more than



\$100 billion over the next decade, with 70% earmarked for the energy transition space.

MARINE NEWS



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

TOC Asia Concludes with Holistic Approach to Decarbonization across Supply Chain Key

NEW DELHI
Sagar Sandesh News Service

TOC Asia, produced by TOC Worldwide, returned to the Marina Bay Sands in Singapore 2 Dec after a two-year absence in front of a record audience.

Taking place from 29-30 November, the event brought together APAC's port and container supply chain community, with Day 1 concluding with an Evening Networking Reception sponsored by Long An International Port.

On Day 2, delivering a keynote speech under the title of "Challenges &



TOC Asia in Marina Bay Sands in Singapore

Opportunities for Maritime Decarbonisation", Prof Lynn Loo, CEO of the Global Centre for Maritime Decarbonisation (GCMD) put a focus on developing landside infrastructure for green fuels to decarbonise shipping. "There are no

green corridors without green infrastructure. The green corridors need to be anchored by ports and infrastructure, so it's really important for us to start thinking about the landside of shipping."

It's estimated that decarbonising shipping will cost \$3trn, of which some 80% will be related to production, supply and landside infrastructure for green fuels.

Moderator Paul Gallie, Director of Business Development for AP Moller Capital, noted that in the past ports only required facilities to bunker heavy fuel oil (HFO), however, in future they would need infrastructure for multiple fuel types such as ammonia and methanol.

In the second session "Energy Transition & Sustainability: Spotlight on Shipping Lines &

Cargo Owners" Shane Balani, Decarbonisation Consultant for Lloyd's Register and Dr Shahrin Osman, Head of Maritime Advisory APAC both said that a key challenge in decarbonising shipping was the uncertainty over the type of fuel that would be used in the future.

Balani noted, "There's a huge amount risk in any transition in any industry", and that green corridors would go some way to de-risking that transition..."

The TOC Asia event has now concluded but returns next year from 28-29 November 2023.

Kerala Maritime Board Bets Big on Coastal Shipping

NEW DELHI
Sagar Sandesh News Service

Though the Vizhinjam seaport project has been caught in a stalemate for over three months, the Kerala Maritime Board (KMB) is going ahead with its ambitious project to develop coastal shipping.

KMB chairman N S Pillai and chief executive officer T P Salimkumar met Cochin Shipyard Ltd (CSL) chairman and managing director Madhu S Nair on Monday 28 Nov to finalise the plan to build a new ship to facilitate

transportation of containers from Vizhinjam to small ports in the state.

"The new ship will have the capacity to carry 80 to 100 twenty equivalent units (TEU) containers. The ship will have a speed of 10 knots and CSL has assured to build it in a cost-effective manner. **The cost of the ship will be around Rs 35 crore.** We had a detailed discussion with the Planning Board in the presence of Finance Minister K N Balagopal, and hope the government will sanction funds in the budget. The MoU will be

signed soon and the ship will be delivered in two years," said Salimkumar.

KMB chairman NS Pillai said container movement will be a big hurdle for the state once the Vizhinjam port becomes operational. "Though road widening works are progressing, transportation of containers from Vizhinjam by road will cause traffic congestion. **So we have drawn up a plan to encourage coastal shipping. Facilities will be enhanced at Kollam, Azheekal, and Beypore ports. The decision to own a ship was taken**



to stimulate coastal shipping," he said.

The KMB has plans to purchase a bigger cargo vessel with the capacity to carry 500 TEU containers in the next four years.

"The Vizhinjam port has the potential to develop as a major port and we expect huge container traffic.

After analysing growth in container traffic, we will consider operating a cargo ship service from Vizhinjam to Gujarat, covering Mangaluru, Goa and Mumbai. Later we may purchase another large vessel for cargo service to the east coast," said Salimkumar.

Though the government had roped in a private operator in July 2021 to facilitate the transportation of containers from International Container Transshipment Terminal in Kochi to small ports, the service lasted only for eight months.

NEW DELHI
Sagar Sandesh News Service

To avert a fuel and power crisis like the one earlier this year, ministries are joining hands to take the sea route to supply coal cheaper and possibly faster, starting 2023.

From January 2023, Power, Coal and Shipping ministries are looking to start coal transportation from Odisha and Jharkhand by sea to the western coast as part of a **key new strategy.**

Several states reeled under power shortage due to flagging coal supply the last summer, forcing state-owned Coal India to import coal for the first time since 2015.

The target states are Gujarat, Maharashtra and possibly Punjab, officials in the know told ET.

Coal supply to these states is either currently from domestic sources via road or imported coal — both, expensive options, officials pointed out.

Coal to Move by Sea from Odisha to West Coast

Coastal shipping of coal is, in fact, being looked at as a viable option by the Centre following the rounds of brainstorming that followed the coal crisis that highlighted serious logistical roadblocks among other factors.

Recent studies instituted by the Coal ministry now show that coastal shipping may be able to help move up to 130 million

metric tonnes per annum (MMTPA) coal by 2030.

Two destination clusters have been identified. The first is Tamil Nadu and southern Andhra Pradesh. Cluster 2 is the coastal areas of Maharashtra, Gujarat and Karnataka.

It is estimated that against '8,000 spent on transporting of a million tonne of coal by rail/road,

the cost will be down to '1,500 per MT. **The cut in costs will reduce the cost of electricity besides input costs for industry.**

It is assessed the coastal movement of coal will be more environment friendly vis a vis road and rail emissions and hence in keeping with India's climate commitments.



"Worrying will never change the outcome"

World eyes India as it looks to push exports to Russia

NEW DELHI
Sagar Sandesh News Service

The world, including India's partners in the Indo-Pacific QUAD, including the United States, Japan and Australia are closely monitoring New Delhi's move as it starts getting import orders from Russia.

According to a Reuters report, Moscow is already looking to purchase at least 500 different products which include parts for cars, aircraft and trains from India, which has discounted purchasing oil



Indian exporters are still unsure about the sanctions says FIEO

from Russia.

Russian energy major Gazprom has already opened a special rupee account with public sector UCO Bank to ease transactions in the Indian

currency. India has been purchasing Russian oil at a discounted rate but once the mechanism kicks off, Moscow's imports from New Delhi will increase.

Ajay Sahai, Director General and CEO, Federation of Indian Export Organisations (FIEO) said, "Indian exporters are still unsure about the sanctions. There are several Russian entities which are under sanctions, so our exporters are doing their due diligence before signing up," Sahai said,

adding that eventually Russian imports would have to increase once the rupee-ruble payment system starts.

The Russian government on its official website has emphasised that enhancing trade and economic cooperation between New Delhi and Moscow will remain "a key priority for the political leadership of both the countries".

While the two countries had set a target of increasing bilateral investment to \$50 billion and bilateral trade to \$30 billion by 2025, sources said that these would be achieved much earlier.

Meanwhile, Russia Briefing noted that the Eurasian Economic Union (EAEU) comprising Russia, Armenia, Belarus, Kazakhstan and Kyrgyzstan is also exploring the possibility of carving out a common payment system with the BRICS block. Brazil, Russia, India, China and South Africa are members of this "informal" block.

Amid shifting geopolitics, the importance of BRICS is rising despite severe issues relating to the tension between India and China.

The 60 dollar Price cap Russian crude to come into effect from Dec 5

NEW DELHI
Sagar Sandesh News Bureau

The European Union has reached a deal for a 60 US dollars-per-barrel price cap on seaborne Russian oil, aimed at significantly reducing Moscow's income after dithering on the issue for the past ten days. The price cap comes into effect from December fifth.

Poland which was opposing the cap fell in line and a consensus was arrived at the cap of sixty us dollars per barrel for the Russian oil exports. On any policy decision the EU



needed the agreement of all its 27 member countries. The deal will be a vital step for Western sanctions that have aimed to reorder the global oil market to prevent price spikes.

After a last-minute flurry of negotiations, the EU presidency, currently held by the Czech Republic,

tweeted that "ambassadors have just reached an agreement on price cap for Russian seaborne oil."

The price cap, an idea of the Group of Seven (G7) nations, aims to slash Russia's revenues from selling oil, while preventing a steep increase in international oil prices after an EU embargo on Russian crude takes effect on December 5.

The introduction of the cap means that participating countries will only be allowed to buy oil and petroleum products transported via sea that are

sold at or below the price cap.

As the most important shipping and insurance firms are based in G7 countries, the price cap would make it very difficult for Russia to sell its oil at a higher price. European Commission President Ursula von der Leyen said the price cap would significantly reduce Russia's revenues.

However, the chair of the Russian state news agency TASS quoting official sources said that the European Union was

jeopardizing its own energy security.

The White House welcomed the news that the EU was "coming together" on the oil price cap.

Poland long held up the agreement, seeking to set the cap as low as possible. Following more than 24 hours of deliberations, when other EU countries signalled they would back the deal, Warsaw finally relented.

The global shipping and Marine insurance industry controlled by the west will not accept transportation of Russian crude unless the buyer adhered to sixty dollars price cap set by the EU.

Tyre Cartel: NCLAT order a shot in the arm for domestic tyre industry

NEW DELHI
Sagar Sandesh News Service

In what could be music to the ears of domestic tyre industry, the National Company Law Appellate Tribunal (NCLAT) has asked CCI to review its ₹1,788-crore penalty on tyre companies on the grounds that domestic industry needs to be "saved" during challenging times and that promotion of domestic industry keeping in view economic development of country was an important

facet of the Competition Act, 2002.

Setting aside the penalty (imposed for cartelisation) in an order pronounced on Thursday 1 Dec a Division Bench of NCLAT comprising Justice Rakesh Kumar, Member (Judicial) and Ashok Kumar Mishra, Member (Technical) remanded the matter back to the Competition Commission of India (CCI) while highlighting that the competition watchdog's order was "surrounded



CCI asked to review its penalty on tyre companies

by arithmetical errors" in calculations and need to be re-examined.

The NCLAT order

highlighted that the object of the Competition Act, 2002, requires to keep in view the economic

development of the country also.

NCLAT in its order observed that "...matter can be remitted back to the CCI to re-examine the calculation of arithmetical errors and also consider reviewing the penalty to save domestic industry in view of the fact that domestic tyre industry is under lot of pressure from global tyre manufacturing companies..."

The latest NCLAT order in the tyre cartel case evoked mixed reactions from Competition law experts and practitioners.

PORTS (REGIONAL/INTERNATIONAL)

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

APSEZ wins Karaikal bid with ₹1,200-Cr offer

NEW DELHI
Sagar Sandesh News Service

Adani Ports & SEZ Limited (APSEZ) has won the bid for **Karaikal Port** with a ₹1,200-crore offer that surpassed the one from rival Vedanta, said people aware of the development.

Bidding for the port was conducted under the Insolvency and Bankruptcy Code (IBC) guidelines. The lenders to Karaikal Port met last week



APSEZ wins Karaikal port bid

to approve APSEZ's offer, which will now be taken to the National Company Law Tribunal (NCLT) for the final approval, said the people.

The 600-acre port, built under a public-private partnership between the government of Puducherry and Chennai-based MARG Limited, faced financial constraints which resulted in the **outstanding debt ballooning to ₹3,000 crore due to defaults and delays in repayments.**

The **Adani Group**, which has been scaling up its ports business, sees the southern port located in Pondicherry as a natural

fit. Vedanta pursued the bid process because it moves significant quantities of raw materials and finished goods for its metals and mining businesses.

APSEZ is the largest port operator in India and owns 12 ports including Mundra Port, the largest private port in the country. The company recently acquired Gangavaram Port in Andhra Pradesh for ₹6,200 crore. The acquisition of Karaikal

Port will be the first such acquisition under the IBC.

The port received initial bids from five applicants – JSW Infra, Jindal Power, APSEZ, Vedanta and a consortium of RKG Fund and Sagacious Capital. APSEZ and Vedanta eventually submitted binding financial bids whereas the others did not.

The NCLT admitted Karaikal Port for insolvency proceedings on April 29 and appointed Rajesh Sheth as the resolution professional to run the company till its debt resolution is finalised.

IMO NEWS

NEW DELHI
Sagar Sandesh News Service

Environmental Defense Fund (EDF) was granted consultative status by the International Maritime Organization (IMO). **This makes EDF one of few environmental non-governmental organizations able to contribute with its expertise to the United Nation's specialized agency for shipping.**

With consultative status, EDF will observe and provide

EDF Granted Consultative Status at UN's International Maritime Organization

expert input to IMO discussions, supporting the shipping industry and countries to move in the right direction on climate.

"Environmental Defense Fund steps into its consultative status at a pivotal moment, when climate science trajectories show that global shipping emissions must peak and decline within this decade," said Mark Brownstein, Senior Vice President of Energy at EDF

IMO is the sole international

agency where countries develop and implement policies to reduce shipping emissions at the global scale. The current goal agreed by countries at IMO is to reduce international shipping emissions by at least half from 2008 levels by 2050. **EDF will now be able to join and offer expert input on discussions at IMO. Providing cutting-edge climate science alongside its global perspective and economic expertise, EDF aims to use its consultative**

status to work more closely with countries on measures to reduce emissions from international shipping, improve air quality in ports, establish robust regulatory frameworks for low and zero-carbon shipping fuels, and ensure environmental justice and equity principles are emphasised during the sector's green transition.

One of the world's leading international nonprofit organizations, **Environmental Defense Fund** (edf.org) creates transformational solutions to the most serious environmental problems. To do so, EDF links science, economics, law, and innovative private-sector.

MINISTRY NEWS

NEW DELHI
Sagar Sandesh News Service

All states should establish price monitoring centres in all districts, urged Shri Rohit Kumar Singh, Secretary Department of Consumer Affairs during a day-long workshop in Guwahati, Assam 2 Dec 2022.

He said that that the Centre intends to achieve target of having 750 price monitoring centres by March 31st 2023 for which financial support will be assured.

The Secretary explained that through Price Monitoring Division, the Centre is making all efforts to control prices

of essential commodities thereby, keeping check over inflation.

The workshop was organised in association with Government of Assam to address the issues concerning consumer protection in North Eastern States.

The Secretary during his inaugural address informed how the Department, National Commission, State Commissions and District Commissions and the whole ecosystem in terms of quality, quantity, standards, testing and benchmarks through BIS, NTH, Legal Metrology and National Consumer Helpline are working



Shri Rohit Kumar Singh, Secretary Department of Consumer Affairs

together towards protection of consumer interests.

Speaking about the domain of consumer protection he underlined that **infrastructure of commissions, human resource in consumer commissions and use of technology are three verticals through which**

the whole eco system of consumer protection is made robust and responsible.

It was assured that Department will provide its complete support to all State and District Commissions for having necessary infrastructure for effective functioning of consumer commissions as per the policy

Highlighting the facility of online filing of consumer complaints through e daakhil, he informed that, Department has recently finalised a format/template for the consumer to file a complaint...

The Chief Secretary, Government of Assam, Shri

Paban Kumar Borthakur emphasized that effective functioning of consumer commissions are utmost necessary for protection of consumers and if consumer commissions are not functioning properly, instead of consumer being a king, they become king in exile.

Additional Secretary, Ms. Nidhi Khare welcomed the gathering Shri Anupam Mishra, Joint Secretary, Department of Consumer Affairs delivered vote of thanks and expressed his gratitude to Chief Secretary, Government of Assam and his team for extending a huge support in making the even a grand success.

Centre can deploy its forces in Vizhinjam Port area says Kerala Govt

protesters who violated the court's order.

TIRUVANANTHAPURAM
Sagar Sandesh News Bureau

In a bid to contain the fishermen agitation avoiding a political backlash, Kerala Government has conceded in the High court that the Central forces had the authority to maintain security in the Vizhinjam port area even if the state government did not make a specific request.

The stand of the LDF government is seen as a major departure from its previous positions. Political observers see this as the state passing the buck on containing the church backed anti



Vizhinjam Port

sea port protests. This is a clear signal that the state government has given to the center for deployment of its forces to guard the port area.

The observers also point out that the fishermen and the church are a major vote bank in Kerala and the state government is therefore reluctant to take action against them but at the same time want the port project to continue

Considering the state's submission, Justice AnuSivaraman directed Deputy Solicitor General S Manu to get instructions from the Centre and submit its response by December 7th.

The counsels who represented Adani Vizhinjam Port Pvt Ltd and HOWE Engineering Projects, had moved the court demanding the deployment of central forces.

Highlighting the recent violence at Vizhinjam, the counsels said the incident proved the police were helpless in maintaining law and order.

When the court asked what action had been taken against the instigators, the government replied that cases had been registered and police were taking stringent action against the perpetrators. "If the state uses force on the agitators, hundreds will die. The state wants to avoid this," submitted N Manoj Kumar, state attorney. The petitioners' counsel said instigators of the protest were still in the shed at the project site.

Adani port's counsel termed the police action an eyewash, alleging they had arrested only five persons out of thousands of

The court asked the state attorney to specifically clarify the steps taken to arrest the accused persons including the instigators of the November 27 attack on the Vizhinjam police station by agitators. The attorney said they were trying their best to proceed against them. However, they could not show undue haste as it may lead to a firing.

The counsel for the petitioners submitted that the incident proved that even the state police were helpless. Hence, the situation calls for the deployment of central forces 'at least in the project area'.

SEAFARER NEWS

£10m to support seafarers in crisis

NEW DELHI
Sagar Sandesh News Service

The Seafarers' Charity has announced that an incredible £10 million has been awarded by the Charity to support the safety and welfare of seafarers over the past three years.

An unprecedented period which has seen seafarers' welfare severely impacted by the COVID-19 pandemic, a war in Ukraine and also the cost of living crisis.

As a long term and substantial supporter of seafarers' welfare, The Seafarers' Charity has considerably stepped up its financial support for maritime welfare during this extremely difficult period for seafarers and their families.

Most recently in 2022, The Seafarers' Charity has awarded over £3 million to support maritime welfare and safety for both UK and international seafarers.

This £3m package of support is for everyone who works at sea, whether that be in global shipping, international ferries, UK fishing or the professional yacht industry.

Deborah Layde, in her first year as the Chief Executive for The Seafarers' Charity, summed up her feelings about the Charity's



Deborah Layde

increased investment in maritime welfare services:

'I am so proud that our Charity has stepped up over the last three years in response to the various crises that have impacted seafarers. We have worked with both the shipping industry and our delivery partners to raise funds and get funded welfare services in places they were needed most such as India, the Philippines and Ukraine, as well as supporting those impacted by the mass redundancies at P&O Ferries. We have also released additional funds from our reserves to help support our delivery partners to respond to the increased welfare needs of seafarers during this time of crisis.'

The Seafarers' Charity has

supported seafarers for 105 years and we continue to stand ready

and committed to supporting seafarers through future challenges – although I'm sure we all hope there are a few less crises in the future.

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*Source: DMICDC LDB



EXIM TREND

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

India gets the highest foreign exchange remittance from its work force

MUMBAI
Sagar Sandesh News Bureau

Indians abroad are set to send 100 billion US Dollars in remittances the calendar year 2022, according to a World Bank report - the highest a single country has achieved. The increase was led by wage rises and strong labor markets in the US and other developed countries, the report said.

(Kerala blue collar



India, the highest single country to get remittances for 2022 calendar year.

workers in Gulf countries and soft ware industry personnel in various parts of the globe especially in United States have

contributed bulk of the foreign exchange received by India).

India had received 89.4 billion US dollars in remittances in 2021, according to the World Bank, making it the top recipient globally last year.

Remittance flows to India were enhanced by the wage hikes and a strong labor market in the United States, and other rich countries, the bank said.

In total, the amount of money sent back home by migrants around the world has grown by 5 per cent in 2022, it added saying that the money is a crucial source of household income in low and middle-income countries.

Other top recipient countries for remittances include Mexico, China, Egypt and the Philippines, the report said. In recent years, many Indians have moved to well-paid jobs

in high-income countries, such as the US, UK and Singapore. The payments account for around 3 per cent of India's gross domestic product (GDP) according to reports.

While India and Nepal have experienced an increase in remittances, other countries in South Asia have seen a decline of more than 10 per cent in the last year (2021), due to the end of government incentives introduced during the pandemic, the report said.

IMO NEWS

MUMBAI
Sagar Sandesh News Service

Recently, **IAPH** and **IMO** representatives meet to further deepen ties on energy transition, digitalization and safety policy matters impacting shipping and ports.

A senior delegation of IAPH attended the IMO Headquarters in London to meet with the **Secretary General Kitack Lim** and several IMO Directors to discuss mutual cooperation on key issues facing shipping and ports.

The delegation was welcomed by Martina Fontanet, Technical Officer for Ports at the Subdivision Maritime Security and Facilitation.

Martina is one of IMO's several liaison officers working on a

IAPH Board members received by IMO Secretary General and Directors at their London headquarters



IMO Secretary General with IAPH Board members

regular basis with IAPH Technical Committees, having previously worked at the European Seaports Organisation and IAPH member the Port of Barcelona.

The IAPH President Capt. Subramaniam Karuppiah and several of IAPH's Regional Vice

Presidents then met with IMO Secretary General Kitack Lim and the IMO Directors Heike Deggim (Maritime Safety Division), Arsenio Dominguez (Marine Environment Division) and Jose Matheickal (Department of Partnerships and Projects).

The meeting, which was a

courtesy exchange, allowed delegates from both sides to discuss collaboration on the implementation of the IMO GHG strategy, the joint work with IMO and BIMCO on the implementation of the Maritime Single Window, the recently endorsed IAPH guidelines on cybersecurity for ports and port facilities and IAPH's partnership on the IMO-Norway #Green Voyage 2050 initiative.

IMO also hosted the IAPH delegation at its London Headquarters.

Discussions were also held on IAPH's World Ports Sustainability Program and future guidelines being developed on port resilience, innovation and customs in collaboration with member ports and other

NGOs such as the World Customs Organization, the World Bank and UNCTAD.

During their stay, the IAPH Board and Council members were also introduced to the Thames Vision 2050 initiative by IAPH member the Port of London Authority and embarked upon a tour of the river afterwards.

About IAPH

Founded in 1955, the **International Association of Ports and Harbors (IAPH)** has developed into a global alliance of 169 port authorities, including many of the world's largest port operators as well as 134 port-related businesses. Comprised of 87 different nationalities across the world's continents, member ports handle approximately one third of the world's seaborne trade and well over 60% of the world container traffic..

LOGISTICS NEWS

NEW DELHI
Sagar Sandesh News Service

Since Monday, when President Biden asked Congress to intervene to prevent a rail strike that he warned "would devastate our economy," the US House of Representatives and now the Senate have passed a bill to force the four of 12 unions that did not ratify their tentative

US Congress approves bill to prevent rail strike

agreements with the major US freight railroads to accept those agreements.

The House had also passed a second bill to provide workers with seven paid sick days, but the Senate rejected it.

Teamsters President Sean O'Brien criticised the Senate's rejection of the sick leave bill. He wrote on Twitter: "Rail carriers make

record profits. Rail workers get zero paid sick days. Is this OK? **Paid sick leave is a basic human right.** This system is failing."

The approved first bill will now go to President Biden to be signed into law.

The new contract provides workers a 24% compounded pay increase over five years and five annual \$1,000 lump-sum

payments. This was based on recommendations from the Presidential Emergency Board established in July to help resolve the ongoing dispute between the freight rail carriers and the unions.

Although a strike – estimated to cost the US economy \$2bn a day – would have started on December 9, the railroads were planning to stop



Port of Los Angeles

accepting hazardous-goods shipments as early as this weekend. The president and Congress had that in mind as they pushed legislation through this week.

LOGISTICS (ROAD/RAIL/AVIATION)

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

Gateway Distriparks to commence container train services at ICD Kashipur on Dec. 4

NEW DELHI
Sagar Sandesh News Service

Gateway Distriparks said that it would commence export-import (EXIM) and domestic container train services at ICD Kashipur from 4 December 2022.

The company operates a fleet of 31 rakes and will run services between ICD Kashipur and the maritime ports of Mundra, Pipavav and NhavaSheva.

“The acquisition of ICD Kashipur remains work in progress and is expected to be completed by end of December 2022, the company said.

It further added that in order to ensure a smooth transition for customers at this ICD, the container train services are commencing ahead of its acquisition of the ICD as the existing container train



Gateway Distriparks' container train service operators are exiting the terminal.

On November 1, Gateway Distriparks had announced the signing of a share purchase agreement (SPA) with Kashipur Infrastructure and Freight Terminal (KIFTPL) and its majority shareholders namely, Apollo LogiSolutions, India Glycols and Kashipur Holdings to acquire KIFTPL.

The agreed purchase

consideration for the acquisition of 99.92% shareholding of KIFTPL from its shareholders is Rs 156 crore, subject to certain pre-closing and post-closing adjustments in accordance with the terms of the SPA, which was expected to close at the end of Q3 of FY 2022-23. The process to acquire the remaining 0.08% shareholding from Fourcee Infrastructure Equipments, which is in liquidation, had also been initiated.

KIFTPL owns and operates a rail connected inland container depot (ICD) at Kashipur, Uttarakhand. The facility is spread over 41 acres, has three rail sidings, and 17,000 square feet of warehousing space..

Further, by utilising the strength of the existing network of ICDs and providing cost efficient rail services through the hub and spoke model, the company will be able to grow the volumes at this ICD significantly. The existing volumes handled at ICD Kashipur are 3,000 TEUs per month on average.

Gateway Distriparks (GDL) is a leading multimodal integrated logistics company in India. It has a network of five container freight stations (CFSs) and four rail-linked inland container depots (ICDs). It is also the promoter of Snowman Logistics, India's leading temperature-controlled logistics company.

Tata 1mg launches drone delivery in Dehradun

NEW DELHI
Sagar Sandesh News Service

Tata 1mg, the digital health platform has commenced drone service pilots for diagnostic samples and medicines throughout the city to ensure faster collection and delivery, avoiding delays due to road traffic.

The samples will be carried by a drone, which can carry a payload of up to six kg and cover an aerial distance of 100 km.

Partnering with TSAW, a leading drone logistics service provider, the drones will be used to collect medical samples from various parts of the city and transport them to the Tata 1mg lab for processing. They will also be used to deliver medicines to distant areas. A single drone will be able to carry a payload of up to 150 samples. All components of the sample transportation supply chain, including drones, will be temperature-controlled and equipped with technology to continuously monitor temperature during the flight to the lab.

Commenting on this initiative, TanmaySaksena, Chief Operating Officer, Tata 1mg said, “Due



A single drone will be able to carry a payload of up to 150 samples the company says

to its location advantage, fast-developing economy, and robust infrastructure, Dehradun was a natural choice to expand our operations in the North. The city lies at the centre of our strategy to serve other underserved markets in the state, such as Haridwar, Mussoorie, and Rishikesh.

Tata 1mg is taking all necessary precautions in the flying of the drones to avoid any chances of mishaps, according to the company.

The company also established its presence in Uttarakhand by launching three integrated pharmacy and diagnostics stores and a diagnostic lab in Dehradun.

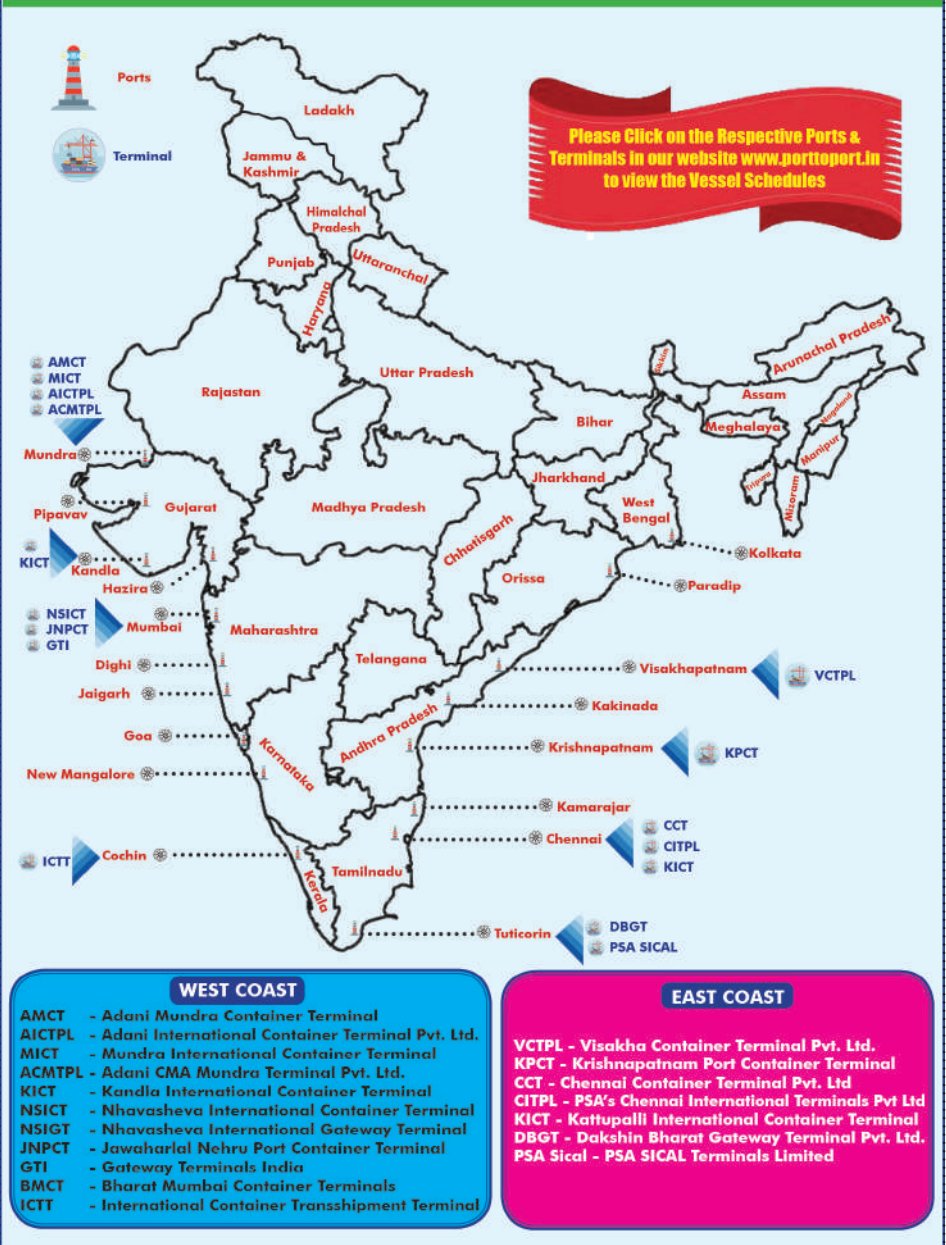
VESSEL SCHEDULES



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.





EXIM TREND

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

Russia Seen Asking India for Parts to Keep Key Industries Running

NEW DELHI
Sagar Sandesh News Service

Moscow has sent India a 13-page list of more than 500 products it needs to keep key industries running, sources have revealed.

The request – for parts for cars, aircraft and trains – was seen as unusually broad and has worried the government, one source said, because of the risk

of falling foul of sanctions imposed by the West.

While India is keen to boost trade, as it needs to reduce a growing trade deficit with Russia, a long-term ally, but it is unclear how many of the items will eventually be exported and in what quantity.

Some companies in India fear they could be hit with sanctions if they fulfil the requests, sources said.

An industry source in Moscow, who declined to be named because of the sensitivity of the issue, said Russia's Ministry of Industry and Trade asked large companies to supply lists of raw materials and equipment they needed.

The source said further discussion would be needed to agree specifications and volumes and that the outreach was not limited to India.



Russian President Vladimir Putin (right) and Indian Prime Minister Narendra Modi react while walking near the Constantine Palace during their meeting in St. Petersburg in June 2017

India and Afghanistan to restart trade under new Air Corridor arrangement

NEW DELHI
Sagar Sandesh News Service

The Afghan Ministry of Industry and Commerce (MoIC) said that it has signed a new Air Corridor Agreement with India to enable air trade between the two countries.

Trade between the two South Asian neighbours had come to a standstill after the Taliban fighters took over Afghanistan in August 2021 following withdrawal by the American and NATO troops.

Afghan news agency



India and Afghanistan new Air Corridor arrangement

Ariana News quoted MoIC spokesperson Abdul Salam Jawad as saying that export of "Afghanistan's

commercial commodities to India continues through Wagah port and that in the past year, the country

has exported more than 14 billion afghanis via the port".

India is a big importer of saffron, dry fruits and asafoetida.

Jawad added that cargo flights between Afghanistan and India will increase exports of fresh and dry fruits, handicrafts and other commercial items, giving a boost to the Afghan economy.

Before the Taliban takeover, the two countries carried out trade through two air routes – Kabul-Delhi and also Kabul-Mumbai. The second route had been opened only in December 2017 for India to import fresh fruits and medicinal plants from

Afghanistan. This was started after observing the success of the Kabul-Delhi route inaugurated by then Afghan president Ashraf Ghani in June-2017.

The cash-strapped Taliban Government remains a pariah with International Governments due to its resistance to include minorities and women in governance.

India has not accorded recognition to the Taliban Government but has been providing humanitarian assistance in the form of food, vaccines and medicines. India has been routing its wheat through Pakistan and has also sent aid during natural calamities.

DGFT notifies lifting of ban on export of organic broken non-basmati rice

NEW DELHI
Sagar Sandesh News Service

The Directorate General of Foreign Trade (DGFT) has notified the lifting of the ban on the export of organic broken non-basmati rice, as domestic supplies have remained steady and such varieties are barely consumed by the common people.

The notification said that the export of

organic non-basmati rice, including the broken varieties, will now be governed by rules that were applicable before the ban in September.

While organic broken rice exports make up only a tiny slice of the overall outbound shipment of non-basmati rice, they were rising at a fast pace before the prohibition was imposed, as per a report.

RITES secures export orders worth Rs 2,100 cr

NEW DELHI
Sagar Sandesh News Service

Rail India Technical and Economic Service Ltd (RITES) has secured rolling stock export orders to the tune of Rs 2,100 crore.

While the Rs 1,400 crore order to Sri Lanka has been completed, another Rs 700 crore order book, that includes customised cape gauge diesel locomotives to

Mozambique, is currently underway.

The order to Sri Lanka comprised supply of eight sets of DMUs, 10 broad gauge locomotives and 160 coaches, while the

orders to Mozambique include six cape gauge electric locomotives and 100 cape gauge passenger coaches, including 30 DEMU coaches, as per a report.

