



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Weekly Thrice E - Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, January 18, 2023 | Voyage 11 Wave 146

Published & Released on Every Monday, Wednesday and Friday

PAGE - 4

Jaffna-Tamil Nadu Sea Cargo Service to Operate from February

PAGE - 5

Six Jetties Coming up on Karnaphuli River

PAGE - 9

Vizhinjam Port gets a clean chit from a Central Govt agency

PAGE - 12

Russia's second largest bank VTB launches direct

Autonomous Inland Vessels - A New Era in Indian Shipping

By Capt. Rakesh K.R- Former IMU Kochi Faculty



Capt Rakesh K R

Marine transportation is a key factor in the world economy and importantly, it is a sector facing major changes due to new technologies and automation. The concept of an "autonomous ship" has recently attracted considerable attention from industry, media and labour organisations alike. The term "autonomous ship" potentially has far-reaching implications for daily life around the planet, for global finance and for the approximately 1.6 million seafarers working in shipping today. In that regard, the international maritime community has just begun discussions about the regulation of autonomous ships.

Many countries are active in that regard, such as Australia, China, Denmark, France, Japan, Norway, the Republic of Korea, Sweden and the U.S.

Maritime History of India

There is clear evidence even from the Pre Mauryan-Period regarding the Maritime activity in

India with the West. Unfortunately, we have passed away one of the great national industries of India after a long and brilliant history, covering a period of more than 20 centuries. It was undoubtedly one of the triumphs of Indian civilization. India is now without this most important organ of National life. As the ship's design slowly changed into steel hull ships from wooden-hulled ships, India slowly pulled away from the International Shipbuilding industry. The extinction of indigenous shipping and shipbuilding is the main obstacle in the path of industrial development in present India. Seaborne trade in India is continuously expanding as a result of increasing over-dependence on foreign shipping. So it is time for our stakeholders and or who are interested in the material progress of India to be fully alive of the importance and necessity of restoring such a lost industry. For that, Indians have to catch up with the future Trends of the international shipping industry and then make India the shipbuilding/shipping technology hub.

Review

How will Indian Inland shipping transform to Autonomous Mode by 2040...?

To answer this question first look at What is the future of shipping at the international level? It's definitely going to go through surprising technological advancements in this field.

As per World Maritime University (WMU) research

project, entitled "Transport 2040: Automation, Technology, Employment – The Future of Work", - In the maritime sector, Ship crews will be assisted by novel types of technology and automation, ranging from assistive vehicle functions, e.g., track keeping, speed control and fuel

saving, to autonomous vessel operation, with or without human supervision. Control of the transport operations and infrastructure is moving towards centralised and interconnected operation centres, such as fleet operation

Turn to page -2 >>






Best Employer for Container Fleet
Seajob Indian Anchor Awards- 2022

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

Eastaway for Highest Standards of Performance and Cares for Well Being & Skill Growth of Our Seafarers.



Urgent requirements.
2nd Officer, 3rd Officer, 3rd Engineer, and 4th Engineer.
EL/Off - COC/ Non-COC Holders (Extra Allowance for Crane exp)
Bosun / Cook (USD1700) AB / Oiler with COP (USD 1400)
Candidates should have container experience.

Eastaway (India) Private Limited
 RPSL: MUM-162104 / DOI: 24 May 2022 / DOE: 24 May 2027
 Address: C- 421/422, Atrium 215, Andheri Kurla Road, Andheri (E), Mumbai- 400 069
 Board line: +91 22 6802 0000 Mobile : +91 99200 75887/ 86579 17013
 Email: seajobs@eastaway.com/ www.eastaway.com

Autonomous Inland Vessels - A New..... From Page : 1

and maritime vessel traffic service centres. Autonomous ships are most likely to be operated in special trade areas and in restricted regions (inland waterways, national waters and neighbouring countries). Increased support and control will be provided by central operation centres, with experts moving from ship to shore.

The IMO Maritime Safety Committee in the context of maritime autonomous surface ships (MASS) has come up with a working scale aimed at assisting in the review of IMO regulations.

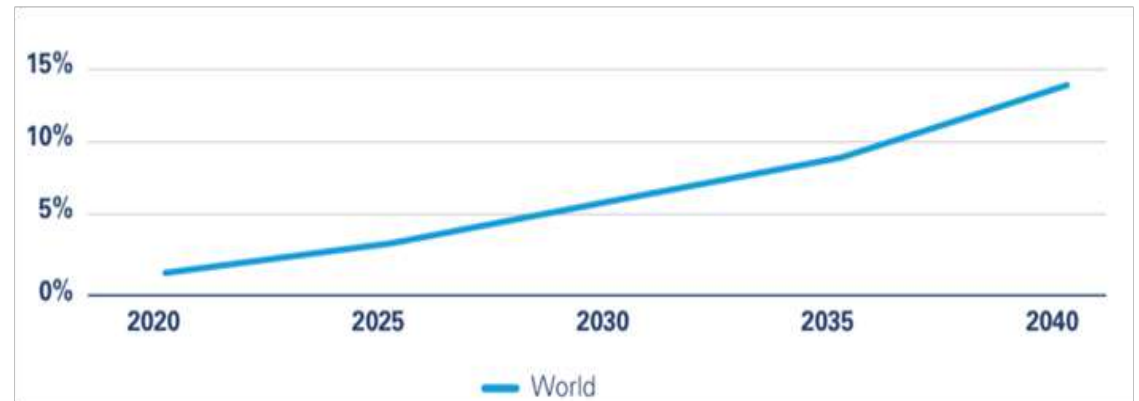
The levels of autonomy are summarised as follows.

- Degree one: Ship with automated processes and decision support. Seafarers are on board to operate and control shipboard systems

and functions. Some operations may be automated and at times be unsupervised, but with seafarers on board ready to take control.

- Degree two: Remotely controlled ship with seafarers on board. The ship is controlled and operated from another location. Seafarers are available on board to take control and to operate the shipboard systems and functions.
- Degree three: Remotely controlled ship without seafarers on board. The ship is controlled and operated from another location. There are no seafarers on board.
- Degree four: Fully autonomous ship. The operating system of the ship is able to make decisions and determine actions by itself.

Startup curves for autonomous ships with human supervision



In maritime transport, the adoption of novel technologies traditionally happens in incremental steps (see Figure). The adoption of autonomous ships under human supervision is expected to reach 11 to 17 per cent by 2040, and the expectation is that these ships will be operating in national and regional jurisdictions and specialised trades.

So, a country like India with such a vast coastline and inland traffic areas such as rivers, estuaries etc can concentrate on developing

make footprints on ocean-going vessels and subsequently the future of the maritime transport industry.

these technologies and making it indigenously.

There should be proper research to study the possibilities, requirements and challenges ahead for the transition of our Inland vessels/ferries to autonomous mode. Once Indian shipyards and stakeholders get experienced with the automation of inland vessels, they can definitely

Aim

The aim of this study is to describe how autonomous shipping could be developed in a country like India. This study will focus on six enabling factors

1. Technological feasibility
2. Economic benefits
3. Regulation and governance

Turn to page -3 >>

ATPI MARINE & ENERGY

ATPI Marine & Energy is an international leader in providing travel to the energy and shipping sectors. Offering solutions tailored to offshore organisations, alongside 24/7 expertise and innovative technology, ATPI Marine & Energy operates with cost, efficiency and safety at the forefront of every travel strategy.

Delivering what really matters™

www.atpi.com

Autonomous Inland Vessels - A New..... From Page : 2

4. Social acceptance
5. Labour market dynamics
6. Knowledge and skills

on the basis of the six factors highlighted above, can clearly enrich the future of technology and automation in Indian shipping, and also provide a sound basis to study the situation in India with the aim of predicting future trends and challenges as a result of a more automated transport system.

Artificial Intelligence, machine learning, deep learning, blockchain and the "Internet of Things" (IoT). These general technologies will find application in some of the products we see transforming our lives today and in semi-or fully automated and digitised work processes carried out in shipping.

The study should be in detail about the key factors as discussed above,

1. Technological feasibility – Is the technology ready for its large-scale application?
2. Economic benefits – Has a sound business model been drawn up?
3. Regulation and governance – Are the regulations ready? Are the authorities supportive?
4. Social acceptance – Does society accept technology?
5. Impact on Existing Seafarers – Will there be a loss of a job to seafarers?
6. Knowledge and skills – Are users able to master the technology? For this, a comparative

study with Kochi Water Metro, which has already started with battery-powered ferry services in the inland waters of Kochi, especially for the comparison of Economic benefits and labour market dynamics, with the application of Autonomous mode, could be done.

And also, in the factor of Knowledge and skills, a detailed study will be done with the help of industry experts and a comparative study with other developed nations like Norway to see what changes are to be brought in the field of Maritime training in view of technological change.

Expected outcomes

No studies have examined the role of

Autonomous technology as an engine of growth for Indian Inland Water transport and in this sense, it would be a useful addition to the existing knowledge in the sector. Such an analysis would shed more light on the recent requirements of developments required in different sectors to attain a new Era in Indian Inland shipping- "The Indian Autonomous inland vessels".

Furthermore, Manufacturing industries in India can make use of a support like tax reductions, from the Governments in Zero emission technologies and Projects Like Make In India, Atma nirbhar Bharat etc.

References

- 1) World Maritime University, "Transport 2040: Automation,

Technology, Employment - The Future of Work"

- 2) MSC.1-Circ.1638 - Outcome Of The Regulatory Scoping Exercise For The Use Of Maritime Autonomous Surface Ships
- 3) AUTONOMOUS SHIPS IN NORWAY Ørnulf Jan Rødseth, Senior Scientist, SINTEF Ocean Manager, Norwegian Forum for Autonomous Ships
- 4) Fast Path Planning for Autonomous Ships in Restricted Waters Hongguang Lyu and Yong Yin
- 5) "A HISTORY OF INDIAN SHIPPING" by R Mookerji M.A
- 6) Integrated Water Transport System for Kochi City (DPR from KMRL Website)

EXIM NEWS

New Delhi
Sagar Sandesh News Service

Russia has emerged as the top oil supplier to India for a third month in a row in December 2022 when crude imports

from the country touched one million barrels a day accounting for 25 per cent of the imports at a price lower than 60 US dollars per barrel according to energy cargo tracker Vortexa

India used to import

For a third month in a row Russia has emerged as top supplier of crude to India

hardly 0.2 per cent of its requirement from Russia till March last year but Russia's invasion of Ukraine saw many countries boycotting its crude and prices came crashing. India took advantage of the price crash and stepped up imports from Russia

In December 2022 India imported 1.19 million barrels per day the highest ever imports from that country. In October and November 2022 India had imported around 90,000 barrels per day from Moscow

Russia, for the first time surpassed traditional sellers Iraq and Saudi Arabia in October 2022 to take the No.1 spot, now makes up for 25 per cent of all oil imported by India. The imports peaked as a price cap was agreed upon by the EU on Russian seaborne oil. Russian oil is available at much lower than 60 US dollars per



India used to import hardly 0.2 per cent of its requirement from Russia till March last year

barrel cap agreed, industry sources said.

India is the world's third-largest oil-consuming and importing nation. It imports 85 per cent of its crude oil needs. .

India imported 803,228 bpd of oil from Iraq in December and 718,357 bpd from Saudi Arabia. The United Arab Emirates overtook the US to become India's fourth largest supplier, selling 323,811 bpd oil in December 2022. The United States supplied

322,015 bpd, down from 405,525 bpd in November 2022.

Prior to the Russia-Ukraine conflict, more than 60 per cent of the Indian crude basket was made up of Middle Eastern crudes, with the remainder made up of North American crudes at around 14 per cent, West African crudes at around 12 per cent, and Latin American crudes at around 5 per cent, with Russian grades accounting for only about 2 per cent



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

Chennai Office
No.6, 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

EDITOR & PUBLISHER : **Dr R Lakshmi pathy**
EXECUTIVE EDITOR : **Dr G.R. Balakrishnan**, M.A Phd.,

ADVISORY EDITORIAL BOARD
Mr. Ashok C. Advani, Chief Engineer - Advisor (Mumbai) RLINS, Ex General Manager - Pacific International Lines.
Capt. S.S. Jairam, Master Mariner, Ex Director- Searland Management services Pvt Ltd. Ex Chairman - MASSA.
Captain S.M. Halbe, Chief Executive Officer - MASSA; Fellow of Nautical Institute, London and CMMI, Ex MD- GEM.
Mr. Y. Nath, P.F.I.Mar.E., F.I.E., Chartered Engineer, President, Planmain Quality Consultants (India) Pvt. Ltd.

SAGAR SANDESH - Maritime Tabloid English Weekly Thrice E-Paper
Published by Dr R Lakshmi pathy (Owner) on behalf of Professional Publications (P) Ltd, "Sriram" , 27, Sathya Sai Nagar, Madurai - 625 003. Published at "Lakshmi", 21, Sathya Sai Nagar, Madurai - 625 003, Tamilnadu.
RNI No. TNENG/2012/41759.

MARINE NEWS



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

Jaffna-Tamil Nadu Sea Cargo Service to Operate from February

New Delhi
Sagar Sandesh News Service

The connectivity projects have been part of India's wishlist for long, to build more people-to-people linkages between the two regions in a way that will also contribute to economic activity in the Tamil northeast, the region most impacted by the armed conflict.

Tourist traffic from South India could contribute valuable foreign exchange to the



Tourist traffic from South India could contribute valuable foreign exchange to the island's beleaguered economy

island's beleaguered economy. The service will initially operate between Karaikal and Kanesanthurai. The idea of reviving

transport links between Tamil Nadu and the north of the island has long been discussed, the ferry service is the outcome of an MoU between India and Sri Lanka signed in 2011. In 2018, India provided USD 45.27 million for upgrading the Kankesanthurai harbour into a commercial port.

Discussions were held last week in Jaffna between a Colombo-based cargo agent and the Jaffna Chamber of Commerce.

Jaffna Chamber of Commerce President T. Jayasekaran made a request from the delegation that after unloading the cargo, the ship should take local products back to India.

Mr Jayasekaran said he believed the cargo service would help reduce the prices of products imported directly from India to Jaffna rather than coming via Colombo.

Many Jaffna importers have assured that they can supply local products at a low price for the Indian market, rather than shipping them via Colombo.

LOGISTIC NEWS

NEW DELHI
Sagar Sandesh News BUREAU

The Dedicated Freight Corridor being built from Ludhiana to Kolkata (Called the Eastern corridor) came to the rescue of super fast passenger trains whose movement could have been crippled due to an accident in Uttar Pradesh.

The New Delhi Kolkata Rajdhani, Patna bound Janata express and Seemanchal express were diverted to the freight corridor for their smooth movement

These trains used the EDFC track as the Indian Railway line was closed

Freight corridor used to run passenger trains in Uttar Pradesh



Freight Corridor

due to an accident between Mirzapur and Jhingura stations in Uttar Pradesh (approximately 110 km)

These six express trains ran on the Eastern Dedicated Freight Corridor between New Karchana and New Dagmaapur to ensure that the trains were not cancelled because of the accident. Officials said this has proved that the EDFCs can be an "option

in distress" and will help achieve the objective of "wheels should not stop".

Railway Board had notified that the DFCs can be used in times of emergencies for passenger train services. This option can be exercised in case of natural calamities or train accidents. Since the Eastern and Western DFCs are nearing completion, this enabling provision will benefit the passengers on the Delhi-Howrah route and Delhi-Mumbai routes. These are the two busiest routes on railway networks in the country. These two rail routes also run parallel to the two DFCs.

Nearly 80 per cent Eastern DFC and Western DFC run parallel to the existing Delhi-Howrah and Delhi-Mumbai railway lines.

While the entire railway machinery was pressed into service for the past eight years to complete both the freight corridors, there has been absolutely no progress in the proposed North South Truncated corridor proposed between Jhansi and Vijayawada. The corridor neither links the north Indian hinterland nor the three major ports in Tamil Nadu, industry sources. It still remains only in the drawing board stage.

Industrialists in MP Demand Freight Subsidy

New Delhi
Sagar Sandesh News Service

The high cost of logistics involved in transportation of goods from manufacturing unit to destination makes the product outpriced in the global market, said industrialists on sidelines of Global Investors' Summit.

Flexituff Group promoter Saurabh Kalani said, "We are poised correctly for a good growth



High cost of logistics is killing the competitive edge of products manufactured in Madhya Pradesh said industrialists demanding freight subsidy.

given a chance. **There is a lot of potential provided we get better connectivity and improved logistics.** Being a landlocked state, the logistic costs come much higher than other states and this makes us outpriced in the market."

Industry players said transport subsidies to exporters will level playing field for everyone.

An international buyer from Malaysia, Taizoon Hyder Tyebkhan said, "I am into hardware business. I came to attend

the event to meet suppliers of some hardware parts **but unfortunately could not get any deals locked because of the price factor.** Prices of products are very high in MP and do not suit my requirement." Tyebkhan said in comparison to other countries the cost quoted by Indian buyers is about 5-10 per cent higher.

Industry players stressed on bridging the infrastructure and logistics gap to give a fillip to domestic manufacturing and exports. **Turn to Page -6**



A sailing ship is no democracy; you don't caucus a crew as to where you'll go anymore than you inquire when they'd like to shorten sail. - Sterling Hayden

Six Jetties Coming up on Karnaphuli River

New Delhi
Sagar Sandesh News Service

Engineer Abdur Rashid, Founder of Karnaphuli Ship Builders Limited (KSBL) informed they are investing Tk600 crore to construct six jetties. I believe we will be able to handle our export-import trade for the next 20 years utilising the existing ports and these six jetties, he said. The government is spending thousands of crore taka on Payra and Mongla ports, but unfortunately, these ports cannot berth vessels with a draught of 8-9 metres.

The Karnaphuli River is a blessing for us as here we are able to berth vessels with a draft of up to 11 metres in private jetties.

The cost of doing business will decrease as more and more large ships will berth here, decreasing turnaround time as well.

We have been operating two private jetties for one year, handling over 12,00,000 tonnes of cargo so far.

Securing a low-interest loan of over Tk800 crore from the World Bank, we are building a total of



Tk 600 cr invested to construct 6 jetties on Karnaphuli river

six private jetties with a capacity of berthing vessels of 11-metre draught, which will increase the container handling capacity of the Chattogram port.

We hope to build the remaining four jetties within two years. It will open more possibilities of direct shipping with our Europe, the USA and Asia routes. Recently, representatives

from different countries including England visited our jetties to open direct routes.

KSBL is also building a dry dock on the Karnaphuli river. Around 4,000 ships come into Chattogram port every year but currently, Bangladesh can only repair vessels of 20,000 DWT (or 175 meters in length) at Chattogram Dry Dock, owned by the Bangladesh Navy. **Building this new dry dock on Karnaphuli River will be a landmark achievement** as Bangladesh will be able to repair vessels of 100,000 DWT or 253 meters in length. It will help to gain the trust of foreign shipping operators to operate large ships in Bangladesh. This dockyard and jetties will create more than 3,000 jobs.

EXIM NEWS

G 20 Infra working group meets at Pune

NEW DELHI
Sagar Sandesh News BUREAU

The G 20 infrastructure working group under India's presidency is meeting at Pune as part of the government's efforts to promote economic development in western parts of the country.

The meeting will focus on building cities of the future that are sustainable, resilient and inclusive. It will deliberate on challenges, financing options, standardization and indicators over the next two days. Australia and Brazil are the co-chairs of the G-20 IWG.

The forum will bring together 65 delegates from the IWG member countries, 13 guest countries and international organizations, including the World Bank, Asian Development Bank, International Finance Corporation and Organisation of Oil Exporting Countries. **The meeting will be hosted by the Department of Economic Affairs, the Ministry of Finance.**

The G20 IWG deliberates on various aspects of infrastructure investments, including developing infrastructure as an asset class, promoting quality infrastructure investment and identifying innovative instruments for mobilizing financial resources for infrastructure investment.

On the sidelines of the Pune meeting, the Asian Development Bank (ADB) is holding a workshop on financing of 'cities of tomorrow'. There experts will discuss problems and options and share success stories of funding urban expansion.

Currently, the government is the major source of urban funding and there is a need to attract private sector finance, multilateral lending institutions, public-private partnerships, transfer of development rights, land value capture and other models, officials said.

The G20 IWG meeting in Pune will be followed by another meeting in Chandigarh and a ministerial-level meeting in Bengaluru in the second half of the year.

The G 20 infrastructure working group under India's presidency is meeting at Pune



A Golden Opportunity for Engineering Graduates and Diploma Holders

A rewarding career in the Merchant Navy

ADMISSION
Open For
Feb-2023
Batch

Graduate Marine Engineering (GME)

Eligibility	: Degree in Mechanical Engineering / Mechanical and Automation / Mechanical and Electronics / Mechanical and Automobile / Marine Engineering / Naval Architecture / Naval Architecture and Ocean Engineering / Naval Architecture and Ship Building
Age Limit	: Maximum 28 years, Medical Fitness as per DGS Norms.
Duration	: 1 year (Fully residential)

Electro Technical Officer (ETO)

Eligibility	: Diploma / Degree in Electrical And Electronics Engineering / ECE / ETE / EIE or equivalent.
Age Limit	: Maximum 35 years, Medical Fitness as per DGS Norms.
Duration	: 4 Months (Fully residential)

For Admission Contact : 9894007317 / 7339132159 / 9489007317



R L INSTITUTE OF NAUTICAL SCIENCES

(Approved by Directorate General of Shipping, Ministry of Shipping, Govt. of India) | (Affiliated to Indian Maritime University, Chennai)

T.V.R. Nagar, Aruppukottai Road, Madurai - 625 022.

Ph : 7397788618 e-mail : rlins@rlins.in, admission@rlins.in web : www.rlins.edu.in

MARINE NEWS



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

New Ship Building/Repair Yard Planned In Gwadar

New Delhi
Sagar Sandesh News Service

Since CPEC is catalyzing saga of developments in Gwadar, fresh efforts are afoot for the allotment of the most suitable land for the establishment of "New Modern Shipyard" in Gwadar, with an objective to incentivize commercial shipbuilding and repair industry, create new jobs and spur economic growth.

PMC Project Manager Dadullah told Gwadar Pro that the Balochistan government allotted 750 acres of land in Moza Kappar Gwadar which

lies at a high altitude against sea level.

"The allocated land does not fit to basic formalities and merits required for the construction of Gwadar Modern Shipyard. Technically shipyard needs land that lies at zero elevation," he added.

With taking on board all stakeholders, he said, cutting edge insights and astuteness were brainstormed. "Feasibilities were also hashed out to make the project cost-effective, productive and result-oriented.

In the final proposal, instead of Moza Kappar, we proposed the area of

Surbandar as the most appropriate land for the construction of Modern Shipyard. Surbandar has zero elevation.

Secondly it is incorporated in Gwadar Master Plan 2050. Thirdly it has natural shelter with ecological advantages. Lastly many allied facilities are easily available around the Surbandar land," he added.

"Shipbuilding industry is important for a country's economy, prosperity and social development as it's a job multiplier and a key industry that is closely linked with several other industries," maritime analyst Shabir Jalil said.



"Shipbuilding industry is important for a country's economy, prosperity and social development as it's a job multiplier

This industry plays an important role in the commercial sector thus contributing to economic security and strengthening national security. China, Japan and South Korea are currently the three countries that dominate the global shipbuilding industry.

The new proposed

shipyard at the deep seaport of Gwadar with "improved capacity and state-of-the-art facilities" will fulfill the modern shipbuilding and repairing requirements of Pakistan and also address the emerging demands of the regional countries.

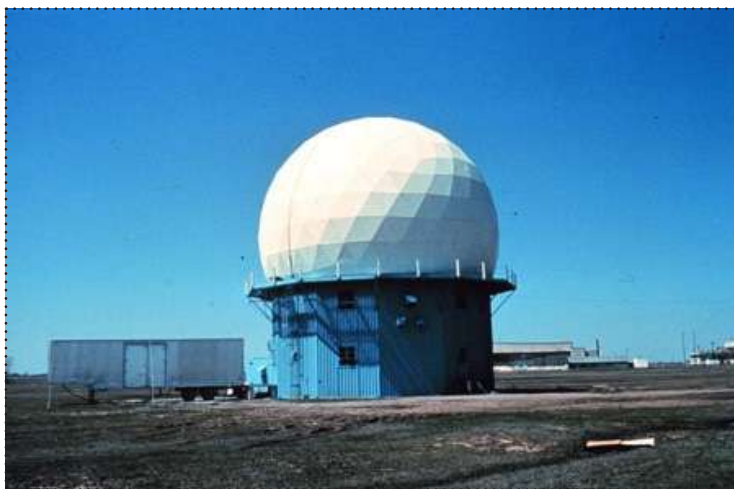
Doppler weather radar network throughout the country in 2 years

NEW DELHI
Sagar Sandesh News BUREAU

The Doppler weather radar network will cover the entire country in the next two years for more accurate forecasts related to extreme weather events, Union minister Jitendra Singh has said.

In his address at an event marking India Meteorological Department (IMD)'s 148th foundation day on January 15th, Mr Singh spoke about the proactive steps taken to increase the network since 2014.

Singh inaugurated four Doppler weather radar systems in Jammu &



Doppler weather radar

Kashmir, Uttarakhand, and Himachal Pradesh as well as 200 agro-automated weather stations.

The government plans to establish 660 district

agro-meteorological units by 2025.

Mr Singh belongs to Jammu.

Singh said the loss of lives due to cyclones and heat waves has been

reduced to single or double-digit figures due to the response action by the disaster managers and the public under the umbrella of National Disaster Management Plans, guidelines, and SOPs the present government introduced.

Singh lauded the IMD for the impact-based weather forecasts and risk-based warnings at the city and district levels considering hazard, vulnerability, and risk assessment in a geospatial platform.

IMD chief Mrutyunjay Mohapatra said there has been a 40-50 per cent improvement in the last five years in their severe weather

forecast, including heavy rainfall, thunderstorm, fog, and cold waves. He added the IMD plans to upgrade the existing Doppler radars to eliminate uncertainties in rainfall estimates.

Mohapatra said the flood warning system introduced for Mumbai in July 2020 has helped in better management of heavy rainfall events and floods in the city. "Similar system has also been implemented in Chennai and is being extended to Kolkata, Guwahati, and Delhi in coming years as the flash floods and urban floods in recent years have posed new threats."

Industrialists in MP Demand..... From Page 4

Directorate General of Foreign Trade (DGFT) additional secretary Santosh Sarangi said, "MP needs to address the infrastructure and logistics gap. There are some key

export clusters where the transportation facilities, connectivity issues still exist and those need to be addressed."

He said there are spice parks in Guna and

Chhindwara with a little bit of infrastructure and lots of companies will come up.

"After Gujarat, MP possesses the capacity to be

a major player in spices and this is possible with a little bit of facilitation," said Sarangi.

Industry leaders said that to facilitate exports and cut down logistics cost the state should develop dry ports especially in

the eastern part of the state and add to the train network. The export promotion body FIEO has also urged Madhya Pradesh government to give freight subsidies in line with Uttar Pradesh and Chhattisgarh governments.



Prime Minister inaugurates Haldia Multi-Modal Terminal

New Delhi
Sagar Sandesh News Service

The Prime Minister Mr Narendra Modi on Friday 13 Jan inaugurated the Haldia Multi-Modal Terminal in West Bengal.

Developed under Jal Marg Vikas Project, the terminal has a cargo handling capacity of around over 3 Million Metric Tonnes Per Annum (MMTPA) and the berths are designed to handle vessels up to around 3,000 Deadweight Tonnage (DWT), highlighted a release.

The Prime Minister also inaugurated four floating community jetties



A community jetty

at Saidpur, Chochakpur, Zamania in Ghazipur district and at Kanspur in Ballia district in Uttar Pradesh. Besides, he laid foundation stones for the five community jetties at Digha, Nakta Diyara, Barh, Panapur in Patna district

the livelihoods of local communities in the region.

The community jetties would play a key role in improving the livelihoods of people by providing simple logistics solutions for small farmers, fishery units, unorganised farm-producing units, horticulturists, florists and artisans, focusing on economic activities in and around the hinterland of the Ganga.

Besides, the Prime Minister inaugurated the Maritime Skill Development Centre for the Northeast in Guwahati. It will help hone the rich talent pool in the region and provide for better

employment opportunities in the burgeoning logistics industry.

In addition, the Prime Minister laid the foundation stone for a ship repair facility and an elevated road at Pandu Terminal in Guwahati.

The facility at Pandu Terminal will save a lot of valuable time, as it takes more than a month for a ship to be transported to the Kolkata repair facility and back. Moreover, it will result in huge savings in terms of money as the transportation cost of the ship will be saved. The dedicated road connecting the Pandu Terminal to NH-27 will enable 24-hour connectivity, the release added.

MARINE NEWS

Indo French Naval Exercises begin in Western Seaboard

MUMBAI
Sagar Sandesh News BUREAU

The 21st Edition of the Bilateral Naval Exercise between India and France – Exercise Varuna commenced on the Western Seaboard on January 16th. While the bilateral exercise between the two Navies were initiated in 1993, it was christened as 'VARUNA' in 2001 and has become a hallmark of India – France strategic bilateral relationship.

This edition will witness participation of indigenous guided missile stealth destroyer INS Chennai, guided missile frigate INS Teg, Maritime patrol aircraft P-8I and Dornier, integral helicopters and MiG29K fighter

aircraft. The French Navy will be represented by the aircraft carrier *Charles De Gaulle*, frigates *FS Forbin* and *Provence*, support vessel *FS Marne* and maritime patrol aircraft *Atlantique*.

The exercise will be conducted over five days from January 16 to 20th and will witness advanced air defense exercises, tactical manoeuvres, surface firings, underway replenishment and other maritime operations. Units of both navies will endeavor to hone their war-fighting skills in maritime theatre, enhance their inter-operability to undertake multi-discipline operations in the Maritime domain and demonstrate their ability as an integrated force to promote peace, security and stability in the region.

Having grown in scope and complexity over the years, this exercise provides an opportunity to learn from each other's best practices. The exercise facilitates operational level interaction

between the two navies to foster mutual cooperation for good order at sea, underscoring the shared

commitment of both nations to security, safety and freedom of the global maritime commons.

Varuna 21st edition begins in Western Seaboard



Sagar Sandesh

Weekly Thrice E-Paper

is bringing out a colourful

74th Republic Day

SPECIAL EDITION



on the occasion of
"Republic Day 2023"
Scheduled to be
released on
January 25, 2023
(issue dated
26.01.2023
Wednesday)

For Booking
Advertisement
Space / Publishing
Articles /
Write-ups

Please Contact

Tuticorin
M. RICHARD COLLINS
(+91 80565 89410)
colinsrichard1975@gmail.com

Corporate Office
P. RENGARAJ
+91 9994885497 / 72000 84864
admin@sagarsandesh.in /
admin@porttoport.in

Chennai
A. RAMKUMAR
(+91 99528 80461)
chennai@porttoport.in

PORTS (REGIONAL/INTERNATIONAL)

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

Thousands of Containers Held up at Karachi Port as Dollars Dry Up

New Delhi
Sagar Sandesh News Service

Thousands of containers packed with essential food items, raw materials and medical equipment have been held up at Karachi port as the country grapples with a desperate foreign exchange crisis.

A shortage of crucial dollars has left banks refusing to issue new letters of credit for importers, hitting an economy already squeezed by



Containers held due to foreign exchange crisis

soaring inflation and lacklustre growth.

"I have been in the business for the past 40 years and I have not witnessed a worse time," said Abdul Majeed, an official with

the All Pakistan Customs Agents Association.

He was speaking from an office near Karachi port, where shipping containers are stuck waiting for payment guarantees — packed with lentils,

pharmaceuticals, diagnostic equipment and chemicals for manufacturing industries.

State bank forex reserves this week dwindled to less than \$6 billion — the lowest in nearly nine years — with obligations of more than \$8 billion due in the first quarter alone.

The reserves are enough to pay for around a month of imports, according to analysts.

The economy has crumbled alongside a simmering political crisis.

The nation's enormous

national debt — currently \$274 billion, or nearly 90 per cent of gross domestic product — and the endless effort to service it makes Pakistan particularly vulnerable to economic shocks.

Abdul Rauf, an importer of grain and pulses, said he has just 25 days of stock left and without the release of dollars, there will be an "immense shortage" during the holy month of Ramadan, which begins in March.

"I've never witnessed a situation where people are so worried," he told.

Certificate from Port Authority required to avail of Income Tax Deduction

MUMBAI
Sagar Sandesh News BUREAU

The Bombay High Court (HC) held that a certificate from Port Authority is mandatory to avail of deduction under section 80IA (4) of the Income Tax Act, 1961.

The decision meant the Inland container depot belonging to the state government owned Maharashtra Warehousing Corporation should get a certificate from the Jawaharlal Nehru Port Authority to avail of

the statutory income tax deductions allowed under the Income tax act

The revenue department of government of India challenged the order dated July 28th 2017 passed by the Income Tax Appellate Tribunal (ITAT), Pune ("Tribunal"), relevant to the assessment year 2011-12, whereby it was held that Maharashtra State Warehousing Corporation, the assessee was eligible for deduction claimed under section 80IA(4) of the Income



Bombay High Court

Tax Act, amounting to Rs.6,33,26,452/-.

The assessee is a State Government undertaking which had set up an Inland Container Depot (ICD) and Container Freight Station (CFS) in

the vicinity of Jawaharlal Nehru Port Trust (JNPT). In its return of income, the assessee claimed a deduction in terms of section 80IA (4) of the Income Tax Act.

The Assessing Officer of

the Income tax department, however, denied the benefit on the ground that the assessee had failed to furnish a certificate from the concerned Port Authority certifying that the structure was a part of the Port, which it considered mandatory in view of the Board's notification dated 23rd June 2000 followed by Circular No.10 of 2005 dated 16th December 2005.

The High court bench comprising Justice Dhiraj Singh Thakur and Justice Kamal Khata upheld the order of Income Tax Appellate Tribunal.

The appeal of the assessee got dismissed.

Saudi Ports Authority partners with Marasi to establish Seafarers Club

New Delhi
Sagar Sandesh News Service

The Saudi Ports Authority, also known as Mawani, has signed a deal with Marasi Marine Services Co. to establish Seafarers Club at Jeddah Islamic Port, King Abdulaziz Port in Dammam and Ras Tanura Port.

According to a Saudi Press Agency report, the Seafarers Club will be established to provide housing and

entertainment services to local and international ship crews and international shipping lines.

This will improve port facilities in the Kingdom, in line with the goals outlined in Vision 2030.

The Seafarers Club will have various amenities including a hotel, call centers, cafes, entertainment halls, various restaurants, a food commodity store, and a health club.

The club will also have



Mawani

exchange and banking services, along with places to provide integrated pharmaceutical and medical services.

Mawani has been

working steadily to strengthen the position of Saudi ports as a part of the Kingdom's National Transport and Logistics Strategy. Mawani

NEWS IN BRIEF

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

Kashmir to Kanniyakumari by train to become a reality

Kashmir valley will be connected to Jammu region



PORTS (REGIONAL/INTERNATIONAL)

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

Vizhinjam Port gets a clean chit from a Central Govt agency

TIRUVANANTHAPURAM
Sagar Sandesh News BUREAU

The Adani group owned Vizhinjam port has reasons to rejoice as the Central Government owned National Institute of Ocean Technology gave a clean chit saying that Vizhinjam Port construction has nothing to do with the prevailing sea erosion along the Tiruvananthapuram coast.

Construction of the Vizhinjam Port was not the reason for the increased erosion seen in Thiruvananthapuram coast, the National Institute of Ocean Technology (NIOT) has said. "Climatic events led to the erosion. The

construction had little impact," said a white paper released by the Chennai-based institute that was appointed by the Vizhinjam International Seaport Limited (VISL) for the study.

The institution has cleared the project a few years ago saying it will not create environmental problem in the region.

The whitepaper said erosion hotspots such as Shankhumukham and Valiyathura were beyond the impact area of the port.. The erosion at Valiyathura and its northern stretches could be due to the presence of the groyne field to the south (Poonthura to Beemapally). It said the



Vizhinjam port

erosion will be rectified with sediment bypassing from the south..

"Coastal erosion started in the 1970s in the Panathura- Poonthura area. However, interruption in sediment movement due to the construction has left the northern coast highly vulnerable. **The coast is a continuum. So, the disruption has a cumulative effect. The disruption in sediment movement has started**

impacting more areas in the north.

The white paper said no conclusion was made that the north of the port is eroding or south of the port is accreting at this peculiar location. Erosion spots exist in the south and accreting spots are in the north, but there is no mention about the latter. The white paper is based on the latest report submitted to the expert committee of the National Green Tribunal

and comes at a time when a government-appointed expert committee is set to begin its study on the impact of the port on the coast.

However, scientists who have studied the erosion found the whitepaper limited in scope and **said the construction of the Vizhinjam port did have an impact on erosion of the coast.**

The impact of the construction of the port will be felt in the next 5-10 years," said K V Thomas, ex-scientist and group head at National Centre for Earth Science Studies was quoted in local media reports. "There is an immediate need for a detailed sediment budget study taking into account the south and north sediment movements," he said, adding that the NIOT report was silent on sediment transportation affecting coastal continuum

MINISTRY NEWS

New Delhi
Sagar Sandesh News Service

To facilitate farmers in providing low interest rate loans, Warehousing Development Regulatory Authority (WDRA) signed Memorandum of Understanding (MoU) with a nationalized bank in an event.

The MoU was signed with the intent of promoting awareness about the new loan product called **Produce Marketing Loan** to exclusively fund against e-NWRs (electronic Negotiable Warehouse Receipt) with features such as Nil processing fee, No Additional collateral and attractive interest rates.

The MoU is aimed to provide information to depositors of the benefits, besides doing further outreach activities to improve agricultural pledge finance in India.

It is envisaged that the

MoU signed to facilitate low interest rate loans to farmers



Low interest rate loans to farmers, new loan product "Produce Marketing Loan"

product will have far reaching consequences with regard to acceptance of e-NWRs among small and marginal farmers. It has the potential to make significant impact on the finances of rural depositors by preventing distress sale and releasing better prices for the produce.

Combined with the inherent security and negotiability of the e-NWR system, the Produce Marketing Loan will go long way in improving rural

liquidity and increasing farmers income. The MoU was signed with the State Bank of India (SBI).

During the event, there was a brief discussion on the importance of post-harvest pledge financing using warehouse receipts for improving rural credit. The bank representatives also highlighted the risks faced by the lending institutions in this sector. **WDRA assured their full regulatory support in improving the fiduciary trust among stakeholders**

MARINE NEWS Cruise liner Ganga vilas got stuck in Bihar? Govt says No

PATNA
Sagar Sandesh News BUREAU

Amidst reports that India's longest luxury river cruise MV Ganga vilas got stuck in shallow waters of Ganga near Chapra in Bihar, the Inland waterways authority of India issued a rejoinder saying the vessel has since reached Patna and will continue its onward journey as per schedule

The Ganga Villas reached Patna as per schedule.

There is absolutely no truth in the news that the vessel is stuck in Chhapra. The vessel will continue its onwards journey as per schedule.

Prime Minister Narendra Modi flagged off 'MV Ganga Vilas' cruise from Varanasi his lok sabha constituency. It will travel 3,200 km in 51 days

to reach Dibrugarh via Bangladesh, sailing across 27 river systems. **The 51-day luxury journey covering five Indian states, and Bangladesh will cost Rs 50-55 lakh per passenger.**

However, one will have to wait for more than a year to get a suite in the luxury ship, which will cruise across 17 river systems as it is fully booked till March 2024. Antara Luxury River Cruises is operating MV Ganga Vilas.

MV Ganga Vilas started its maiden voyage with 32 tourists from Switzerland.



Cruise Liner Ganga Vilas

TRADE BODY NEWS



"Worrying will never change the outcome"

Govt may attempt populist measures but will be fiscally conservative: IIFL Securities Chairman

New Delhi
Sagar Sandesh News Service

With the economy now in full swing after about two-and-a-half years of lockdowns and restrictions, all eyes are on the forthcoming General Budget for direction and the way forward in terms of fiscal policy.

Though prices have cooled down somewhat, there is still anxiety as to how the government plans to tackle inflationary trends, its measures to



R Venkataraman, Chairman, IIFL Securities

spur capital expenditure and bring back growth and jobs. There is the added dimension of next year being an election year and temptation to lean towards populism.

R Venkataraman, Chairman, IIFL Securities said that he expects the government to be fiscally conservative.

Venkataraman said in an interview with *businessline*:

What are your broad expectations from the Budget?

We think that the government will continue to be fiscally conservative. It will attempt some populist measures, but food subsidy being cut gives it

the room to do this up to ₹1 trillion. There is a risk of customs duties being raised on selective items as this government has been inclined to be protectionist in its pursuit of domestic manufacturing. We expect continued thrust on capex, focused on infrastructure build-out as construction pulls labour in from rural areas and this can prevent a recurrence of rural distress in the lead-up to the elections.

What are the factors that will have a major impact on markets this year?

China reopening, the US over-tightening, Russia-Ukraine crisis resolving are three major events.

China reopening could be inflationary (more demand for commodities) as well as disinflationary (supply chains healing), so it is difficult to say which one will prevail.

The US over-tightening in order to snuff out inflation decisively is a possibility, since it is difficult to engineer a soft landing and inflation scare has begun to dominate the US Fed speak

Finally, Russia-Ukraine crisis, if it resolves will create a happier supply situation, but the likelihood is low. The dollar may continue to depreciate and China reopening could give emerging markets a fillip.

SEAFARER NEWS

New Delhi
Sagar Sandesh News Service

Global leaders from organisations representing seafarers, shipowners and other maritime employers signed a memorandum of understanding with the Philippines's Department of Migrant Workers on Wednesday 11 January, to form the International Advisory Committee on Global Maritime Affairs (IACGMA).

The IACGMA is composed of the European Community Shipowners' Associations (ECSA), the International Chamber of Shipping (ICS), the International Maritime Employers' Council (IMEC), and the International Transport Workers' Federation (ITF).

The creation of the IACGMA solidifies the shipping industry and Philippines government's commitment to ensuring the welfare of its seafarers and finding solutions to the challenges ahead.

New advisory committee launched to address major maritime issues impacting Filipino seafarers

Key aims of the IACGMA include contributing to the provision of appropriate training to the country's seafarers in compliance with the Standards of Training, Certification and Watchkeeping (STCW) Convention. The IACGMA will also work to address concerns regarding ambulance chasing and unfair labour practices, and on issues related to the employability of Filipino seafarers overseas; all key areas of discussion during the group's December meeting.

Sotiris Raptis, Secretary General of the European Community Shipowners' Associations said: "ECSA welcomes the establishment of the IACGMA and is honoured to bring its expertise to this initiative"

International Chamber of Shipping Secretary General Guy Platten said:



Virtual signing

"The ICS look forward to collaborating with ECSA, IMEC, ITF and the Philippines Government to tackle the challenges ahead for our workforce, and to ensure a bright future for our seafarers."

International Maritime Employers' Council Chairman, Capt. Belal Ahmed said: "The formation of IACGMA is a massive milestone in the public-private discourse and we are confident this will lead to a new golden era for the Philippines in the maritime industry."

International Transport Workers' Federation General Secretary Stephen Cotton said "We welcome the steps taken by the Marcos Government to put Filipino seafarers in the box seat to be at the forefront of addressing our industry's challenges and promoting a sustainable future for maritime professionals. We call on other governments to follow the Philippines proactive leadership that is putting the future of seafarers at the heart of discussions and decisions on the future of shipping.

NEWS IN BRIEF

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

How closer Japan-US ties may benefit Quad



last week's meeting between Prime Minister Fumio Kishida and President Joe Biden

India's imports from Russia rise 400% in April-December as crude shoots up



Russia has become India's fourth largest import source in April-December 2022,

States Can Impose Special Road Tax: Supreme Court



The Supreme Court (SC) on Friday 13 Jan held that a state government can impose lumpsum road tax.....

For Advertisement

Please Contact : admin@porttoport.in

9384484864 / +91 72000 84864



Modi announces 'Aarogya Maitri' project to provide medical supplies to developing nations in crisis

New Delhi
Sagar Sandesh News Service

Prime Minister Narendra Modi has announced a new 'Aarogya Maitri' project under which India will provide essential medical supplies to any developing country affected by natural disasters or humanitarian crisis.

India will also establish a 'Global-South Center of Excellence' to undertake research on development solutions or best-practices of any developing nation, which can be scaled and implemented in other members of the Global South, the PM said at the Concluding Leaders' Session of the two-day...virtual... Giving examples of development



Prime Minister Narendra Modi. 'Voice of Global South Summit' on Friday.

During the Covid pandemic, India's 'Vaccine Maitri' initiative supplied made-in-India vaccines to over 100 nations, the PM pointed out indicating that 'Aarogya Maitri' would be continuation of the initiative.

solutions that India could share, Modi said that digital public goods developed by the country in fields like electronic-payments, health, education, or e-governance, can be useful for many other developing countries.

India has also made great strides in areas like space technology and nuclear energy. We will launch a 'Global-South Science & Technology initiative' to share our expertise with other developing nations.

Top leaders and officials from about 120 countries of the

'Global South' participated and many shared their priorities and perspectives at the summit on January 12-13. The summit is based on the theme 'unity of voice, unity of purpose'.

India's aim is to amplify the voice of the Global South during its G20 presidency this year as its people should no longer be excluded from the fruits of development, Modi said in his address on Thursday.

Modi, on Friday, also proposed a 'Global-South Young Diplomats Forum', to connect youthful officers of our foreign ministries and to synergise the country's diplomatic voice.

"India will also institute 'Global-South Scholarships' for students from developing countries to pursue higher education in India," he said.

Secunderabad Visakhapatnam Vande Bharat train starts on Jan 16th

VISAKHAPATNAM
Sagar Sandesh News BUREAU

Prime Minister Narendra Modi has flagged off the Vande Bharat Express train connecting Telangana's Secunderabad with Visakhapatnam in Andhra Pradesh.

This is the eighth Vande Bharat Express introduced by the Indian Railways and is the first one connecting the two Telugu-speaking states of Telangana and Andhra Pradesh, covering a distance of around 700 km. The bookings have started for the train which will commence its operation on January 16th.

The Secunderabad-Visakha - patnam Vande Bharat is the second semi-high-speed train in southern India. In November last year, the railways gave the region its first Vande Bharat connecting Mysuru - Bengaluru - Chennai.

The train will have stoppages at Rajahmundry, and Vijayawada stations in Andhra Pradesh and at Khammam, and Warangal stations in Telangana. The travel time from Secunderabad to Visakhapatnam will be reduced to eight and a half hours from 12 and a half hours.

This train will run six days a week except for Sunday. From



Vande Bharat train

Secunderabad Junction, the train will depart at 15:00 hours and reach Visakhapatnam at 23:30 hours. From Visakhapatnam, the train will depart at 05:45 hours and will reach Secunderabad at 14:15 hours.

For AC Chair Car, the fare has been fixed at Rs 1,720 from Visakhapatnam to Secunderabad while it will cost Rs 3,170 for the Executive Chair car.

This is the eighth Vande Bharat train introduced in the country Railways have however not mentioned the average speed of the train. This assumes significance since the average speed of the vande bharat train from Chennai to Mysore is hardly 75 kilometers per hours since the railway tracks in the southern railway cannot withstand the speed. This vande bharat is the slowest train in the country.

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.portpart.in and click the tool vessel position / Ports and terminal.

WEST COAST

- AMCT - Adani Mundra Container Terminal
- SICTPL - Adani International Container Terminal Pvt. Ltd.
- MICT - Mundra International Container Terminal
- ACMTPPL - Adani CMA Mundra Terminal Pvt. Ltd.
- KICT - Kandla International Container Terminal
- NSICT - Nhavsheva International Container Terminal
- NSISCT - Nhavsheva International Gateway Terminal
- JNPCT - Jawaharal Nehru Port Container Terminal
- GTI - Gateway Terminals India
- SMCT - Bharat Mumbai Container Terminals
- ICTT - International Container Transshipment Terminal

EAST COAST

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



EXIM TREND

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

India's trade deficit with China crosses 100 billion US dollars

NEW DELHI
Sagar Sandesh News BUREAU

India's trade deficit with China crossed 100 billion US dollars mark for the first time in 2022, while overall trade touched an all-time high at 135.98 billion US dollars, recording a surge of 8.4 per cent as compared with the previous year, according to the annual Chinese customs data.

Trade deficit for India stood at 101.02 billion US dollars, crossing the 2021 figure of 69.38 billion US dollars. China's exports to India rose 21.7 per cent on a year-on-year (YoY) basis



to 118.5 billion US dollars. During 2022, China's imports from India fell to 17.48 billion US dollars, witnessing a YoY fall of 37.9 per cent, data revealed.

Speaking of 2021, the overall trade with China amounted to 125.62 billion

US dollars, up 43.32 per cent from the previous year, crossing 100 billion US dollars mark for the first time.

Trade deficit in 2021 stood at 69.56 billion US dollars as India's imports from China registered a

growth of 46.14 per cent to touch 97.59 billion US dollars. Also, India's exports to China grew 34.28 per cent year-on-year to reach 28.03 billion US dollars in 2021. From 2015 to 2021, India-China trade rose 75.30 per cent, an average yearly growth of 12.55 per cent.

'Our trade deficit concerns are two-pronged. One is actual size of the deficit. Two is the fact that the imbalance has continuously been widening year after year,' an official brief on trade posted on the Indian Embassy website in Beijing said. 'Growth of

trade deficit with China could be attributed to two factors -- narrow basket of commodities, mostly primary, that we export to China and second, market access impediments for most of our agri products and the sectors where we are competitive such as pharma, IT/ITES,' it added.

Trade imbalance

135.98 billion US dollars India-China trade

101 billion US dollars Trade deficit for India

118.5 billion US dollars China's exports to India

21.7 per cent YoY increase

17.48 billion US dollars China's imports from India

37.9 per cent YoY fall

Russia's second largest bank VTB launches direct payments in Rupees

New Delhi
Sagar Sandesh News Service

In what is expected to provide a major boost to the India-Russia trade, VTB – Russia's second largest bank – has now launched a mechanism to receive direct payments in Rupees ditching the conventional mechanism involving Dollars and Euros.

With this, Russian SMEs will now be able to transact in INR, thus simplifying the payments while dealing with their Indian trading partners.

The move comes even as New Delhi and Moscow are working towards addressing the trade



Transactions in national currencies is a challenge

imbalance between the two nations.

In December, the Russian Foreign Ministry had said that the transition to transacting in national

currencies was necessary in order to address the trade imbalance between the two countries. In November, during his visit to Moscow, India's Foreign Minister S

Jaishankar had expressed concern over the decreasing Indian exports to Russia.

It may be noted that India's imports from Russia, which increased multi-fold in the aftermath of the Russia-Ukraine crisis, are five times more than India's exports to Russia. The India-Russia trade, which stands at \$27 billion, is fueled primarily by the Indian imports of coal, oil and fertilizers.

Transactions in national currencies is a challenge, given that the country with higher exports, ends up accumulating more currency of the importing nation.

While speaking at the Russia-India business dialogue, Pavan Kumar, India's ambassador to Moscow had said that the Russian companies could use Rupees in Russian banks to import goods from India, thus reducing the accumulation of Rupee in Russian banks.

The diplomatic ties between India and Russia were put to test during the Russia-Ukraine conflict, in which the western side urged India to be on the 'right side' of history.

India's diplomatic machinery, however, walked the tightrope in ensuring the balance between New Delhi's ties with Moscow and its relations with the western nations.

New Delhi
Sagar Sandesh News Service

China has partially opened its borders with neighboring Myanmar for cross border trade after years of pandemic prompted closure.

The border checkpoint Muse Ruili between the two countries remained closed for the past three days since the outbreak of corona pandemic

China opened its land borders with Myanmar



China-Myanmar border city

The checkpoint at Myanmar border town Muse reopened its gates on January 14th, an official of the Northern Shan state was quoted by the international news agency.

China has allowed export of food and drink at the moment.

China exported construction and industrial

equipment, electrical appliances, medical devices, consumer and household goods, as well as food products. But people movement across the border has not been allowed by china

The Muse checkpoint's reopening has been persistently stalled by both sides, and the Chinese city of Ruili has faced multiple lockdowns to limit the spread of Covid.