



Guiding Spirit to Shipping Industry

Sagar Sandesh

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JSW infra to develop two berths in the proposed Ramayapatnam Port in Andhra Pradesh



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Infrastructure mantra for development says PM

Maritime Industry congratulates Dr. Deepak Mishra and Dr. Yogamala, IMU Faculty for their achievement.



1. Dr. Deepak Mishra, Assistant Professor, IMU Kolkata Campus, has been selected as Outstanding Reviewer for the year 2022 by the IEEE Transactions on Instrumentation and Measurement (TIM) Society.

2. Dr. Yogamala.H.L Assistant Professor, IMU Kochi Campus has been Pre-selected as the National Legal Consultant for



India under the IMO' GloLitter Partnerships Project with 30 other International Strategic Partners.

"The GloLitter Partnerships Project (GloLitter) is implemented by the International Maritime Organization (IMO) and the Food and Agriculture Organization of the United Nations (FAO), with initial funding from the Government of Norway via the Norwegian

Agency for Development Cooperation (Norad). GloLitter is supporting 30 developing countries in reducing sea-based marine plastic litter (SBMPL) from the maritime transport and fisheries sectors, to reverse the negative environmental impacts

of plastic discard and loss. The project strengthens government and port management institutional capacities in addressing marine plastic litter issues (MPL) and supports legal, policy and institutional reforms at the country level. The objective of GloLitter is therefore directed towards a sustainable implementation of the international regulatory framework and best practice for significant reduction of SBMPL in the shipping and fisheries sectors."

Age Norms and other Qualitative Parameters w.r.t. vessels - By Capt. Sudhir Subhedar

The Draft DGS order of 13.1.2023 for stakeholders' comments has taken the shipping industry by surprise ahead of the draft new MS act industry has been longing and waiting for a long. The subject DGS draft order is unnecessary intervention.

Lately, most stakeholders believe that the marine administration does not listen to their views. This is unacceptable, especially in this situation where there is a potential loss to all at least in the short to medium term 2023-2029.

Introduction:

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Age Norms and other Qualitative Parameters.....From Page : 1



Capt. Sudhir Subhedar

Argument:

MS Act 1958 sec 456 is not the correct vehicle to give dispensation case by case to a few owners' operators. The larger picture has to be considered.

Traditionally and otherwise various Indian cargoes Exim and domestic require different profiles of ship vessels.

Trying to maintain an

Indian fleet of less than 20 years of age will have, A negative impact. Both safety and quality have to follow from top to bottom, not the other way around. And, requires affirmative action, for example, Government support to enable draft dgs order to take effect.

Let IMO members promote initiatives like technical clearance, EEXI, EEDI CII CAS CAP does its job first. Let the new MS Act deliver new norms, coastal shipping chapter, independent investigation body, etc.

Age of vessel, the ship is not an IMO, Class issue in any of its instruments. No such mandate in any international convention like UNCLOS. India should not copy some others and put an additional

burden on its minuscule fleet size in the garb of green shipping (Germany's shoreside pollutes more than shipping).

What is the statistical basis for bringing in everyday new regulations? Where is Indian Shipping. How many ships exist which are more than 20 years old. Where are the finances to renew tonnage. Where are quality Shipyards to build new ships? In other words, we are trying to make policies that will help a few developed countries. India needs a large fleet, not a smaller one.

How many other countries are implementing such policies? How many countries are phasing out ships more than 25 years old? When IMO is not enforcing such regulations why does an upcoming

country like us India need to implement in hurry such policies which will stop India's double growth engine? What is possible will have an adverse impact on the maritime sector Jobs both on the board and shoreside will be lost and possibly increasing corruption.

In India, most of the businesses are hit by our government's uncalled policies. Every day a new rule is formed. Who will consider the loss of jobs, loss of slots, and poor availability of jobs?

The government needs to put money on the table for green shipping, including fiscal incentives in any executive order envisaged. Such executive decisions need to be examined under the microscope of cost-benefit analysis. This should be Indian delegation's stand at IMO, professional bodies,

and other Forums.– that is CBDR - Consolidated but differential responsibilities and Green fund contributions. As of now CO2 targets are unrealistic and should not be pushed for India but take note of emerging national interests.

Ports may have age norm rules for their use provided they are pragmatic and fair to all. It's a commercial decision for ports and owners' operators. The said dgs draft order is likely to impact SCI disinvestment; Indian fleet capacity, charters, freight rates, and supply chain/logistics policy.

India needs a lot more tonnage given its available finance so limiting the ship registry is not a good idea especially for offshore and iwt. Domestic passenger ship vessels are kept out of this draft

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MARINE NEWS



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

Age Norms and other Qualitative Parameters.....From Page : 2

order in the first phase at least; a system of efficient technical clearance should suffice. In the short term the pain of loss of jobs on board and ashore will be very painful before sick Indian shipping for the last few decades becomes any better.

Given the state of ship vessel building capacity, and ship repair paucity, the said draft order needs to be done so as not to dwarf the growth of Indian tonnage at this point in time, bearing in mind negative reactions in shipping circles abroad.

The paucity of vessel shipbuilding, repairs, marine equipment of Indian standard/ origin, trained persons for use today tomorrow, de-regulation, reception facilities, good e-governance, shipping finance, fiscal incentives, cargo support, atmanirbharta, shipping services in domestic and exim services (CIF/FoB), squeezed tonnage impact on charters, freight rates, bbcd, supply chains – the

endless list will be adversely affected by subject order.

If the GoI center goes ahead with this order Maritime States, Class especially IRS will add its two bits and make life extremely difficult for small owners and operators; in light of no conclusion of the P305 investigation of 2021, will amount to unfairness in policy prompt. As a minimum INSA ICCSA ONGC comments if any should be shared with the maritime fraternity. It is not sufficient that they were called to DGS meetings to develop this subject DGS order. At best we have a divided house.

Charterers and tanker users are putting pressure on old tankers driving freight rates higher and higher affecting the world economy. Oil, however, has to be moved safely and efficiently, a function of good ship management not the age of the ship vessel. This is trade-related, practices, no need for government to step in.

In the short to medium term, 70% of ship vessel owner-operators will face economic losses, putting pressure on less than 10% Exim cargo and less than 2-5% domestic cargo carried by Indian fleets of all kinds.

There is evidence that the Global fleet that will be excluded from trading with India is significant. This will be further aggravated by this order although journeys of tankers bulkers of old age entering India has not been bad. These are uncertain times to analyze vessel value data. It is not intended to oppose pollution prevention measures or move forward to newer tonnage. But, help must come from those desiring to enforce such change. Our priorities vis a vis climate change needs to be examined thoroughly.

First and foremost there is no alternative fuel consensus in sight any time soon. PSC / FSI reports analyzed globally and in India do not point to any particular age-related variation.

Supporting stats:

Indian seafarers about 2.5 lakhs growing at about 10-12% per year are aged and mostly work on older ships vessels. (The subject DGS order does not define ship or vessel).

There are some 950 coastal vessels (excluding IWT) registered compared to 450 FG ships. (80 of SCI) (Global fleet 55000). This amounts to about 11M GRT Indian fleet not changing for years. Indian share of the world shipping is just 2%, Greece 17%, China, and Japan 11% each, followed by S Korea, HK, Spore, Germany USA UK. The global age profile of vessels is on average 20 years. 68% older than 15 years. Indian coastal for more than 20 years is 45%, FG 35%. In 450 companies which includes 160 FG companies, are not yet adequately represented at INSA or ICCSA. The fleet comprising of 50% tankers, general cargo 25%, Bulk carriers 20%, and others 5%. Average coastal GRT 1600, FG 24000. This translates to bunkers – HSD 6.5 L tonnes, FO 6 L tonnes, LDO 5 L tonnes. That is much less than road rail and power plants / heavy industry ashore. And, negligible resources of renewable energy.

Shipbuilding and ship vessel repair are 15-20% more expensive than nearby Colombo, Singapore, and Dubai. Ship vessel registry is more expensive and inefficient than competitors. Taxation is too much on shipping and shipping services. ONGC's Offshore fleet is

well over 20 years, offshore vessels, IWT vessels, Great lakes vessels, and specialty vessels like heavy lifts, salvage, etc are well over 20 years similar to passenger-carrying vessels. Greek shipping top of range now is built over the last fifty years on the back of ship sale purchase of old ships duly supported by the Government and EU. This is the way to go.

CONCLUSION:

A case for amending ship vessel age norms downwards has not been made. If passenger ships can be exempted, so can coastal and IWT fleet. India needs to buy more tonnage at prices the market can afford. Subject to valid Class, and statutory certificates, there is presently no need to change age norms. Systematic PSC / FSI independent safety audits etc should suffice to progress towards climate change goals pragmatically set in consultation with all stakeholders for 2030 – 2050 - 2070. This draft DGS order and many such measures recently taken or in the pipeline are not in sync with the preamble of the MS Act 1958 – fostering, and nurturing Indian shipping. Therefore, the subject DGS order is redone or kept on hold until the new MS Act is readied mandating new ship vessel registry regulations by the parliament.

Naval Commander's Meeting commences at INS Vikrant off Goa Coast

INS Vikrant off the Goa coast during the biannual Naval Commanders' conference on March 6th.

The main focus of the discussion will be on the Agnipath scheme and women's enrolment.

The discussions at the conference will also cover issues related to operations, combat readiness, logistics, training, human resource development and training.

The defense minister will address the first session on March 6th. The decision to hold the conference onboard INS Vikrant comes in view of the Government's long vision that commanders' **Turn to Page 4**

PANJIM
Sagar Sandesh News BUREAU

Defense minister Rajnath Singh, Navy Chief R Hari Kumar and over 20 commanders of the Indian Navy will discuss future warfare from operations to logistics and the Agnipath scheme onboard



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MARINE NEWS



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

Major oil spill off the Nagapattinam coast

NAGAPATTINAM
Sagar Sandesh News BUREAU

A Major Oil spill has occurred off the Nagapattinam coast in the Central Tamil Nadu coast when large quantities of crude leaked into Bay of Bengal from ruptured pipeline of the dismantled Cauvery basin refinery belonging to the subsidiary of Indian Oil Corporation

Officials of the refinery in damage control mode when they were quoted by local media reports as saying the leakage from the pipeline had caused minor damage to the shoreline

Although the leak has polluted the near shore

waters and coast, the refinery officials termed it minor and **said a joint operation is under way to repair the pipeline and remediate the affected area.** The state government is likely to form an expert committee to quantify the leak and assess the extent of damage to the environment.

The incident caused unrest among the fishermen of Pattinacherry hamlet as fish and other organisms started dying.

Two sea vessels and a Dornier aircraft of the Coast Guard were pressed into service to survey the oil spill. The pollution was noticed up to 100 meters into the sea and fishermen

in the area did not venture into the sea because of the spill.

As per the preliminary report submitted by the Nagapattinam District Environment Engineer, the fishermen of Nagore first complained of as kerosene" smell from the sea March 2nd. The refinery officials inspected the site immediately and couldn't find the source of oil leakage in the sea.

Repair work started only on March 3rd several hours after the leakage was noticed. The officials said that it was only residual crude oil in the pipeline but its quantity could not be estimated.

The state Environment



Thick oil slick in the sea after a pipeline burst on Nagai coast

secretary Supriya Sahu was quoted as saying that she was told oil spill was not alarming, but an expert committee will be constituted, which will visit the site on March 4th and assess the quantum of leak

Fish and crabs are seen dead and washed on the shore. The fishermen had

staged protests against CPCL and initially did not allow them to carry out repair works, forcing the sub-collector to hold peace talks.

Arun Thamburaj, Nagapattinam district collector said, "The spread is not going to be much and is restricted within 50 meters from the shore line."

16 Crew Missing from Taiwanese Longliner Capsized during Cyclone Freddy

New Delhi
Sagar Sandesh News Service

On Sunday, February 19th, a 98-ton Taiwanese-flagged longliner named *Lien Sheng Fa* lost radio contact with Taipei while cruising in international waters in the Indian Ocean, 215 nautical miles from Rodrigues Island – a dependency of Mauritius Island.

At the time, intense tropical cyclone Freddy was approaching, with gusts estimated at 280 km/h

near its eye. The *Lien Sheng Fa* was carrying 16 crew members, including a Taiwanese captain and 15 Indonesians, on a fishing campaign in the north of the Indian Ocean.

Late in the evening of Thursday, February 23rd, Taiwanese authorities contacted the National Coast Guard (NCG) in Mauritius requesting a search and rescue operation for the missing vessel. The NCG sent the CGS *Barracuda*, an offshore patrol



Taiwanese Longliner Capsized during Cyclone Freddy

boat; and the Dornier, an aircraft, to search for any survivors.

Calls were also made to vessels in the area to report any floating objects. French authorities in Réunion Island were asked for assistance.

The overturned hull of the *Lien Sheng Fa* was eventually found on Friday, February 24th, by the *Star Venture*, a cargo vessel, 115 nautical miles from the island, drifting in Mauritius' territorial waters.

Two days later, the CGS *Barracuda* came across the wreck at 125 nautical miles from the island. Divers confirmed the identity of the vessel, inspected the cabins, and found no one on board. The holds were inaccessible as they were closed, and the engine room was flooded. The few life jackets aboard were in a bad state, and no life rafts were found. The *Dornier* flew over the area, but no survivors were found.

Naval Commander's Meeting commences at INS Vikrant off Goa Coast

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conferences should not be restricted to the national Capital only and should also go to the other operational areas, a government release stated.

Chief of Defense Staff General Anil Chauhan and the Chiefs of the Indian Army who will also be present at the event will interact with the officers on subsequent days on the integration of the

three services in a common operational environment and avenues of increasing synergy between the three services.

The Naval commanders' conference serves as a platform for the officers to discuss important security issues at the military-strategic level and interact with senior government functionaries.



INS Vikrant off the Goa coast

ARTICLE



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

Students Corner - 247

We were discussing sales promotion and the tools of promotion. Sales promotion is so much fundamental to any business that major efforts and concerns are directed towards sales promotion which simply means selling more and more products of your company. Buyers are your consumers; therefore, sales promotion has to target the customers so that the market share of your company moves up in the market; that is, you trade well. So, sales promotion has to deal with consumers and the business as a whole, the trade you are in.

Consumer promotion has advantages to the company in two major ways: increase the customers and make the customer stick to

Sales Promotion

your company; that is, be loyal to the company through repetitive continuous purchase of your products; this is called building in a way the brand loyalty.

Samples form one of the popular tools of consumer promotion. Samples must be free and delivered door to door. That is, your new product reaches the possible and the present customers without themselves doing any work. It reaches them free and at their homes. It gives a chance to develop commercial contact with the customers. The distribution of the free samples must be and can be advertised well in advance with details of their availability in the malls with their details. The first advantage of free samples is that it creates awareness of its presence to the customer which is very significant because the customer



knows such products exist in the market; and purchase is possible only then.

Samples also introduce to the customer the quality of your new product which means you are confident of your product's quality since this opportunity gives the

customer to compare the product and decide in your favor. There is another very good advantage of door-to-door delivery of samples: you can collect necessary details of the customer such as names, mobile number and so on. Little bit of tactics can be used so that you appear quite casual. Of course you can ask your marketing experts train your people on door-to-door delivery.

The information thus collected can be put to maximum use to keep the customer informed of the latest additions you make or even of your new products. Constant touch with the customer helps build some kind of bond between the company and the customer.

We will see some more of the 'tools' of promotion in our next.

MARINE NEWS

Future Naval conflicts will be unpredictable says Defense Minister

PANJIM
Sagar Sandesh News BUREAU

Defense Minister Rajnath Singh said future naval conflicts

with all future challenges," Singh said in his address to the navy brass. The defense minister asked them to continue focusing on futuristic capability development to overcome emerging security challenges in the maritime domain.

The holding of the top navy meet on board the aircraft carrier brought into sharper focus the country's steps towards achieving self-reliance in the defense manufacturing sector.



Defense Minister Rajnath Singh during the Naval Commanders' Conference, aboard aircraft carrier INS Vikrant

will be unpredictable and called for constant vigil on the Northern and Western borders and along the entire coast line. The Minister was addressing the Naval commanders meeting on board INS Vikrant off the Goa coast on March 6th

We need to be ready to deal

The 45,000-tonne Vikrant was built at Cochin Shipyard at a cost of ₹20,000 crore, and was commissioned into the navy six months ago.

The Minister also spoke of self-reliance and said it was critical for a big country

Turn to Page 7

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MARINE NEWS



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

Oil Spill off Nagapattinam Coast controlled say Authorities: Fisher-folk say NO

CHENNAI
Sagar Sandesh News BUREAU

A leak in the pipeline of a refinery that caused oil spill in Nagore Pattinacherry coast in the district here has been contained and steps are on to ensure a lasting solution to the issue, a senior official said.

However, the unrelenting fishers from the village, who noticed the oil spill three days ago **continued their agitation for the second day demanding the authorities to remove the underwater crude oil pipeline.** They also asserted that the Oil spill is still continuing to cause

havoc to the marine life in Bay of Bengal

The leak in the pipeline of the Cauvery Basin Refinery of the Chennai Petroleum Corporation Limited (CPCL) could have probably occurred on March 2nd night, apparently due to damage to the old pipeline used to transport crude oil to the Karaikal port once in one-and-a-half months.

"Though the leak in the pipeline was reported on Friday, 3 March, the officials could not take up the restoration work immediately because of the high tide. **Work to arrest the oil spill and**

clean the coast was taken up after the tide receded," Nagapattinam District Collector A Arun Thamburaj said.

Following the collector's orders officials from CPCL, Coast Guard, police and fire and rescue service officials worked round the clock and arrested the leakage in the early hours March fifth.. The drip in the carbon steel pipeline was clamped temporarily and the district administration has directed the refinery to find a lasting solution, a senior official said.

Workers from the CPCL used excavators to create a bund on the shoreline while



Nagapattinam oil leak continues, fishermen to lay siege to CPCL office on March 8

sandbags were piled around the damaged pipeline to facilitate the clamping during the low tide between 1 am to 4.45 am today.

The pipeline, laid about 20 years ago, remained idle for most part of the month. It is suspected that the residue in the pipeline could have caused the minor leak leading to the oil spill for about 50 meters.

Local fishermen abstained from fishing for the third day on March sixth and continued their agitation demanding the refinery to remove the pipeline. They claimed fish died due to the oil spill which posed health hazards for them. Revenue and police officials held a peace talk with the protesting fishers.

Ukraine war has given lessons in modern warfare says India's Naval chief

NEW DELHI
Sagar Sandesh News BUREAU

India's Naval Chief Admiral R Hari Kumar said the ongoing Ukraine war has shown the rapidity with which counter measures are developed for all new technologies.

Whenever technology is developed, you'll find there is a counter to it. Especially, we see in the Ukraine war that when technology is brought into the battlefield, within a few days it gets countered," the Naval chief said.

"It's very important to harness the technology that is available and [when you find your network] getting countered by an adversary, you have to have the ability to be resilient and to learn,

improve and stay a step ahead," the Admiral said

Technological innovations such as space-based surveillance, artificial intelligence (AI) and electronic intelligence are helping Maritime commanders have better maritime domain awareness **but the Ukraine war has shown the rapidity with which counter-measures are developed for all new technologies,** Admiral Kumar said at a panel discussion during the strategic Raisina Dialogue held with global security experts in Delhi on March fourth..

The Indian Navy Chief, for the discussions, was joined by Admiral John Aquilino, commander of the US Indo-Pacific

Command, the UK Chief of Naval Staff Admiral Sir Ben Key, Chief of Staff of Japan's defence ministry Gen Koji Yamazaki and the Royal Canadian Navy commander Vice Admiral Angus Topshee. The military commanders discussed a range of issues—from the impact of green fuels on the interoperability of navies to the human element using the latest technologies.

Asked about the Indian perspective on working with partners for deterrence and the potential conduct of warfare, Kumar said **challenges in the maritime domain, which are both non-traditional and transnational, cannot be addressed by any individual nation.**



India's Naval Chief Admiral R Hari Kumar

"Therefore, there is a need for cooperation... that is something we in the maritime domain always look forward to – to find how to cooperate, how to work together. While doing this, I would say today we are looking at issue-based convergences. We may not agree on certain things, but we will agree on many other issues," Kumar said. Talking about the impact of new commercial and military capabilities on the Maritime domain and the risk of oceans becoming

"too transparent," the Admiral said developments in space-based surveillance, improved maritime domain awareness, Artificial Intelligence, electro-optics help provide commanders with a complete picture of their surroundings.

The space needed to be covered at sea is substantial and requires a large number of space-based assets, **and special capabilities are required to track moving vessels in real-time,** Kumar said.

IICA and IIM Jammu launch "Executive MBA in Corporate Affairs & Management"

New Delhi
Sagar Sandesh News Service

The programme was launched by Shri Manoj Govil, Secretary, Ministry of Corporate Affairs, Government of India, in the presence of Dr. Milind P. Kamble, Chairman, Board of Governors, IIM Jammu; Prof. B S Sahay, Director, IIM Jammu; Shri Praveen Kumar, Director General & CEO, IICA; Prof Naveen Sirohi, Head, School of Finance, IICA; and Dr. Mahesh Gadekar, Chairperson, Executive MBA, IIM Jammu, besides other dignitaries, faculty and staff members from the both Institutes.

Addressing the gathering, Shri Govil termed the launch a historic day for both Institutes of national importance. He lauded the efforts of IICA and



The Indian Institute of Corporate Affairs (IICA) in association with Indian Institute of Management (IIM) Jammu launched a new programme, Executive MBA in Corporate Affairs and Management at New Delhi.

IIM Jammu for launching this programme in a quick time frame. He mentioned that the programme aims to provide a comprehensive learning of Corporate Affairs, Corporate Governance, Regulatory Compliance, Management and Corporate Social Responsibility. This collaboration between two Institutes of National Importance offers the

fusion of the contemporary corporate sector's issues in present VUCA (Volatile, Uncertain, Complex, and Ambiguous) times and management education expertise.

Addressing the gathering, Dr. Kamble termed the programme to be a significant milestone for both Institutes. He mentioned that business organisations face a lot of

challenges in the rapidly changing business and economic scenario creating a need for leadership skills and organisational capabilities for their professionals at all levels. The Executive MBA in Corporate Affairs and Management from IIM Jammu and IICA aims to address such challenges by building the skills and knowledge of their

professionals and in turn, drive their business growth effectively with responsible and sustainable practices.

The Executive MBA in Corporate Affairs & Management (Blended Mode) is a unique programme designed for mid-career professionals to enhance and advance their corporate affairs and management skills and knowledge.

The minimum experiences required for the programme is three years. The programme is open to all professionals and entrepreneurs from various industries who want to take on corporate affairs leadership roles. The programme will be offered in a blended mode enabling the participants to balance their work and personal commitments while completing the programme.

SEBI asks MFs to stop misleading advertisements



SEBI directs MFs to stop misleading ads

New Delhi
Sagar Sandesh News Service

Market regulator SEBI has directed mutual funds (MFs) to stop using misleading illustrations in advertisements, brochures and presentations to depict that there will be fixed return on investments.

"It has been noticed that some of the Asset Management Companies are indulging in practices relating to advertisements, which are not in letter and spirit compliance with the Advertisement Code

LOGISTIC NEWS

prescribed in SEBI (Mutual Fund) Regulations, 1996," it said.

SEBI said the illustrations show future returns on the basis of assumptions and projections. Though disclaimers and assumptions are in fine print, it is likely to be missed out by the investors, it said.

It asked AMCs to refrain from such practices in future and remove such advertisements from all the medium and to advise their distributors not to use them.

Future Naval conflicts will be unpredictable says Defense Minister

From Page 5

such as India to be completely self-reliant, and not depend on others for its security. He said the earmarking of 75 per cent of the defense capital procurement budget for the domestic industry in 2023-24 was a testament to the government's commitment to self-reliance in defense

manufacturing. Securing the country's borders was the first requirement to ensure social and economic progress. Stressing that economic prosperity and security go hand-in-hand, he said the defense sector had emerged as a major demand creator, which had been boosting the economy and

ensuring the country's development.

"In the next 5-10 years, orders worth over 100 billion US dollars are expected to be placed through the defense sector and it will become a major partner in the economic development of the country. **Today, our defense sector is on the runway; soon**

when it takes off, it will transform the country's economy. If we want to see India among the top economic powers of the world, we need to take bold steps towards becoming a defense superpower."

Rarely are such top conferences held on board warships. In December 2015, Prime

Minister Modi chaired the combined commanders' conference on board INS Vikramaditya, India's other aircraft carrier, off the Kochi coast. That was the first time the combined commanders' conference, involving the top brass of the three services, was held on board an aircraft carrier.

PORTS (REGIONAL/INTERNATIONAL)



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

No additional pilotage charges based on age of vessels at Mundra

New Delhi
Sagar Sandesh News Service

Additional pilotage charges based on age of vessels will not be charged for ships arriving at Mundra Port on or after

April 1, 2023 until further notice.

With this decision, Mundra Port has put in abeyance Circular No.: APSEZL/Marine/07/2022 dated September 24, 2022, informed a communique.



Mundra port

Cargo handling in Major Ports increases in Feb but Chennai and Kamarajar Ports lag behind



Kamarajar port

NEW DELHI
Sagar Sandesh News BUREAU

Cargo traffic at the country's major ports increased by nearly 12 per cent to 65.45 million tons in February from 58.55 million tons in the same month a year ago, according to Indian Ports Association (IPA). Chennai and Kamarajar Ports have registered negative growth during this period due to

fall in container and liquid traffic.

The positive growth in cargo traffic was recorded by all major ports except Visakhapatnam, Kamarajar and Chennai Ports, it said.

India has 12 major ports — Deendayal (Kandla), Mumbai, Mormugao, New Mangalore, Cochin, Chennai, Ennore (Kamarajar), Tuticorin

JSW infra to develop two berths in the proposed Ramayapatnam Port in Andhra Pradesh

VIJAYAWADA
Sagar Sandesh News BUREAU

JSW Infrastructure Ltd, the port's unit of Sajjan Jindal-led JSW Group, will sign a memorandum of understanding with the Andhra Pradesh government to develop and run two berths at the upcoming Ramayapatnam Port in the southern state, a top official has said.

"We have reached an agreement with JSW Infrastructure for the two berths at Ramayapatnam Port and a memorandum of understanding will be signed shortly," a spokesman of the Andhra Pradesh Maritime board was quoted by local media report, .

JSW Infrastructure will develop the berths and run it for the captive use of the steel plant it is building in Kadapa district, about 200 kilometers from the Port.

JSW Infrastructure will be given the rights to develop and run the two berths at Ramayapatnam Port for an initial concession period of 30 years that can be extended twice by 10 years each, Reddy said.



Ramayapatnam port

The royalty/revenue share for the two berths will be decided before signing the concession agreement for the berths. Ramayapatnam is one of the four new ports identified by the State government to expand the port capacity to 400 million tons (mt) by 2024 from 110 million tons. The other three ports are planned at Bhavanapadu, Machilipatnam and Kakinada SEZ.

Ramayapatnam port is being developed by the Andhra Pradesh Maritime Board on a landlord model in two phases with the first phase costing Rs3,736 crore to handle 24.91 million tonnes (mt) of cargo a year from four berths. In the second phase, the port's cargo

handling capacity will be expanded by 113.63 mt with an investment of Rs6,904 crore, to take the total capacity to 138.54 mt a year from 19 berths.

In July 2021, the A P Maritime Board awarded the engineering, procurement and construction (EPC) contract for a new port at Ramayapatnam in the State's Prakasam district to a consortium of Hyderabad-based Aurobindo Realty and Infrastructure Pvt Ltd and Navayuga Engineering Co Ltd, for Rs2,634.65-crore. **Navayuga engineering was running the Krishnapatnam port near Nellore in south Andhra Pradesh before it was taken over by the Adani ports.**

(V O Chidambaranar), Visakhapatnam, Paradip and Kolkata (including Haldia) and Jawaharlal Nehru Port.

Kandla (Deendayal Port) registered the highest cargo growth at 26.98 per cent during the month under review followed by V O Chidambaranar Port Tuticorin with 26.04 per cent and Paradip Port with 23.63 per cent, respectively.

The JNPA and Mumbai Port saw their cargo traffic rising 18.21 per cent and 11.85 per cent annually,

respectively, in February 2023, among others.

Chennai Port's overall cargo traffic declined by 12.65 per cent while Visakhapatnam Port saw a 5.62 per cent drop in cargo traffic during the previous month comated to a year-ago period, IPA said. Similarly, cargo traffic at Kamarajar Port declined 3.53 per cent. At Chennai Port the fall in cargo traffic was on account of a 33.33 per cent decline in other liquids as well as

19.18 per cent drop in container tonnage, it said.

The cargo traffic across these ports in the April-February period of the current fiscal year stood at 712.35 million tonnes, up 9.56 per cent from 650.20 million tonnes in the same period of 2021-2022, IPA said.

Except for Mormugao Ports, positive growth was witnessed at all the major Ports during April February of FY23 as compared to April-February period of FY22, it said.



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

EXIM TREND

ECGC to introduce a new business friendly system to exporters

MUMBAI
Sagar Sandesh News BUREAU

The Export Credit Guarantee Corporation is planning to move to the state-of-the-art IT system called SMILE. "The GIFT city branch has to be made operational. We hope that the claim disposal ratio reaches all-time high in the coming months. A top official of the commerce ministry said

The system would be customer friendly joint secretary commerce

department Vipul Bansal said while participating in the function held in Mumbai on March fifth

Fico President Dr A Sakthivel put the exports of the country a few notches higher than the one forecast by the commerce minister Goyal by saying it would cross eight hundred billion US dollars this year.

India was able to cross 420 billion dollars in exports in the previous year. "I am very confident that we will cross 800 billion dollars exports



for the current financial year. It is the first time that our missions abroad are actively working to promote our exports."

Welcoming the guests, CMD, ECGC, M. Senthilnathan said that the company which provides credit risk insurance services has set up a network of 46 branch offices and 4 regional offices in prominent export-oriented

locations of the country. He said that ECGC supports exporters in protecting existing markets and exploring new markets. **The CMD assured that the ECGC will leave no stone unturned in playing its role effectively in helping exporters tap into our export potential.**

Export Credit Guarantee Corporation of India Ltd, wholly owned by Government of India, was set up in 1957 with the objective of promoting exports from the country by providing Credit Risk Insurance and related services for exports. It functions under the administrative control of

Ministry of Commerce & Industry, and is managed by a Board of Directors comprising representatives of the Government, Reserve Bank of India, banking, and insurance and exporting community. Over the years it has designed different export credit risk insurance products to suit the requirements of Indian exporters and commercial banks extending export credit.

ECGC is essentially an export promotion organization, seeking to improve the competitiveness of the Indian exporters by providing them with credit insurance covers.

No more hard currency to trade with Bangladesh

DHAKA
Sagar Sandesh News BUREAU

Bangladesh and India may soon do away with dollar as the currency of exchange between two South Asian neighbours. The development is expected to reduce the cost of trade as well as losses due to Rupee-Dollar and Taka-Dollar differences.

The latest bilateral deliberations between Bangladesh and India took place on the sidelines of the G20 finance chiefs meeting held in the southern Indian city of Bengaluru on February 24-25.

The report, while citing Prime Minister Sheikh Hasina government's estimates, adds that every year, Bangladeshi nationals spend about 2 billion US dollars on treatment, tourism and education in India. India is among the top three import destinations



India, Bangladesh Consider Trade Settlement in Rupee.

for Bangladesh. For Indians and Bangladeshis visiting each other's countries, they would have a dual currency card that they can load with Indian rupees or Bangladeshi Taka before travelling.

Reports in the Bangladeshi media say that the exchange rate would be derived from the two currencies and not be worked backwards from the exchange rate of the dollar.

Media reported that the matter of Taka-Rupee bilateral exchange and dual currency card was brought up at a meeting

of Bangladesh's National Economic Council chaired by Prime Minister Sheikh Hasina.

At the meeting, Bangladesh Bank Governor Abdur Rouf Talukder reportedly said that the move would also reduce the pressure on foreign currency given the large volume of payments to India. "The pressure on reserves has come down a lot. The import bills have come down because of the measures taken. It is now possible to meet the import bills with the export proceeds and remittance inflows. But there are other dollar outflows that need to come down."

The rollout will first take place on a test basis, before a formalization of the process for the public by the public sector banks of the two countries.

DGFT notifies discontinuation of crude sunflower seed oil imports under TRQ from April 1

New Delhi
Sagar Sandesh News Service

The Directorate General of Foreign Trade (DGFT) has said in a public notice that the last date for import of crude sunflower seed oil under the Tariff Rate Quota (TRQ) has been revised to March 31, 2023.

Further, no TRQs shall be allocated for the import of crude sunflower seed oil in 2023-24.

TRQ is a quota for a volume of imports that enter India at specified or nil duty, but after the quota is reached, the normal tariff applies to additional imports. Earlier, in January, a



Sunflower seed oil similar decision was taken for crude soybean oil. Duty-free import of 20 lakh MT per year was earlier applicable for two financial years - 2022-23 and 2023-24 - for crude sunflower seed and soybean oil.

For crude sunflower seed oil, the TRQ was there till June 30 this year, as per a report.

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

Highest ever Import of crude from Russia



India's import of Russian Crude has touched a record high of 1.62 million barrels per day during February 2023 taking the overall share of imports to 35 per cent from Moscow.

India US commerce dialogue to resume after 3 years



India - USA Commercial Dialogue and CEO Forum will be held on March 10th to coincide with the visit of a top ranking US commerce



EXIM TREND

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

Exports to touch 750 billion US dollars during current FN year 2022-23

NEW DELHI
Sagar Sandesh News BUREAU

Commerce Minister Piyush Goyal has set a target of 750 billion US dollars exports for the country during the current financial year ending in a few days while inaugurating the new corporate office building of Export Credit Guarantee Corporation at Mumbai's suburb Andheri

With great responsibility and confidence, I am happy to share that figures until February 2023 are already in excess of what we did in the whole of last year, and we will certainly close this year with well in excess of 750 billion dollars of exports, another all-time historical record."

The Minister made a pitch for ECGC to become more modern and digital in

Minister Piyush Goyal: I am happy to share that figures until February 2023 are already in excess of what we did in the whole of last year.



its operations, leading to greater efficiencies, greater trust among exporters and improved performance. "I would urge ECGC to relook at all your processes. I would urge the industry to help us clean up the India story so that it is a story which the world will envy."

The Minister complimented ECGC for innovative measures like introduction of policy

where exporters with export credit limit of Rs. 20 crores are covered up to 90% of their losses, which he said used to be 60 per cent earlier. "We want more exports to enjoy these benefits, we cover around 22% - 25% of merchandise exports, we should aim to go up to around 50% so that almost MSMEs can benefit from these schemes and enjoy lower interest rates."

The Minister urged ECGC to see what more we can do to promote exports, come up with new ideas and become an important stakeholder in India's journey to take our exports to 2 trillion dollar exports by 2030 – a trillion dollar of exports in services and in goods each. "Then, we can set other goals in line with the goals of a developed India, an India which will truly become a Vishwa Guru. As India prospers, the world will also prosper along with it."

The Commerce Minister said that the newly inaugurated Vanijya Bhawan in New Delhi is the beginning of how the Government of India is going to look like across Ministries in Delhi. "Visitors from all

across the world including senior Ministers and Prime Ministers are all amazed when they see Vanijya Bhawan... This is the vision of our Prime Minister Narendra Modi, that our workplaces should define our work."

The Minister highlighted the importance of international engagement, in order to become a developed nation. "We have to build up that culture of an economy and ecosystem which can work with the best in the world from a position of strength, with full self-confidence."

Joint Secretary, Ministry of Commerce and Industry, Vipul Bansal observed that the ECGC has a higher-than-required solvency ratio and hoped that the company expands to reach the smallest exporters of the country.

2 Delhi Airport to serve as transshipment cargo hub for export cargo from Bangladesh

NEW DELHI
Sagar Sandesh News BUREAU

Delhi Airport has received the first batch of transshipment cargo from Bangladesh, paving the way for a faster and cost-effective route of shipping export cargo internationally.

Delhi Airport received approval from the Government of India on February 7, 2023, allowing DIAL, the company which operates the airport to serve as a Cargo Transshipment hub between Bangladesh for export cargo. The first batch, which left Dhaka on February 26, reached the Delhi Airport on March 3 and will take off for its destined location in Spain on March 5.

Civil Aviation Minister Jyotiraditya Scindia has been calling for the sector to undertake efforts to make India a transshipment hub for air cargo, given the country's ideal location serving as a mid-point between Europe, Central Asia and South East Asia, Far East Asia. The move will boost trade ties between India and Bangladesh and will increase business prospects in both countries.

Over the years, Bangladesh has emerged as a global manufacturing hub for ready-made garments. The new route of transportation is further expected to create new vistas of opportunity for the South Asian country.

Bangladeshi Readymade garments are especially in demand in Germany, the



Delhi airport

United Kingdom, France, Spain, Italy, Netherlands, Denmark, parts of Eurasia, and in the USA. **With Delhi Airport's direct connectivity to most European nations, this route will further boost the Indian government's initiative of helping reach countries of the Indian sub-continent to their full potential.**

To ensure ease of doing business, DIAL has created a special truck docking facility and a dedicated X-ray area for the swift transfer of cargo to their outbound locations.

Speaking on the occasion, CEO DIAL Videh

Kumar Jaipuria said "With this initiative, the Delhi Airport is on its way to becoming the International Cargo hub of the world, serving as a transshipment centre between East and West. Globally, most manufacturing happens in South and South-East Asian countries, which lack freight and cargo handling capacity. This is where Delhi Airport can help nations come together, help businesses and economies of neighbouring countries prosper."

Delhi Airport is the largest Cargo Hub Airport in the South Asia region, with two integrated cargo

terminals having an annual cargo handling capacity of 1.8 million tons, which is scalable to 2.3 million Tons. Transshipment hubs are points wherein the ports of origin and destination of the air cargo are located outside the boundaries of the country

NEWS IN BRIEF

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

Vessel ran aground in Suez Canal but vessel movement remains normal



The Liberia-flagged MSC Istanbul, heading to Portugal from Malaysia,...

Made in India tractors exported to US and Europe



Leading Multi-national Tractor Major John Deere India based...

Infrastructure mantra for development says PM



PM Modi: This year's budget imparts new energy to the growth of the infrastructure sector in the country.

NEW DELHI
Sagar Sandesh News BUREAU

Prime Minister Narendra Modi said the government considers infrastructure development as the driving force of the economy and this will help India become a developed country by 2047.

Addressing a post-Budget webinar on infrastructure and investment, he said that **this year's budget imparts new energy to the growth of the infrastructure sector in the country.**

"We consider infrastructure development as the driving force of the economy; India will achieve the target of becoming a developed

Tata Steel Mining signs MoU with GAIL to get clean fuel

New Delhi
Sagar Sandesh News Service

In order to reduce carbon footprint in its operations, Tata Steel Mining Limited has signed a Memorandum of Understanding (MoU) with GAIL (India) Limited for supply of natural gas to its Ferro Alloys Plant at Athgarh in Odisha's Cuttack district. **According to the MoU, GAIL will supply the agreed quantity of natural gas through its pipeline from Gujarat to Athgarh.**

Signing the MoU, Tata Steel Mining MD Pankaj Satija said, "As a responsible mining company, we are committed to protect the

nation by 2047 by following this path," Modi said.

There is a need to increase the pace of this development and move in top gear and in this Gait Shakti national master plan would play a critical role.

Government is working to create modern infrastructure in all areas such as roads, railways, ports and airports. It would help in enhancing the competitiveness of businesses and reduce logistics cost.

The government's capital expenditure or Capex has increased 5 times as compared to 2013-14. Under the National Infrastructure

environment by using cleaner fuels and signing of the MoU with GAIL (India) Limited will further help us in this direction."

Furnace oil emits more carbon dioxide, nitrogen oxides and sulphur oxides than natural gas does. Natural gas emits 27 per cent less CO2 and has lower levels of other pollutants, the company said in a statement. The project will lead to Green House Gas emission reduction by 968 tons, it said.

According to the MoU, GAIL will supply the agreed quantity of natural gas through its pipeline from Gujarat to Athgarh.



Pipeline, the government is aiming to invest Rs 110 lakh crore in the coming time.

Presenting the Union Budget in the Lok Sabha on February 1, finance minister Nirmala Sitharaman had announced hiking the capital expenditure by 33 per cent to Rs 10 lakh crore for infrastructure development for 2023-24

For decades thinking dominated in India that poverty is a virtue and earlier governments faced difficulty in investing in the country's infrastructure. **"Our government has not only pulled the country out of this thinking, but it is also making record investments in**

modern infrastructure," he said. As a result, he said, the average annual construction of national highways has nearly doubled since 2014, and electrification of railways lines has increased to 4,000 route kilometers from 600 route kilometers.

The number of airports have increased to around 150 from 74 in 2014. "We consider infrastructure development as the driving force of the country's economy. Following this path, India will achieve the target of becoming a developed nation by 2047. Now we have to increase our speed further. Now we have to go in top gear," Modi said.

Gati Shakti National Master Plan is going to rejuvenate India's infrastructure and multimodal logistics.



Logistics Club of Bengaluru Summit 2023 and Beyond

New Delhi
Sagar Sandesh News Service

The Logistics Club of Bengaluru (LCB) has announced the Logistics Club of Bengaluru Summit 2023 & Beyond at The Taj, MG Road, Bengaluru, on March 10th from 6:30 pm onwards. Around 150 Senior Delegates representing Trade and Experts & Management Professionals from the Logistics Fraternity, including the Chief Commissioners from the Bengaluru Airport and City Customs and representatives from BIAL Management, shall participate in this mega event

Focusing on the diffusion of logistics knowledge, the LCB has supported the cargo industry with various achievements. In association with Tirwin Management Services, the LCB organised over 80 Dangerous Goods Regulations and IMDG

training programs. It further hosted seminars and meetings with Logistics Skill Council (LSC), Custodians, Customs, and other authorities from the industry.

LCB has also organised joint programs with Steamer Agents Association, FIEO, EEP, AMTOI, ACFI, FKCCI, FISMEE and Logistics Skill Council. It has also been updating daily circulars and trade notices for the industry and bringing various stakeholders on a single platform. The organisers have made an excellent opportunity to various stakeholders of logistics industry to display products and services to senior government officials, bureaucrats, policymakers, the EXIM fraternity, big companies, and other logistics and supply chain stakeholders.

NEWS IN BRIEF

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

LP Logiscience to Add a Grade A Warehouse in Delhi NCR



LP Logiscience, the warehousing and contract logistics arm of the 100 year old legacy brand, Liladhar

LOGISTICS (ROAD/RAIL/AVIATION)



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

Salem Steel Plant divestment: SAIL agrees to give up 1,600 acres to Tamil Nadu

New Delhi
Sagar Sandesh News Service



File picture: The Steel Melting Shop at Salem Steel Plant | Photo Credit: LAKSHMINARAYANAN E

In a bid to facilitate divestment of Salem Steel Plant, Steel Authority of India Ltd (SAIL) has reportedly agreed to “give up

non-core land” to the Tamil Nadu government. In return, the state government will facilitate the divestment process, an internal note of the Ministry of Steel, reviewed by *businessline*, said.

SAIL will part with 1,600 acres of land “at market rate”, which is anticipated at ₹2,000 crore, and this land parcel is to be used by the Tamil Nadu government for its defence corridor.

Ministry officials, aware of the discussion, say of the total area of 3,900 acres, 1,700 acres falls under the company’s divestment plans. Some 1,600 acres will be transferred to the Tamil Nadu

government, and SAIL will be left with 600-odd acres of non-core land still.

A meeting between the SAIL CMD and the Tamil Nadu Chief Secretary was reportedly scheduled in February. The note adds that the Tamil Nadu state government is “requesting” transfer of non-core land (of the Salem Steel Plant), which is not covered under the divestment process.

According to the ministry’s note, the transaction advisor “could not arrange visits of the short-listed bidders due to law and order issues”. “DIPAM has taken up the matter with the Ministry of Home Affairs and Government of Tamil Nadu,” it reads.

The last date for submission of comments on definitive draft agreements was extended to July

8, 2022, whereas the last date for submission (physical) of non-financial bids and financial bids was extended to August 18, 2022.

The Union Cabinet had approved the divestment of Salem Steel Plant in October 2016. Bidding documents were issued to short-listed bidders on December 9, 2020.

Since then, SAIL has been trying to take up the issue of organising site visits for shortlisted bidders, for which it has approached the local police, district administration, and state government.

Documents available with the Ministry show that the SAIL CMD has spoken and sent letters on February 17, April 10 and October 28 (in 2021) requesting facilitation of site visits.

Allcargo launches its maiden golf tournament to create ESG awareness amongst 100+ corporates

New Delhi
Sagar Sandesh News Service

Allcargo Group, India-born global logistics conglomerate, held the maiden edition of its corporate golf event, Allcargo Invitational Golf Tournament, on February 26, 2023, at the Oxford Golf Resort, Pune.

The tournament, which was an extension of Allcargo’s overarching ESG theme — sustainability — was organised in collaboration with former Asian Games gold medallist for India in golf, Rishi Narain, and his team.

The tournament focused on creating awareness on ESG and sustainability through a number of unique initiatives. Nearly 100 corporate and business leaders travelled from across India to participate in it. Allcargo has also made the platform available for raising funds for the DEC Turkey-Syria Earthquake Appeal, with a \$50,000 goal, to aid in the recovery and rebuilding of lives affected by earthquakes in southern Turkey and northwest Syria.

The topmost priority for Allcargo Group is to ensure that its companies across countries have a common



Asian Games gold medallist Rishi Narain and his team teed off the initiative

framework for their ESG initiatives at different stages of evolution to create sustained outcomes whilst strengthening the group’s commitment to environment and societies. Keeping its consumers, stakeholders and employees at the core of all their activities, the Group strives to make a

difference in the world with the overarching theme of sustainability. Present in 180 countries, Allcargo Group takes its Corporate Social Responsibility (CSR) goals seriously and its initiatives have already touched over 360,000 lives.

“I am so happy that the Allcargo Invitational

Golf Tournament got such a wonderful response from India Inc.’s top leaders and our focus on ESG and sustainability was very well-received,” said Mr Shashi Kiran Shetty, Founder and Chairman, Allcargo Group.

The Allcargo Group is committed to building a sustainable future by adhering to Environmental, Social and Governance (ESG) and Health, Safety, Security, and Environment (HSSE) standards, people-centric policies, corporate governance, and environmentally conscious initiatives.

Allcargo is consistently working to reduce environmental impact by participating in CSR initiatives such as Maitree, which has planted over 710,000 trees to restore the ecosystem and diversify tribal farmers’ incomes.

PM expresses happiness over the completion of Gauge conversion Project Gujarat

NEW DELHI
Sagar Sandesh News BUREAU

Prime Minister Narendra Modi has expressed his happiness over the completion of Ahmedabad-Mahesana (64.27km) Gauge conversion Project

at a cost of rs 650 crores within a year.

It will be great for commerce and connectivity for Gujarat.

The project will streamline train operations, reduce travel time between

Ahmedabad and Mahesana & increase the freight carrying capacity on the major Ahmedabad-Delhi route.

Responding to the tweet by Ministry of Railways, the Prime Minister tweeted;

Great for commerce and connectivity for Gujarat

Several gauge conversion projects are implemented by the railways in Gujarat and most of them adhere to the stipulated deadline unlike other states.



PM Modi