



Ministry of Shipping
Government of India



JUNE 2020

— T H E — SAGARMALA — P O S T —



SPOTLIGHT



EVENTS DETOUR



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From the **SECRETARY'S DESK**



MODI 2.0 completed 365 days of effective governance in office. The Ministry of Shipping has been extremely active during the year, taking measures to improve the overall functioning of the shipping industry in general and upgrading the infrastructure of ports and its support organisations. Several new initiatives were also put in place especially in cruise and coastal tourism and introducing technology to improve efficiency.

Coronavirus continued to be the focus of attention at the Ministry. With industrial activity picking up pace, post easing of lockdown restrictions, all measures initiated in advance in the fight against coronavirus were reinforced to ensure that our exports and imports continue to move unhindered. Handling of ships and cargo at our ports has increased substantially from the previous months, indicating a clear revival of economic activity. Waivers of charges, rentals, fees and penalties were provided to shippers in the initial phases of the lockdown. SOPs issued to ports are continuing to be followed diligently thus ensuring a safe and healthy environment in ports. After the Government permitted change of crew on board Indian ships in Indian ports, the initiative was taken a step further, permitting signing off crew to return to India from overseas locations by the Vande Bharat flights as also through specially chartered flights. This has brought considerable relief to the families of ship's crew that were working on extended contracts. Several cruise ships operating with large number of India crew were and are being permitted to berth at Mumbai and disembark such personnel. The Director General of Shipping continues to provide support to shipping agents and crew management companies to facilitate the process of signing on/off of ship's crew. The DG Shipping also continues to monitor the requirements of COCs and other personnel and ship certification issues.

The year gone by has been replete with achievements, not easy to pen down here. Whilst the details are given in the issue, I am listing out some of the salient ones.

- Under the Sagarmala programme, a total of 27 projects worth Rs 13,608 were awarded and 31 ongoing projects worth Rs 5950 Cr were completed during the 365 days.
- The National Maritime Heritage Complex (NMHC) project was placed under the IPRRCL and is being progressed under a tripartite agreement between IPRRCL, Government of Gujarat and the Ministry of Shipping. Its concept design has been approved by the Ministry.
- Several infrastructure projects were completed along the NW 1 including a multimodal terminal at Sahibganj. Cargo movement by inland waterways is being preferred over road. 73.64 MMT of cargo was moved along this mode of transportation, a 2% growth over the previous year.
- Several diplomatic initiatives were concluded thus facilitating transportation of cargo to North East India, through Bangladesh utilising the Indo-Bangladesh Protocol routes.
- The Kaladan project from Sittwe to Paletwa in Myanmar was handed over to the Government of Myanmar.
- International standard cruise terminals are being built at ports with a view to ultimately cater for a capacity of 900 cruise ships docking every year, bringing in thousands of tourists. This will not only boost the economy but provide direct employment in the hospitality and tourism industries.
- Conscientious efforts across the industry has ensured that the "Trading across borders" parameter of Ease of Doing Business has moved 12 steps up to 68.
- Ship Recycling Act 2019 was enacted, and we acceded to the IMO's Hongkong International Convention for Safe and Environmentally Sound Recycling of Ships. With this, our recycling yards expect to attract larger number of ships, giving a boost to this industry.
- Approval has been accorded for a major port to be built at Vadhavan in North Maharashtra. Apart from bringing economic and social benefits to the region, it will have the capacity to berth Ultra large container vessels (ULCVs).

It is a remarkable achievement that with the support of each and every player in the industry, the nation has been able to sustain port operations and ensure that movement of EXIM cargo does not impact the industry and thus, the economy. Despite the worldwide impact of the coronavirus, the 1st year of MODI 2.0 has witnessed substantial progress in the development of our infrastructure.

Stay Safe, Wash Hands, Wear a Mask and exercise social distancing.

Sanjeev Ranjan
Secretary, Ministry of Shipping



MINISTRY LOGS CONSIDERABLE PROGRESS IN 1ST YEAR OF MODI 2.0

Prime Minister Modi's government completed 365 days in office, having taken oath on May 31, 2019. Ever since, Shri Mansukh Mandaviya, the Minister of Shipping (Independent Charge) has been busy getting the shipping industry in top gear. Barely two months into the Ministry, Shri Mandaviya announced new projects to enhance the traffic handling capacities at various major ports, especially Mumbai and Jawaharlal Nehru Ports. Amongst the many other initiatives, Cruise tourism has been given a substantial boost, in line with the upgradation of cruise terminals progressing at various ports. Signing of a Memorandum of Understanding (MoU) on passenger cum cargo services between India and Maldives in June 2019 is not only expected to increase passenger and cargo movement but promote inbound tourism too.

Sagarmala

The Ministry's flagship port infrastructure development programme continues to demonstrate remarkable progress. 27 projects worth Rs 13,608 Cr have been awarded and 31 ongoing ones worth Rs 5950 Cr have been completed. The National Maritime Heritage Complex (NMHC), being developed at Lothal in Gujarat, showcasing India's rich maritime heritage, is being steered by IPRCL under a tripartite agreement between the Ministry of Shipping, IPRCL and the Government of Gujarat. The concept design for the NMHC was approved in February 2020 and selection of a construction contractor is in progress.

To provide indigenous technology for Inland water transportation and coastal shipping, a Centre for Inland and Coastal Maritime Technology (CICMT) has been set up at IIT Kharagpur. This will make available testing and experimentation facility in the country for inland and coastal vessels – currently, shipbuilders have to approach various European countries for these services. An MoU has also been concluded with Germany for technology collaboration for the centre.

Renewed Focus on Inland Waterways

Inland waterways have been high on the priority of the government since it came to office in 2014. The Multi-Modal Terminal at Sahibganj in Jharkhand on River Ganga (NW-1)

under the Jal Marg Vikas Project was dedicated to the nation in August 2019. With the completion of this and several other projects, there is a substantial increase in the cargo being carried on various waterways thus boosting socio-economic and industrial development in surrounding regions. The impact of the initiative was witnessed during 2019-20 when 73.64 million tonnes of cargo was carried along various waterways, an increase of 2% over the previous year. The development of new waterways declared under the National Waterways Act, 2016 is underway while their navigability through regular hydrographic surveys is constantly being monitored. Further, the commissioning of the River Information System to streamline information exchange between waterway operators and users has helped optimize traffic and transport processes in inland navigation. Dredging is also being undertaken at several locations to ensure round the year connectivity on the National Waterways.

The IWAI procured eight Ro-Pax vessels from Cochin Shipyard to boost its vessel deployment on NW 1 and 2. The flagging off of a consignment of containers on the inland waterways from Haldia Dock Complex to the Inland Waterways Authority of India (IWAI) terminal at Pandu in Guwahati underscored the government's intent to improve



connectivity with the country's North Eastern Region. To further develop and provide seamless connectivity between NW 1 and 2 through IBP routes, the Eastern Waterways Connectivity Transport Grid is under development ultimately providing regional integration of five countries viz India, Nepal, Bhutan, Bangladesh and Myanmar.

Several diplomatic initiatives have also benefitted the development of the Inland waterways network. These are:-

Bangladesh- Opening up of Chittagram, Mongla, Jogighopa and Bahdurabad ports in Bangladesh has facilitated transit movement of goods through its territory through multi-modal transport means to our North Eastern states. Bangladesh has also agreed to provide navigational aids and pilot services on the IBP routes. Feasibility of navigation in Ichamati river is also being studied as also review of quantum of administrative fees is also being undertaken by Bangladesh.

Myanmar- In order to improve connectivity to the North Eastern states, specifically Mizoram, the Kaladan Multimodal Transit Transport project from Sittwe to Paletwa has been completed with port and IWT terminals at Sittwe and IWT terminal at Paletwa handed over to the Government of Myanmar. Further, six 300 tonnes IWT vessels have been constructed and handed over to the Myanmar authorities.

Bhutan- Connectivity between Bhutan and Bangladesh via NW2 and IBP route from Dhubri port in Assam to Naryanganj in Bangladesh.

Promoting Cruise Operations

Despite enjoying a coastline of more than 7500 kilometres, opportunities related to cruise tourism are far and few between. However, this is set to change as the Ministry has accorded it a top priority in 2019. Necessary steps are being taken to promote both international and domestic cruise services in India.

Domestic tourism got a fillip as the first private premium luxury cruise liner 'KARNIKA' allowed Indians to experience cruise tourism on the Mumbai-Goa, Mumbai-Ganpatipule (Jaigad), Mumbai-Diu and Mumbai-Gulf routes.

The development of International Cruise terminals under the Sagarmala programme will unleash international standard facilities thus attracting cruise lines to route their cruises through these ports. Mumbai, Goa, Mangalore and Kochi are already seeing increased visits by cruise ships. This is set to grow manifold in the coming years with as many as upto 900 cruise

ships touching Indian port annually bringing with them large volumes of tourists. Such initiatives not only boost the economy but more importantly, provide employment in the shipping, tourism and hospitality sectors.

To promote coastal tourism as also provide relief to commuters, the Maharashtra Maritime Board (MMB) in association with MbPT and with financial support of Ministry of Shipping has launched round the clock RO - Pax services between Ferry Wharf at Gateway of India and Mandwa near Raigad. The project involved the construction of a RO-RO jetty, breakwater and capital dredging at Mandwa. The travel time has reduced from 3.5 hours to cover the road distance of 109 km to about 45 minutes to cover a distance through ferry of 19 km.

Port Development

Ease of Doing Business- Ports play a critical role in international trade. India improved its ranking under the 'Trading Across Border'(TAB) parameter of Ease of Doing business (EoDB) from 80 to 68. This impressive record has been facilitated due to various measures like Direct Port Delivery (DPD), Direct Port Entry (DPE), Introduction of RFID, Installation of scanners/container scanners, Simplification of procedures etc., taken by the major ports.

Port Community System- An upgraded Port Community System (PCS) (PCS 1x version) has been introduced at the ports. The system enables seamless data flow between various stakeholders through a common interface. To move towards complete paperless regime, E-DO (Electronic Delivery Order) through PCS has been made mandatory along with e-invoicing and e-payment.

Major Port Authorities Bill 2020- The Union Cabinet approved The Major Port Authorities Bill 2020 which was subsequently introduced in the Lok Sabha on 12 March 2020. The new legislation, once approved by Parliament, would help to transform the Major Ports from 'service model' to 'landlord model' and provide them greater operational autonomy as well as in deciding tariff /SoR for services provided and usage of port assets, thereby ushering in more competitiveness and attracting investments. Modernization of institutional structure of Major Ports would help improve project execution capacity.

Major Port at Vadhavan- A major port is set to come up at Vadhavan, near Dahanu, in Maharashtra. The total estimated cost of the project is Rs.65,544.54 crore. Vadhavan port will be developed on the "Landlord model" for which a Special Purpose

Vehicle (SPV) will be formed with Jawaharlal Nehru Port Trust (JNPT) as the lead partner with equity participation equal to or more than 50% to implement the project. The SPV will develop the port infrastructure including reclamation, construction of breakwater, besides establishing connectivity to the hinterland. All business activities would be undertaken under PPP mode by private developers.

Public Private Partnership Projects- In its persistent efforts to provide world class infrastructure and services to tourists, Mumbai Port Trust will develop a Marina equipped with state of the art services of the best Marinas in the world to enhance and promote the growth of territory, the city, and at the same time to open the city to tourism by sea. Accordingly, the project 'Design, Build, Finance, Operate and Transfer (DBFOT) of Marina at Prince's Dock on PPP mode' at the estimated investment of Rs.373.33 Crore by the Concessionaire, has been approved by this Ministry in January, 2020. This will meet the demands and traffic of yachts & leisure boats enhancing the tourism potential of the country.

In order to provide world class infrastructure and services to cruise tourists at Mumbai Port, a strategic partner was necessary for operation & maintenance to ensure highest standards of services in Mumbai International Cruise Terminal. Accordingly, the project 'Development, Operation & Maintenance of Mumbai International Cruise Terminal (MICT) at Indira Dock on DBFOT (PPP) basis' at the estimated investment of Rs.192 Crore by the concessionaire has been appraised and recommended by the SFC on 23rd April, 2020. The project will also enhance opportunities for cruise tourism related activities.

The Kanhoji Angre Island as tourist destination will be an attractive feature to the growing cruise tourism at Mumbai. In order to enhance the tourism potential in the region and through tourism, provide a boost to the overall economy in the region, the Government has decided to develop Kanhoji Angre Island as a tourist destination. Accordingly, the project "Development, Operation and Maintenance of Kanhoji Angre Island as Tourist Destination on PPP basis' to the estimated investment of Rs.50.00 Crore has been approved by the Government in January, 2020.

Ship Recycling and Shipbuilding Initiatives

Ship Recycling- India took the first step towards its long-awaited reform to introduce green ship recycling by enacting the landmark Recycling of Ships Act, 2019. In addition, the country

also acceded to IMO's Hong Kong International Convention for Safe and Environmentally Sound Recycling of Ships in November 2019. Accession to the Convention is expected to boost India's domestic ship recycling industry. Elucidating the same, Shri Mandaviya said, "An appreciation from the IMO is a testimony of India's commitment to the global standards of Ship recycling. We are committed to the global best practices and aspire to become a role model in ship recycling industry."

Shipbuilding Subsidy- 153 Cr budgetary support for subsidy under the Shipbuilding Subsidy Scheme has been extended and guidelines for release of retained subsidy for 51 vessels constructed by various private shipyards under the previous scheme have also been issued by the Ministry. This will help the ship builders tide over difficult financial position due to the downturn in the sector.

Employment with Dignity

The Ministry's achievement in issuing the Biometric Seafarer Identity Document (BSID) capturing the facial biometric data of seafarers is important as it ensures complete identification of India's seafarers. This, in turn, would facilitate their movement across countries, aid in seeking employment on foreign ships while easing their identification process anywhere on the globe. The new card is in conformation to the Convention No. 185 of the International Labour Organisation (ILO) on BSID and its introduction by India was significant in the backdrop of the increase in seafaring activities.

Major ports are setting up Multi-skill Development Centres (MSDC) within their premises to train local population in trades that are essential for port operations. Such facilities will go a long way in developing the skill sets of the coastal community as also provide them avenues for employment in maritime organisations. MSDCs linked to Jawaharlal Nehru Port and Chennai Port have been operationalised.

Recognition of Seafarers Certificates

The Indian government in January 2020 approved a model pact with foreign countries for recognition of seafarers' competency certificates, thus, enabling mutual recognition of maritime education and seafarers' training by the countries who had signed the pact. Besides, the pact facilitated unilateral recognition certificates to Indian seafarers by the Directorate General of Shipping of another country sans requirement of Indian acknowledgment. This has resulted in more employment opportunities. Since India supplies the maximum number of trained seafarers, all stand to benefit from this pact.

Fighting the Coronavirus

Major industries across the world have been impacted in the aftermath of the Coronavirus that has spread across nations like wildfire. Lockdowns were necessitated across the globe to check its spread impacting the economic growth. Ports being the mainstay of our global supply chain network, needed to be fully geared to brace the initial impact and the sustain operations through the lock down. Having assessed the likely impact, the Ministry had swung in action swiftly by initially defining the processes to be followed at ports to ensure that the personnel, equipment, machinery and other infrastructure assets remain safe and operational.

Thereafter, the Ministry concentrated on ensuring ports remained operational to meet the requirements of import and export of cargo. Ports and their workers, both captive, contractual and related, were identified as part of an essential services network, thus allowing their movement to place of work. Thereafter, the Ministry, anticipating low cargo volumes in the wake of the epidemic, responded in an exceptionally smart and quick move with a slew of measures, operational and financial, to provide succour to the entire industry.

Waiver of Penalties

As early as March 31, 2020, the Ministry issued the following directions to the ports:

No Major Port to charge penalties, demurrage, charges, fee, rentals from any port user for delayed berthing or loading/unloading operations or evacuation of cargo attributed to lockdown measures.

All Major Ports to exempt or remit demurrage, ground rent over and above the free period, penal anchorage/berth hire charges and any other performance-related penalties that the ports may levy on related activities inclusive of minimum performance guarantee.

Shipping lines refrained from imposing container detention charges on export and import of containerised cargo shipments over and above the free term arrangement mentioned in contract during negotiations.

Force Majeure

Considering the unprecedented circumstances that port contractors find themselves in, the Ministry of Shipping issued the following directions:

The time taken to complete any project under implementation in

PPP mode or otherwise can be extended by the major ports.

Major Ports to permit waiver of all penalties depending on a case-to-case basis other than deferment of certain performance obligations.

COCs and other Personal Certificates

The coronavirus epidemic has caused the Certificates of Competency (COCs), Certificates of Proficiency (COPs) and Certificates of Efficiency (COEs) of seafarers on board or for those kept in reserve as replacement crew, to have lapsed or are likely to get lapsed. To ensure continued validity of these certificates, the DG Shipping has extended the validity of certificates expiring up to October 31, 2020 for six months.

SOPs for Cruise Ships at Indian Ports

The Ministry of Shipping had issued Standard Operating Procedures (SOPs) for international cruise ships at Indian major ports against the current coronavirus scare.

- Only international cruise ships that had intimated their call to any major port in India after January 01, 2020 would be allowed to call on these ports.
- International cruise ships carrying crew members or passengers with a history of travelling to COVID-19 affected countries since February 01, 2020 barred from entering any Indian port till March 31, 2020.
- Regular sanitization of the ships mandated.
- Daily examination of passengers in ships for possible COVID-19 symptoms.
- International cruise ships to dock only in ports with thermal screening facilities for both passengers and crew.
- Compulsory screening of passengers with influenza like illnesses (ILIs) in boarding ports terminals.
- Shipping agents to submit all documents related to crew and passengers confirming their travel history to and from the countries affected by the coronavirus pandemic.
- All passengers and crew members debarking international cruise vessels to fill in the Self Reporting Form prescribed by the Ministry of Health and Family Welfare and submit to the Port Health Officer.
- Passengers and crew members showing symptoms of the coronavirus disease to be quarantined in the ships.

Coordinated Management to Ensure Protection

Guidelines were issued for sanitisation of the ships and ensuring

adequate provision of PPEs for the ship staff and pilots boarding the vessels. The Ministry's proactive management deserves appreciation as it ensured all Indian ships in working condition with valid certificates. Besides, the Ministry made all possible efforts to repatriate Indian seafarers stranded in different parts of world while all foreign embassies were requested to extend help to stranded seafarers. The repatriation of Indian seafarers stuck in other countries could only be made possible with the coordinated efforts of the Ministry officials, port officials and DG Shipping, working in coordination with MHA, MEA, MOCA and DGCA.

National Ports Grid

Presently, 44 non-major ports under the various State Maritime Boards are fully operational. Considering that these ports are abuzz with trade and have served as important centres of the country's maritime activity, the Ministry of Shipping has plans to develop a National Grid for Ports to induce synergy between the workings of the major and minor ports in the country. A national grid of ports can help in optimising the multi-modal network for

exploiting the complementarities between ports and the inland waterway network, but also in terms of development of last-mile/first-mile road/rail infrastructure to ports that can in turn alleviate congestion on the larger road/rail network.

Conclusion

During the past year, India has witnessed unprecedented steps by the MoS to enhance the infrastructure at ports to facilitate increased cargo handling and passenger-carrying capacity. The coronavirus scare has not dampened the spirits of the ports as they continue to function in the national interest despite the raging epidemic that has claimed thousands of lives while putting lakhs of Indians at risk.

Not one to sit on its oars, the Ministry visualises ports to be future ready in all aspects be it capacity, modern equipment, technological upgrades, or international operating standards. Though several projects have been completed within the past one year, many more are in the pipeline.



Following MHAs' Sign On /Off SOP, Process Facilitated at Indian Ports

The Ministry of Home Affairs, at the behest of Shri Mansukh Mandaviya, Minister of State for Shipping (I/c), issued a Standard Operating Procedure to streamline sign-on/sign-off of Indian seafarers from merchant ships berthing at Indian ports. As a precursor, the Minister interacted with the ship owners, shipping companies, ship management companies, maritime associations and seafarers' unions through videoconferencing and discussed the various issues related to change of crew who were on extended contracts. The SOP issued by MHA was a consequence of this discussion which was attended by representatives of Indian National Ship Owners' Association (INSA), Maritime Association of Nationwide Shipping Agencies – India (MANSA), National Union of Seafarers of India (NUSI), The Indian Maritime Foundation (IMF), The Maritime Union of India (MUI), The Maritime Association of Ship Owners Ship managers and Agents(MASSA), etc.

The Minister acknowledged the role of seafarers in supporting the country's supply chain movement. He also appreciated the seafarers' patience and efforts in these testing times when the entire nation is reeling under the COVID-19 pandemic. He urged the participants to recommend a methodology for undertaking crew change in ports overseas an otherwise simple process made complex due to ban on international flights and immigration in several countries.

Post the Ministry of Home Affairs signing the SOP for the sign-on and sign-off of ship's crew at Indian ports, 145 Indian crew working onboard a German cruise lines were able to disembark at the Mumbai Port on April 23, 2020. The port staff and members facilitated the disembarkation post which the latter were subjected to stringent health check-ups in three stages. Arrangement for elaborate health check-up facilities were made where the MbPT doctors and medical officials helped the port health officers during the first stage of the health check plan. During the second stage, the crew were checked and stamped by MCGM health authorities for 14-day home quarantine. In the third and most critical stage, the swab of all disembarking crew was collected for testing. The usual processes of custom, immigration, security and port clearance were completed with all PPE and social-distancing norms, thereafter. The crew were kept under quarantine till their reports are affirmed negative.



Sign On/Sign Off at Deendayal port



Health Checkup of Indian Crew Disembarked at Mumbai Port

Operation 'Samudra Setu' Repatriates Indians from Foreign Shores

A large number of Indian nationals were stuck in various countries ever since a lock down was imposed by the Government to fight the threat from the coronavirus pandemic. The government launched a multi-pronged operation to repatriate these people from various locations, all over the world. Whilst the Vande Bharat scheme was launched to repatriate people by air, from distant countries, Operation Samudra Setu (Bridge across the Seas) was launched by the Indian Navy to bring back people from neighbouring and Gulf countries. The Ministry of Shipping in coordination with the Indian Navy made arrangements at various ports to receive the Indians brought back by Indian Naval ships.

Cochin Port was the first to throw open its facilities to receive the ships and the repatriates at the Samudrika Cruise Terminal. Terminal facilities were quickly modified to cater to the medical, health, immigration, and onward departure requirements to handle the incoming passengers. The first group of 698 passengers, comprising 595 men and 103 women and children, repatriated from Maldives, on board 'INS Jalashwa' of the Indian Navy, arrived on May 10, 2020. The repatriated people also included 14 children aged below 10 years and 19 pregnant women. Though most of the passengers were from Kerala and Tamil Nadu, repatriates of 18 other states/UTs were also on board the ship. Passengers with COVID-19 symptoms were disembarked first followed by others in small groups, district wise. Upon completion of formalities, the port health officials handed over the passengers to the District authorities for departure to their quarantine locations.

Post the Indian Navy's massive evacuation exercise during the lockdown, 202 more Indians stranded at Maldives reached Kochi on board 'INS Magar' on May 12, 2020. The third group of Indian expatriates arrived from Maldives on board 'INS Jalashwa' on May 17, 2020.

As part of the mission, the Indian Navy ship 'Jalashwa' brought back 686 Indians from Colombo, Sri Lanka to the VO Chidambaranar Port on June 02, 2020. Of them, nine were Indian fishermen released by the Sri Lankan government in

March 2020 but could not return to India then.

All ports have established an SOP for disembarking passengers which, inter alia, includes thermal screening of passengers followed by swab collection for COVID-19 test on arrival by the Port Health Organisation. Customs and immigration procedures are carried out inside the terminal, where arrangements have also been made for the distribution of SIM cards by BSNL and installation of the Aarogya Setu app in mobile phones of passengers. Disinfection facilities for baggage and free Wifi have also been made available by the port at the terminal.

The repatriation being an ongoing process, various State Governments have ensured that adequate arrangements have been made for onward travel to hospitals/institutional quarantine centres/home quarantine by deploying ambulances, state transport buses and taxis. These arrangements are being coordinated by the respective district administration, police and health departments, in consultation with port authorities and the Indian Navy.



The second Indian Navy ship under 'Operation Samudra Setu' - INS Magar with 202 evacuees from Maldives enters Cochin Port



Cochin Port Trust Officials Disinfecting Luggage of Indian Repatriates



Cargo Movement through IW and IBP Routes Continues

The coronavirus epidemic, just like every other industry, impacted the movement of cargo along the inland waterways as well. As part of the lockdown, movement of vessels into India along the IBP routes had been put on hold initially impeding export of products e.g. Flyash to Bangladesh. 242 Bangladesh flagged vessels operating on IBP routes under the IWTT protocol, which had entered India prior lockdown, returned to Bangladesh. Movement of these vessels into India was permitted wef 27th April 202, after an SOP was issued by the Ministry of Shipping, in consultation with the Ministries of Home Affairs and Health & Family Welfare. Accordingly, 163 Bangladesh flagged and five Indian flagged vessels were given the go ahead to operate on various IBP routes. Export of flyash began in right earnest end April and over two lakh tonnes of cargo has been transported since. Additionally, 1755 tons of imported coal, destined for Meghalaya, was transported from Haldia to Guwahati via National Waterway 1, Sundarbans and the IBP route.

Wide publicity was given to the re-opening of the IBP route on

April 26, 2020 and was notified to relevant stakeholders in the Eastern and North-Eastern Region including shippers, freight forwarders, terminal operators, and allied service providers as also to CII, FICCI, ASSOCHAM and others to utilise inland waterways on the IBP route.



IWAI Haldia Jetties



Cargo Movement on NW-1



COVID facility at JNPT

120 Bedded COVID Facility at JNPT

A 120 bedded hospital facility was created by JNPT, for exclusive use by the Maharashtra government, to treat COVID 19 patients in the local communities adjoining JNPT. The facility at Bokadvira in Uran was being used as a training center by JNPT. An ambulance has also been placed at the exclusive disposal of the local authorities. With these facilities, it is

hoped that the preparedness in the neighbourhood of the port will remain high and help the local community in fighting the pandemic.

As part of its social responsibility, JNPT has been undertaking extensive sanitization drives in nearby villages and has distributed thermal scanners to sarpanch of these villages. A large part of the support manpower for the port resides in these villages and their well-being directly impacts the efficient functioning of the port.

JNPT has been operational through the lockdown and has been following all guidelines issued by the Ministry to ensure safety of its workforce. Sanitisation of buses, providing accommodation to the staff in the township, conducting check-ups of the work force and providing them meals have been some of the measures rigorously implemented at the port.

Indian Logistics Sector reviews operations Post COVID-19

A webinar was conducted by the Federation of Freight Forwarders Associations in India (FFFAI) on 'Financial Planning of Custom Brokers' on May 01, 2020. The webinar, attended by over 500 members, was addressed by noted management consultants from FFFAI, Delhi Customs Brokers Association and the Indian Institute of Freight Forwarding. Amongst the salient issues discussed included: -

- The entire manufacturing and EXIM industry had been impacted by the effects of COVID 19 with a likely impact on shipping as well.
- In the present times of crisis, there was a need to interact with domain experts and acquire proper knowledge to tackle the intricacies of the current scenario. Hence the webinar.
- The need for constant discussion with the Government to mitigate the hardships caused due to the lockdown.
- Review and revisit the business model to address financial planning and control, credit management, creation and utilization of digital platforms and reducing administrative costs.
- The need to adopt drastic cost-cutting measures, better management of finances especially due to poor revenue inflows.
- Quickly adapt to new work environment of lower staff strength, social distancing, frequent sanitisation and work from home. The need to incorporate E-initiatives in line with the initiatives of ministries, ports and customs was also highlighted.

Adopting advance payments as opposed to credit basis may be the new 'mantra'.



Containers Stacked at Container Terminals at an Indian Ports



Kolkata Port Installs RFID to Tackle Cargo Theft

Kolkata Port has tightened its security controls in and around the port considering the rising spate of criminal activities leading to loss of cargo from the port. In a bid to add more teeth to its security at the docks, the Kolkata Port Trust (KoPT) has installed a radio frequency identification (RFID) system to further tighten the access within the port premises.



Experiences of cargo containers being broken to smuggle cargo had raised security concerns at the port. This led to operational inefficiencies and lack of trust among the stakeholders who suffered continued losses due to smuggling of the cargo. Putting in place the RFID system ensured better control of vehicle access, people's entry, automated port activities, generated alerts on unknown activity patterns while tracing cargo movement and patterns. These security practices have helped in preventing revenue leakages and malpractices at the gates. Apart from tracking every vehicle that enters and exits the port, the advanced security tactics have helped view activities within and around the port premises.

The system has introduced 'paperless' permits, thus, lessening the chances of getting contaminated from COVID-19 through human contact. All port members and officials who enter port including stevedores, labours, custom officials, etc. will have access to RFID chip-enabled cards. The permits can be renewed online, thus, saving port employees the hassle of queuing outside port permit offices.

KoPT Lights up Rabindra Setu as a Tribute to its Corona Warriors

There is a lot more to India's fight against Coronavirus than what statistics explain. While one may appreciate the country's strict regulations to impede community transmission, we cannot help showing respect to our healthcare workers, defence personnel and cleaning staff for the unspeakable pain they are going through to keep this country from reeling under the disease. Also, called Corona warriors, these people have faced humiliation and rejection from certain illiterate communities radicalised into thinking that the allegedly affected are being quarantined and treated simply to gain political mileage. However, at the heart of all this, is the persistent valour of these people who have continued to serve and relieve the coronavirus affected from death or possible effects of the virus that is both contagious and dangerous.



Lighting up of the Iconic Howrah Bridge by Kolkata Port Trust

The Kolkata Port Trust (KoPT) in conjunction with Signify paid a tribute to all the COVID-19 warriors of the state by lighting up the iconic engineering marvel Rabindra Setu popularly known as the Howrah Bridge. Magically lit with the colours of life on the International Day of Light, the KoPT gives a befitting tribute by sending across a symbolic message through the light of life.



Dr Abhijit Singh, Executive Director, IPA

INDIAN PORTS ASSOCIATION: Aim To Make Indian Ports More Competitive Globally

India has quickly climbed up the “Ease of Doing Business” ranking during the past five years. There has been a slow and perceptible change in the working and development of most ports which now revolves around the PPP model. The introduction, in Parliament, of the Major Ports Bill 2020 and the Ship Recycling Act, 2019 has changed the outlook towards the regulation and operations of the shipping sector as also the shipbreaking sector. The government's latest focus on cruise tourism underscores its intent to tap the economic potential of this sector. In a recent conversation about ports and India's shipping sector, **Dr Abhijit Singh, Executive Director, IPA** talks about how the government is keen on making Indian ports more competitive globally

Q. What are the major challenges that Indian ports are currently facing in implementing the "Ease of Doing Business" model?

As per the latest Ease of Doing Business Ranking (Doing Business 2020) released by World Bank, India ranked 63 among 190 countries. India has leapt 14 ranks over its rank of 77 in the DBR 2019. Back in 2015, India was ranked 142. The Ease of Doing Business (EoDB) ranking is calculated based on 10 different indicators such as getting electricity, getting credit, enforcing contracts, etc. As far as the Ministry of Shipping is concerned, it has a huge role to play in improving the “Trading Across Borders” indicator ranking, thus, impacting overall the EoDB ranking. Currently, India is ranked 68 on “Trading Across Borders” indicator.

This indicator records the time and cost associated with the logistical process of exporting and importing goods. It measures the time and cost (excluding tariffs) associated with three sets of

procedures-documentary compliance, border compliance and domestic transport-within the overall process of exporting or importing a shipment of goods. Numerous measures like modernisation, mechanisation and digital transformation such as Direct Port Delivery, Direct Port Entry, Port Community System (PCS1x), installation of container scanners and Radio-Frequency Identification (RFID) system, doing away with manual forms, etc. have been taken to reduce time and cost in EXIM trade, thus, aiding in business operations.

Major ports are working vigorously in implementing such digital high-tech solutions to ease the flow of cargo from the ports. The major challenge is taking all the stakeholders on board to make the entire ecosystem work efficiently. We are continuously organizing roadshows and stakeholder meetings & consultations to overcome this challenge so that every stakeholder understands the system and sees huge value in adopting the same.

Q. There is a lot of potential in domestic cruise tourism. Is the government taking any steps to rekindle this sector to tap its economic potential?

The Ministry of Shipping has turned its focus towards maritime tourism to promote domestic and international tourism. Some of the recent steps taken to rekindle the sector include: -

- A national roadmap for the development of cruise tourism has been made through an internationally renowned consultant, which has projected the possibility of phenomenal growth over 25 years in the number of passengers from 0.2 million in 2016 to 4 million in 2041, increase in ship calls from 166 to 955 and passengers per ship from 1200 to 4100, employment potential of 2,50,000 persons from the existing 5000 persons and economic potential of Rs. 35,500 crores compared to Rs. 712 crores in 2016.
- Currently, ports of Mumbai, Goa, New Mangalore, Cochin and Chennai are primarily the ports of call for cruise lines. Cruise terminals with modern facilities have been constructed/being constructed at these ports.
- Besides, India's domestic Cruise Ship Angriya, with best-in-class amenities, has commenced operations between Mumbai and Goa on every alternate day. So far, this cruise ship has made 64 calls at each of the ports of Mumbai and Goa and 55798 passengers have been handled during 2018 – 19.
- A task force under the joint Chairmanship of Secretary (Shipping) and Secretary (Tourism) was constituted in November 2015 for coordinated efforts to create an enabling eco-system for the development of cruise tourism in India.
- Standard Operating Procedures (SOPs) have been issued to Major Ports. A monitoring committee has been constituted to ensure smooth implementation of SOPs.
- Foreign flag cruise vessels have been allowed to call at Indian ports without obtaining a license from DGS and this facility has been extended until February 05, 2024.
- To make India attractive to cruise passengers and to promote cruise tourism, e-visa procedure has been streamlined for quick immigration clearance. Passengers arriving with e-visa have been exempted from the requirement of biometrics.
- Port charges have been rationalized at all major ports to attract cruise ships.
- Port-level committees under the Chairmen of respective major ports have been constituted to address manpower, coordination and logistic issues.

Q. For which aspect of the ports' working and development, the PPP model would be unsustainable?

Public Private Partnerships (PPPs) are contractual means to deliver public assets and public services. A contract may fail for many reasons. A good number of them are naturally related to the PPP characteristics and even to the essence of the project itself. But the contract should be ready to tackle many risks which can affect a project and are unavoidable most effectively and efficiently. PPP fails when it does not properly allow the parties to deal with such circumstances; this creates unbalanced situations or produces early contract terminations that could otherwise have been avoided.

Also, value for money must be protected and maximized through the preparation and implementation process, and throughout the life of the contract. This involves proper management of the process, with suitable capabilities and resources, as well as the need to follow standard approaches and good practices. To make PPP model sustainable for ports, government over the years has been continuously reforming the policies and guidelines in consultation with all the stakeholders and has been very empathic to the need and demands of the private sector. Already the government has amended the Model Concession Agreement which was approved by the Cabinet during January 2018 to obviate the problems being faced in execution of PPP Projects on account of certain provisions of the earlier MCA. Also, the government is drafting guidelines for dealing with Stressed PPP Projects at Major ports.

Q. What are the major factors that will enhance global EXIM trade through Indian ports?

Various factors can enhance the global EXIM trade through Indian ports. For example, bilateral and multilateral FTAs can boost the EXIM trade through Indian ports. Due to such agreements, India is exporting a huge number of automobiles to Africa and Latin America. China's increasing labour cost and growing trade frictions with America can lead to shifting of manufacturing facilities to India by global manufacturing players which can enhance exports through Indian ports.

An anticipated increase in demand in consumption of petroleum production, coal, natural gas for power generation and fertilizer industry, production of steel, fertilizer imports, etc. leads to an increase in imports through the ports. Similarly, an anticipated increase in surplus exportable items leads to an increase in exports. The growth in container traffic is envisaged



to international trade growth, penetration of containerization and hub and feeder service structure.

Further, measures taken for improving efficiency and reducing the time to export through technology can boost trade through Indian ports. Rationalizing the tariff structure and discount methods at Major ports can also have a huge impact on the growth of EXIM trade at these ports.

Q. The passing of the Ship Recycling Act will increase the brand value of our Ships Recycling Yards located at Alang in Gujarat, Mumbai Port, Kolkata Port & Azhikkal in Kerala. Please elucidate.

The Ship Recycling Act, 2019 ensures an environment-friendly recycling process of Ships and adequate safety of the yard workers. This Act paves the way for more global ships to enter Indian Shipyards for recycling and boost employment and business opportunities. Now, ships to be recycled in India will need to obtain a 'Ready for Recycling Certificate' under the Hong Kong Convention. Hoping for increased business, many recycling plots, especially at Alang in Gujarat, are also gearing up and obtaining Statement of Compliance (SOC) with the Hong Kong Convention. India is a leader in the global ship recycling industry with a share of over 30 per cent of the global market. After this act the share is expected to grow up to 60% in coming years as countries which earlier didn't use to send their ships to India for recycling, citing environmental and safety concerns, will start doing so. Thus, this Act will increase the brand value of ship recycling yards in India.

Q. What are the activities currently in the pipeline to push the idea of port-led development?

There is a slew of projects in the pipeline under the port-led development programme. Some of them are as under: More than 500 projects under the Sagarmala Programme are under different stages of development, implementation, and completion with a total investment of more than Rs. 3.5 lakh crores.

- More than 151 projects worth about Rs. 80680 crores have already been completed and the balance projects are to be completed in stages by 2035
- All these projects focus across the areas of port modernisation & new port development, port connectivity enhancement, port-linked industrialisation and coastal community development
- Development of world-class, deep-draft container port at VadHAVAN
- Development of deep-water terminal in the eastern coast capable of handling super cape size vessels and adopting

international norms in the bulk carrier in Paradip Port

- Developing western dock in the Paradip Port with a deep draft for handling dry bulk capsize vessels
- Development of two new berths and mechanisation of the three berths at Paradip with an estimated cost of Rs. 2800 crores with an additional capacity of 50MMTPA
- The government is reorienting ports like Mumbai, Goa and Chennai from cargo handling port to a hub of cruise and recreational tourism.

Q. What is the level of support expected from the government to ensure overall ports' growth and development?

The priority for the government and ports is to expedite ongoing projects and bring more investments into port-led development programme under Sagarmala. Also, the major ports are taking a huge leap in digitisation and automation transformation. These measures would help Indian Major Ports compete with global ports and facilitate both EXIM and domestic trade.

To ensure the efficient and expeditious working of major ports, it is very necessary to overhaul the administrative setup of the port trusts. The government is pushing for a new 'Major Port Authorities Bill' to pass from the Parliament to modernize the institutional structure of the Major Ports so that they are in a position to perform efficiently in the competitive port sector and provide greater autonomy to Ports. I expect this would be done in the next session of parliament. Further, the government needs to make efforts and come up with a coherent policy for expediting long-pending environmental clearances for projects taking along the state governments as per the NGT guidelines. Delay in such clearances not only affect the project implementation but also dampens the investors' confidence.



A ship in dry dock at Mumbai Port





ANCIENT INDIAN PAINTINGS AND SCULPTURES SHOWING SHIPS USED IN MARITIME TRADE

There is a lot about ancient Indian maritime trade that is unsaid, and hence, unknown. Ancient Indian art has been representative of the trade through seas and rivers prevalent in early Indian civilizations. The earliest evidence of the use of sails and maritime trade can be dated back to the Harappan people during the Bronze Age. Though the depiction of ships and boats are rare as opposed to the more popular depictions, archaeologists and researchers have found many sculptures, murals, paintings, engravings, seals, terracotta models, coins, etc. that highlight the details of ancient ships, the shipbuilding technology used and other information surrounding the same.

Be it the excavations at Mohenjodaro or those at Alagankulam, the various rock-cut sculptures or the paintings on the caves or the temples and monuments, there is ample evidence of ancient India's maritime prowess, particularly, for travel and trade.

Paintings in Rock-cut Caves

Widely spread in time and space, one can find these art forms from the Northern parts of the country including Uttar Pradesh to Tamil Nadu in the South, Gujarat in the West to Assam on the Eastern end. The political map of ancient India is starkly different from what it is today, thus, explaining scholars describing the ship representations on the bas reliefs on the Borbudur stupa as Indian ships.

Prehistoric rock art found in stone age rock shelters, especially paintings, hint at the existence of shipping. Paintings of boats have been found at Gojara, Kowar Khoh and Kerwa Ghat. The sculptures show these boats to be simple and small that may have been used in small ponds, probably for fishing purposes and hunting of turtles. Apart, the shapes of these boats show that they were not merely makeshift rafts but carefully constructed boats with stems and sterns that were well-shaped. The upward pointing direction of the stems and sterns indicate improvement in boat or shipbuilding technology that can be attributed to their dependence on water for trade or other uses. The material used for the construction of these boats is hard to decipher though some boats have been found with outriggers to prevent them from capsizing in rough waters. However, their

shapes suggest that they may have been made by tying bundles of reed or scooped logs.

The cave at Chamardi village in Bhavnagar district



Painting of A Boat in Kilvalai Rock Shelter in Tamil Nadu

of Gujarat has two sail ships of the historical period drawn on them. The ships painted have a single mast and a lateen sail apart from anchors that can be seen hanging from the prow. The bigger vessel has a high upturned stem and stern with a flag flying at the sternpost. The other ship has a rudder and a helmsman at the stern. With all the features of sea-going vessels depicted in the paintings, archaeologists estimate that these vessels were engaged in maritime trade with foreign nations.

Two representations of boats have been found in Tamil Nadu too. The rock paintings at Karimaya Kavundanpatti depicting a boat is slated to be around 1000 BC. The painting in the rock shelter at Kilvalai is dated to 700 BC.



Ancient Indian ships have been best represented through the Jataka stories painted on Ajanta caves. The paintings of the ships are found in the caves numbered 1, 2 and 17. Varieties of ships and boats have been depicted through paintings, thus, depicting pleasure-seeking boats, seagoing ships for trade and travel, ships used for naval warfare along with small canoes. One of the ships with three masts in full sails is one of the best and most comprehensive representation of a sailing ship in Indian art. A mural in Cave No. 17 shows two small boats with three masts. The wreckage of a boat due to running aground on a coral reef can be made out in the picture.



Illustration of a boat from the right wall of Cave No. 2 at Ajanta from James Burgess' 'Original Drawings from the Buddhist Rock Temples at Ajanta'

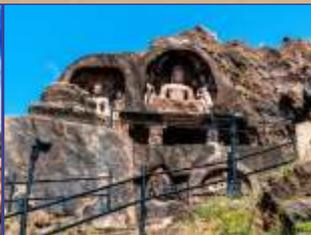


Painting of a three-mast sail ship at Ajanta Cave No. 2

Sculptures in Rock-cut Caves



Sanchi Stupa



The Famous Amaravati Stupa



The Carving of a Ship on Amaravati Stupa with a Cabin in the Middle

Sculptural panels on the stupas of Amaravati, Bharhut and Sanchi represent the kind of vessels being used for maritime trade in those days. One can find two boats carved on the pillars of the eastern and western toranas of the Sanchi stupa. The structure carved on the Southern face of the northern pillar of the western gateway suggests that of a royal ship or a big seagoing vessel that may have been used for overseas trade. On one of the pillars of the Amaravati stupa is the carving of a ship with a cabin in the middle containing sacred relics of Lord Buddha placed on a throne.

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Hero stone Depicting Major Naval Battle from Silahara rule



Ships on Hero Stones from the West Coast of India

Four hero stones in the village of Eksar near Mumbai have been found carved with naval battles. Though damaged to a great extent, the representation of naval ships with masts highlights the dominance of ships on the seas.



Hero stones from Goa Depicting Naval Battles

A boat carved in the Shiva temple at Tirumangalam, Tamil Nadu has an upturned stem and stern. The shape of the boat resembles the Vattai found near the Tamil Nadu coast.



Boat with King on Bhogamandapa of Jagannatha Mandira

Besides, high waves have been depicted below the boat indicating that it might be a sea-going vessel.

Another sculpture of a ship with a single mast has been found at Ratnagiri, Orissa. Archaeologists date it back to 8th century AD. Representations of boats and ships have been found in numerous stone sculptures at Puri, Bhubneswar and Konark.



Vaithal Deol, Bhubaneswar, Odissa

There is a unique temple in Orissa that has an 'upturned ship' on one of the portions of its top. Situated on the western banks of the large Bindhusagar Lake, the depiction of the ship shows that the area was a thriving inland port.

The much-renowned Jain temples at Dilwara, Mount Abu have six ships carved on the ceiling of Luna Vasah. The ships are carved in white marble and have a thick central post supported by stays carrying numerous soldiers aboard. There are representations of multi-decked ships too. Two other ships with single masts are representations of ships used to carry passengers across countries and continents.



“The Earth is our only home. Let's aim to take care of it.”



Tree Plantation Drive at Various Ports

The Sagarmala Post

(A Newsletter On Sagarmala Programme By Union Ministry Of Shipping)