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The Annual Shipping Conclave; Logistics in India-The Way Ahead on 7th December, 2018 at The Bengal Chamber



**» দূষণ কমাতে
জনপথে জোর**

দূষণ কমাতে জলপথ পরিবহণে জোর দিচ্ছে কেন্দ্র। কমবে যানজট, দুর্ঘটনাও। শুক্রবার কলকাতায় জানালেন কেন্দ্রীয় অন্তর্দেশীয় জলপথ পরিবহণ সচিব প্রবীর পাণ্ডে। এদিন বেঙ্গল চেম্বার লজিস্টিক নিয়ে এক সভার আয়োজন করেছিল। ছিলেন কলকাতা বন্দরের চেয়ারম্যান বিনীত কুমার, রাজ্য পরিবহণ দপ্তরের যুগ্মসচিব অমিতাভ সেনগুপ্ত, বণিকসভার সভাপতি ইন্দ্রজিৎ সেন প্রমুখ। আলোচনাসভায় জানা গেল, নভেম্বর-ডিসেম্বরে জলপথ পরিবহণ সম্ভব নয় বলে যে-ধারণা ছিল তা ভেঙে গেছে।

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খরচ কমাতে

» জাহাজে জ্বালানির খরচ কমাতে মিথানদের ব্যবহার করতে চায় কেন্দ্র। তাই পরীক্ষামূলকভাবে হুগলি ডক অ্যান্ড পোর্ট ইঞ্জিনিয়ার্সের সাহায্যে কলকাতায় তিনটি জাহাজে বিশেষ ইঞ্জিন বসাবে কোটিন শিপইয়ার্ড। শুক্রবার বেঙ্গল চেম্বারের সভায় জানালেন কেন্দ্রের জলমার্গ বিকাশ প্রকল্পের অধিকর্তা প্রবীর পাণ্ডের।

হলফনামা দাবি

» টাটা ট্রাস্টসের ম্যানেজিং ট্রাস্টি আর বেঙ্কটরমন্নের আবেদনের ভিত্তিতে মাপুরজী পালোনজী সংস্থাকে হলফনামা দিয়ে জবাব দিতে বলল বোর্ডে হাইকোর্ট। বেঙ্কটরমন্ন তার বিরুদ্ধে ওই সংস্থার মানহানির মামলায় নিম্ন আদালতের নোটিস বাতিলের জন্য আবেদন জানিয়েছিলেন।

বাড়ল গাড়ির দাম

» জানুয়ারি থেকে ভারতে সমস্ত গাড়ির দাম ৩% পর্যন্ত বাড়ান্বে জার্মান গাড়ি সংস্থা ফোন্সভাগেন। তাদের দাবি, গাড়ি তৈরির খরচ বাড়ায় এবং ডলারে টাকার দাম কমাতেই এই সিদ্ধান্ত।

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নতুন বরাত হুগলি ডকের

এই সময়: কোচিন শিপইয়ার্ডের
মৌখ উদ্যোগ সংস্থা হওয়ার
পর কলকাতার হুগলি ডক
অ্যান্ড পোর্ট ইঞ্জিনিয়ার্স নতুন
করে বরাত পেল। ইনল্যান্ড
ওয়াটারওয়েজ অথরিটি অফ
ইন্ডিয়া (আইডব্লিউএআই)
কোচিন শিপইয়ার্ডকে তাদের
তিনটি ছোট জাহাজকে মিথানল
জ্বালানিতে চালানোর জন্য নতুন
ইঞ্জিন বসানোর বরাত দিয়েছে।
সেই কাজ হুগলি ডকে করা
হবে বলে শুক্রবার জানিয়েছেন
আইডব্লিউএআই ভাইস
চেয়ারম্যান প্রবীর পাণ্ডে।

এদিন কলকাতায় বেঙ্গল
চেম্বার অফ কমার্স অ্যান্ড
ইন্ডাস্ট্রি আয়োজিত এক
অনুষ্ঠানের ফাঁকে তিনি বলেন,
'আমরা জ্বালানি খরচ কমাতে
ডিজেল ও মিথানল মিশ্রণে
জাহাজ চালানোর পরিকল্পনা
করেছি। তারই অঙ্গ হিসাবে
আমরা তিনটি জাহাজের
ডিজেল ইঞ্জিন পরিবর্তন
করে নতুন ইঞ্জিন বসানোর
বরাত কোচিন শিপইয়ার্ডকে
দিয়েছি। বরাত মূল্য তিন
কোটি টাকার মতো। কোচিন
শিপইয়ার্ড কাজটা হুগলি
ডকে জানুয়ারি থেকে শুরু
করবে।' তিনি জানান, কোচিন
শিপইয়ার্ডের সঙ্গে মিথানল
জ্বালানির জাহাজ ইঞ্জিন
নিমাণে সুইডেনের একটি
সংস্থার গাটছড়া রয়েছে।

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**দুর্ঘটনা হ্রাসে
জলপথ
ব্যবহারের
পরিকল্পনা**

নিজস্ব প্রতিবেদন: সোনালি চতুর্ভুজ প্রকল্পের পরই প্রাক্তন প্রধানমন্ত্রী অটল বিহারী বাজপেয়ী জলপথকে বিকল্প পরিবহণ হিসেবে ব্যবহার করতে চেয়েছিলেন। সেকথা মাথায় রেখেই সড়ক দুর্ঘটনার পরিমাণ ও দূষণ কমাতে বিকল্প পরিবহণের কথা ভাবছে কেন্দ্রীয় জাহাজ মন্ত্রকের অধীন আন্তর্দেশীয় জলপথ দপ্তর। সংস্থার চেয়ারম্যান প্রবীর পাণ্ডে বলেন, 'বিকল্প পরিবহণ হিসেবে জলপথের মাধ্যমে দূষণ ও সড়ক দুর্ঘটনার চাপ কমানো হচ্ছে। গুজরাট, শহরের এক বণিকসভা দ্বারা অয়োজিত 'অষ্টম অ্যানুয়াল শিপিং কনফ্রেন্স'-এ একথা জানান প্রবীর পাণ্ডে। এদিন তিনি বলেন, 'মিথানল ইঞ্জিন-সহ ছ'টি কার্গো ভেসেলের নকশা করা হচ্ছে, যা ২০১৯-র জানুয়ারি থেকে চালু হবে।

এ ছাড়া জলপথে ব্যবহারের জন্য ২০-২৫টি জাহাজ কেনার পরিকল্পনা রয়েছে। এদিন প্রবীর পাণ্ডে বলেন, 'জলপথ পরিবহণ ক্ষয়িষ্ণু নয়, যা স্থায়িত্ব ও নির্ভরযোগ্যতা নিয়ে এসেছে। মন্ত্রকের তরফে সামুদ্রিক জ্বালানি হিসেবে মিথানল খেঁজার কাজে জোর দেওয়া হচ্ছে। নীতি আয়োগের আওতায় এই উদ্যোগ কার্যকর করা হচ্ছে। মিথানলের ব্যবহারযোগ্যতা পরীক্ষা করার উদ্দেশ্যে কলকাতা ও কোচিনে শিপ ইয়ার্ডগুলোর জন্য তিনটি ওয়ার্ক বোর্ড নকশা করা হচ্ছে।' মিথানল সরবরাহ যদি সাফল্য লাভ করে, তা হলে লজিস্টিক মূল্য হ্রাস পেয়ে লিটার প্রতি ২৬ টাকায় দাঁড়াবে। তাই মন্ত্রকের তরফে বাংকারিং ও জ্বালানি সরবরাহের ব্যবস্থার ওপর জোর দেওয়া হচ্ছে বলে মন্ত্রী জানান। পাশাপাশি আন্তর্দেশীয় জলপথ দপ্তরের চেয়ারম্যান মন্তব্য করেন, '২০-২৫টি জাহাজ কেনার পরিকল্পনা রয়েছে। বিশেষ করে উত্তর-পূর্বাঞ্চলে রোরো আইনের চাহিদা ক্রমশ বাড়ছে। আধুনিক ফ্রেন, আধুনিক জেটি ও যান্ত্রিক সরঞ্জাম উৎপাদন দক্ষতা আনবে এবং সরবরাহের সময় হ্রাস করবে।'

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**Annual Shipping Conclave organized by The Bengal Chamber on 7th December,2018
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Business Standard

IWAI to procure six methanol-fuelled vessels

IANS | Kolkata December 07, 2018 Last Updated at 18:27 IST

In a bid to harness methanol as marine fuel, the Inland Waterways Authority of India (IWAI) has planned to retrofit its work boats with green fuel and also placed orders with Cochin Shipyard for procuring six new vessels, based on methanol mix, an official said here on Friday.

"On an experimental basis, we have given our three work boats to Cochin Shipyard for redesigning and retrofitting the engines, so that they can be sailed on waterways with methanol mixed fuel," IWAI's Vice Chairman Pravir Pandey said.

The shipyard has a tie-up with Sweden based company which is a leading entity in the use of methanol for marine fuel, he said, adding that the Cochin Shipyard would retrofit boats at its facility in Kolkata.

Incidentally, the shipyard had recently formed a joint venture with city-based Hooghly Dock & Port Engineers Ltd.

"The retrofitting job would commence in January, 2019. The cost of redesigning engines for our boats would be Rs 2-3 crore. Apart from this, we have placed an order of six vessels, based on methanol, to Cochin Shipyard. These vessels are ranging from 1,000-2,000 tonnes capacity and designed by Germany's DST," Pandey said.

Compared to diesel, methanol mixed fuel is cheap as it costs about Rs 26 per litre.

Pandey said the methanol-based vessels would require refuelling on its way as the storage on vessels is limited and cannot be ramped up because it would reduce cargo handling space.

"For this, we are working on bunkering strategy for national waterways one (NW-1)," he said on the sidelines of Annual Shipping Conclave, organised by the Bengal Chamber of Commerce and Industry.

Pandey said the IWAI has 10-12 vessels and will procure additional 20-25 vessels of various types.

The authority is also acquiring land at the multimodal terminals at Varanasi in Uttar Pradesh and Sahibganj in Jharkhand for setting up freight villages to attract cargo and also to aggregate them.

--IANS

The Annual Shipping Conclave; Logistics in India-The Way Ahead on 7th December, 2018 at The Bengal Chamber

'Use of waterways as alternate transport will have environmental benefits'



OUR CORRESPONDENT

KOLKATA: To reduce the pressure of pollution, congestion and accidents on roads, shifting to waterways as an alternative transport is the need of the hour. There are huge environmental benefits in using waterways, said Pravir Pandey, chairman, Inland Waterways Authority of India, Ministry of Shipping.

He was addressing the 8th Annual Shipping Conclave 'Logistics in India-The Way Ahead', organised by the Bengal Chamber in Kolkata on Friday.

Waterways transport is not consumptive and brings in reliability and stability. The myth that transportation cannot happen in November-December, has been broken recently. The focus of the Ministry has been to explore methanol as a marine fuel. NITI Aayog is piloting this movement and Cochin Shipyards is designing three workboards in Kolkata to experiment the viability of the use of methanol.

Also, 6 cargo vessels are being designed with methanol engines. By January 2019, retrofitting is expected to start. If methanol becomes successful, it will bring down logistics costs substantially as it's only Rs 26/litre.

Amitabha Sengupta, joint secretary, Transport depart-

ment, said with such a long waterway in the state, there is enough scope of logistics to grow and flourish. "The focus should be to shift to multi-modal activity with introduction of logistic warehousing points, cold storages and RORO points. The Transport department of Bengal is infusing Rs 1,000 crore in developing RORO vessels and backend facilities like terminals and workshops. RFID codes enable trucks to move seamlessly and reduce overall time," he said.

Meanwhile Yinit Kumar, chairman, Kolkata Port Trust, said: "Logistics is an important element of the cost of the entire industrial chain. It's 14-16% in India, whereas in developed nations it is 6-7%. There are various companies whose business model is centered on logistics like Walmart. Its success is because its USP is logistics. Kolkata is the gateway to the eastern hinterland. The growth rate of Haldia has been 18% and Kolkata port is in 3rd position in the country with 10%. In Kolkata, developing and mechanising one more berth is underway. In two months, there will be an additional berth no.3. Also, roadways have been improved than before and the plan to start RORO services will help the inland waterway system and reduce load from the roadways."

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Business Standard

IWAI sets ball rolling for methanol as maritime fuel

Press Trust of India | Kolkata December 07, 2018 Last Updated at 17:15 IST

To make shipping on national waterways more lucrative, Inland Waterways Authority of India (IWAI) has taken up a pilot project to demonstrate methanol as maritime fuel, a top official said Friday.

The nodal agency for inland waterways has decided to place an order to retrofit work boats and new cargo vessels with engines that can run on methanol.

"We are placing order for 3 work boats to retrofit engines and 6 low draft cargo vessels of 1,000-2,000 tonnes capacity to Cochin Shipyard that will use methanol as fuel with technology from Sweden after a go-ahead from NITI Aayog," IWAI vice-chairman Pravir Pandey said.

Pandey was speaking to reporters on the sidelines of a shipping conclave organised by the Bengal Chamber of Commerce & Industry here.

Methanol can be a game changer as the cost of the fuel is just Rs 26 a litre and the roadmap was shown by Union transport minister Nitin Gadkari, Pandey said.

IWAI is also working on fuel bunkering facilities in intervals of about 500 km on the entire 1,600 km Haldia-Varanasi stretch for ships on methanol.

Methanol's volume is higher than diesel.

The design of the cargo vessels have been offered by DST of Germany that requires just 1.5 meters draft -- a crucial factor for inland waterways' success at least in the NW-I that stretches from Haldia to Varanasi.

IWAI has assured draft of 2.8-3 metres till Patna but further upstream there is draft issues which can be as low as 2 meters.

IWAI is also working on freight villages at Sahebgunj and Varanasi for which it has already taken land between 100 and 300 acres that will provide infrastructure to support volumes.

Freight village is an area where all activities relating to transport, logistics and distribution of goods are carried out by various operators. The concept is popular in Europe but new in India.

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**Annual Shipping Conclave organized by The Bengal Chamber on 7th December,2018
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Business Standard

Sittwe port of Myanmar to be operational in 6 months: IWAI

Press Trust of India | Kolkata December 07, 2018 Last Updated at 22:13 IST

The Sittwe port in Myanmar will be operational during the next six months as tendering to appoint a private operator will be floated by December-end or January, a top Inland Waterways Authority of India (IWAI) official said Friday.

India has developed the port as part of bilateral development programs for the neighbour with an overall commitment of USD 1.75 billion.

The Sittwe port under the Kaladan Multi Modal Transit Transport Project will connect India's landlocked northeastern region to the Bay of Bengal through Mizoram. It will also provide an alternate route to Kolkata.

"Tendering for Sittwe port will be floated in December or latest by January. The port will be operational within next six months," IWAI vice-chairman Pravir Pandey said on the sidelines of The Bengal Chamber organised annual shipping conclave.

India and Myanmar in October inked an MoU for the appointment of a private operator of the Sittwe port that promises to boost connectivity.

The project will also boost riverine transport that have already crossed 6 million tonnes of cargo on the Ganga during April to October and this is expected to touch 8 million tonnes by end of this fiscal, an official said.

Developing the port is believed to be a major step in the implementation of India's Act East Policy.

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आयोजन : बंगाल चैम्बर का कार्यक्रम

‘जलमार्ग परिवहन आज के समय की नितांत आवश्यकता’

8वां वार्षिक शिपिंग कॉन्क्लेव-लॉजिस्टिक्स इन इंडिया

पत्रिका न्यूज़ नेटवर्क
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बंगाल चैम्बर के कार्यक्रम में उपस्थित पदाधिकारी।

कोलकाता. सड़कों पर बढ़ते प्रदूषण, भीड़भाड़ और दुर्घटनाओं के दबाव को कम करने के लिए वैकल्पिक परिवहन के रूप में जलमार्ग परिवहन आज के समय की नितांत आवश्यकता है, क्योंकि इसके उपयोग से पर्यावरणीय लाभ भी है। भारत में अंतर्देशीय जलमार्ग प्राधिकरण, भारत सरकार के जहाजरानी मंत्रालय के आईए और एस अध्यक्ष प्रवीर पांडे ने बंगाल चैम्बर की ओर से शुक्रवार को आयोजित 8वें वार्षिक शिपिंग कॉन्क्लेव-लॉजिस्टिक्स इन इंडिया कार्यक्रम को संबोधित करते हुए यह बात कही। उन्होंने कहा कि जलमार्ग परिवहन उपभोग्य ही नहीं, बल्कि विश्वसनीय और स्थिर है।

जलमार्ग परिवहन ने हाल ही इस मिथक को गलत साबित कर दिखाया है कि नवंबर-दिसंबर में इसके जरिए परिवहन नहीं हो सकता। बंगाल चैम्बर के अध्यक्ष इंद्रजीत सेन, कोलकाता पोर्ट ट्रस्ट के चेयरमैन विनीत कुमार, पश्चिम बंगाल सरकार के डब्ल्यूबीसीएस (एफ़सई), जेट सचिव, परिवहन विभाग, अतिरिक्त निदेशक, कोलकाता जोन, परिवहन निदेशालय अमिताभ सेनगुप्ता के

आतिथ्य में बंगाल चैम्बर ऑफ़ कॉमर्स एंड इंडस्ट्री की ओर से आयोजित कार्यक्रम के दौरान उन्होंने कहा कि भारतीय अंतर्देशीय जलमार्ग प्राधिकरण ने राष्ट्रीय जलमार्गों में पोत परिवहन को अधिक लाभदायक बनाने के मकसद से जलयानों में ईंधन के रूप में मेथनॉल के इस्तेमाल के लिए एक प्रायोगिक परियोजना शुरू की है। प्राधिकरण अंतर्देशीय जलमार्ग की सूत्रधार एजेंसी है और उसने मेथनॉल से चलने वाली नौकाएं और मालवाहक पोत खरीदने के ऑर्डर दिए हैं।

पांडे ने कहा कि नीति आयोग से स्वीकृति के बाद कोचीन शिपयार्ड को 3 पुरानी नौकाओं में मेथनॉल ईंधन से चलने वाले इंजन लगाने तथा उथले जलमार्ग में चलाने लायक 1,000-2,000 टन माल ढुलाई क्षमता वाले 6 मेथनॉल चालित पोत बनाने का ऑर्डर दिया जाएगा।

तो ईंधन की लागत महज 26 रुपए प्रति लीटर: साथ ही

कोलकाता में 3 कार्यबोर्ड तैयार किया जा रहा। इसके अलावा 6 कार्गो जहाजों को मेथनॉल इंजन के साथ डिजाइन किया जा रहा है और अगले साल जनवरी तक रीट्रोफिटिंग शुरू होने की उम्मीद है। इसके लिए स्वीडन से प्रौद्योगिकी की मदद ली जा रही। पांडे ने कहा कि मेथनॉल को एक क्रांतिकारी और परिवर्तनकारी कदम बताते हुए कहा कि यदि यह प्रयोग सफल हो जाता है, तो इस ईंधन की लागत महज 26 रुपए प्रति लीटर होगी।

आधुनिक क्रेन, जेटी और यांत्रिक उपकरणों के उत्पादन से रसद समय में अधिक दक्षता और कमी आएगी। इसके अलावा भारत में अंतर्देशीय जलमार्ग प्राधिकरण यूरोप के माल ढुलाई गांवों की अवधारणा विकसित कर रहा है। झारखंड के साहिबगंज में इसके लिए 300 एकड़ भूमि ली गई है। निजी क्षेत्र को उनके उत्पादों का निर्माण, पैक और निर्यात या परिवहन विकसित करने के लिए आमंत्रित किया जाएगा। बंगाल चैम्बर के

अध्यक्ष इंद्रजीत सेन ने कहा कि इस तरह की सुविधाओं और व्यापार करने में आसानी के कारण भारत की रसद लागत वैश्विक स्तर पर 10 से 12 फीसदी के मुकाबले लगभग 16 प्रतिशत तक हो चुकी है। बंगाल का परिवहन विभाग आरओआरओ जहाजों और बैकएंड सुविधाओं जैसे टर्मिनल और कार्यशालाओं के विकास में 1000 करोड़ का निवेश कर रहा है।

कोलकाता पोर्ट ट्रस्ट के अध्यक्ष विनीत कुमार ने कहा कि रसद पूरी औद्योगिक श्रृंखला की लागत का एक महत्वपूर्ण तत्व है। भारत में इसका हिस्सा 14 से 16 प्रतिशत है। ऐसी कई कंपनियां हैं जिनका व्यापार मॉडल वॉलमार्ट पर केंद्रित है। कोलकाता पूर्वी हिन्दरलैंड का प्रवेश द्वार है। कोलकाता में 2 माह में अतिरिक्त बर्थ नंबर 3 होगा। अन्य मुख्य वक्ताओं में आईआरटीएस एसए रहमान (यूप जीएम, जीजीएम-सीएंडओ-ईस्टर्न रीजन कन्टेनर कॉर्पोरेशन ऑफ़ इंडिया लिमिटेड) आदि मौजूद थे।

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The Annual Shipping Conclave; Logistics in India-The Way Ahead on 7th December, 2018 at The Bengal Chamber

IWAI mulling use of methanol as marine fuel

STATESMAN NEWS SERVICE
KOLKATA, 7 DECEMBER

The Inland Waterways Authority of India (IWAI), Ministry of Shipping, is working towards using methanol as a marine fuel for waterways transportation, while the Sittwe port in Myanmar that is expected to become operational in six months' time, will be connected with Kolkata and Haldia ports for trade. The IWAI is also procuring cargo vessels of different types to meet the shortage in water transportation.

Talking to the Press at the sidelines of the Annual Shipping Conclave organised by the Bengal Chambers of Commerce, Mr Pravir Pandey, chairman of IWAI, said: "Methanol is already in use for surface transportation and hence the minister of shipping, Mr Nitin Gadkari, has recently suggested that it be used as

marine fuel as well. Methanol is cheap as a fuel, costing Rs 26 per litre, compared to diesel. The NITI Aayog under the Government of India is piloting this project through a committee. We also have representatives of Cochin Shipyard and Indian Register of Shipping as members of the committee.

"On an experimental basis, IWAI has given three work boats to the Cochin Shipyard for redesigning of the engines and retrofitting them to allow them to run on methanol, which will cost two to three crore rupees. The Cochin Shipyard has a tie-up with a famous Swedish leading company and is developing the project in collaboration. The work will be done here in Kolkata in Hooghly Docks by Cochin Shipyard."

"In line with this project, we have already placed orders for six cargo vessels with Co-

chin Shipyard that will run on methanol. The design for these vessels have been made by a German company but the methanol-based engines will be manufactured by Cochin Shipyard in Cochin. These vessels will have 1000 to 2000 tonnes capacity. By January 2019, the retrofitting work will begin. In addition, we are also planning a storage bunkering facility that will be used for refuelling of these vessels mid-way since these vessels will not have adequate space on board for fuel storage," said the chairman.

He added that around 10 Roll On/Roll Off vessels are being procured from Cochin Shipyard, the delivery of which will be done by March next year.

The IWAI chairman further said: "We are also acquiring 100 acres of land in Varanasi and 350 acres in Sahebganj. These will be used to develop a freight village that will act

as a cargo attracter and aggregator in that zone. This will help concentrate all the procedures such as manufacturing, assembling, packaging, warehousing and others in that one zone rather than having to travel to different destinations for completing these processes. It's a one-stop solution. The approval for these freight villages is expected to be secured by 2020. IWAI will just acquire the land and provide basic infrastructure but thereafter, through a PPP model, it will be handed over to private players for operation. This concept has been adopted from Germany."

On the opening of the Sittwe Port, he said: "It will be opening in another six months once an operator takes charge. This port will have access to several other ports in South East Asia. It will also be connected with Kolkata and Haldia ports."

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The Annual Shipping Conclave; Logistics in India-The Way Ahead on 7th December, 2018 at The Bengal Chamber

KoPT eyes 160k tonnes of coal from single vessel

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Kolkata: On October 17 this year, which happened to be the birthday of Kolkata Port Trust (KoPT), the MV Samjohn Solidarity dropped anchor at the Sagar anchorage with 1,64,928 tonnes of coal. Floating cranes unloaded 1,00,000 tonnes of this and took it to Haldia from where the cargo was dispatched to its destination. The remaining coal in the ship was unloaded at Paradip. In the next couple of days, another Cape-size vessel carrying nearly 1,60,000 tonnes of coal will anchor off Sagar and its entire cargo will be unloaded by KoPT.

"Transloading of bulk using floating cranes has been a very successful venture. Earlier, large ships would first call on some other port and discharge the bulk of its cargo before entering the Haldia Dock Complex (HDC). As fully loaded ships can't enter HDC due to draught constraints, we would get to

handle only a third of the cargo. Now, we handle twice that amount from Cape-size ships. We will also be handling the entire cargo of the ship that anchors there in the next 1-2 days. We also have bookings for 4-5 more Cape-size vessels at the anchorage during the winter," KoPT chairman Vinit Kumar said.

Addressing The Bengal Chamber's annual shipping conclave as the guest of honour, Kumar pointed to how KoPT is now able to handle more cargo closer to the hinterland, thereby enabling savings for customers. Haldia enjoys an advantage over ports like Paradip and Dhamra as transportation costs are cheaper.

Speaking on the need for improved logistics to bring down costs, the chairman talked about growth in the region. "The Compound Annual Growth Rate (CAGR) of Nepal traffic is nearly 23%. The eastern and northeastern states are also growing rapidly. Last year, KoPT recorded a growth of 13%," he said.

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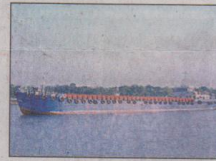
The Annual Shipping Conclave; Logistics in India-The Way Ahead on 7th December, 2018 at The Bengal Chamber

Green fuel for barges passing through city

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Kolkata: Barges sailing up National Waterway 1, between Haldia and Varanasi, will soon be using a clean-burning fuel instead of diesel. Inland Waterways Authority of India (IWAI) has asked Cochin Shipyard to retrofit the engines of three of its workboats so they can burn methanol instead. The shipyard will get the work done by Hooghly Dock and Port Engineers Ltd (HDPEL) in Howrah, with which it has formed a joint venture.

Work on the boats will start in January. "Shipping minister Nitin Gadkari wants a greener and cheaper fuel for inland water transport. Methanol comes for Rs 26/litre compared to Rs 67/litre for diesel. We have also placed orders with Cochin Shipyard for six new boats that can run on methanol. Plans have also been made for bunkering of methanol along National Waterway 1 as the boats will have to be refu-



One of the barges that sail along National Waterway 1

eled. The retrofitting of an existing boat should take about Rs 2 crore-Rs 3 crore," said Pravir Pandey, officiating chairman, IWAI and project director, Jal Marg Vikas.

Pandey was chief guest at The Bengal Chamber's annual shipping conclave in Kolkata on Friday. According to Pandey, there has been a steady rise in the amount of cargo moved along waterways in the last four-and-a-half years. While moving more cargo by river will reduce pollution and congestion on roads, once barges start burning methanol, there will be little emission along the river as well.

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Annual Shipping Conclave organized by The Bengal Chamber on 7th December,2018 at The Chamber Premises

'There are huge environmental benefits in using water ways' : Pravir Pandey

unindia.com/~there-are-huge-environmental-benefits-in-using-water-ways-pravir-pandey/east/news/1429560.html

States > East Posted at: Dec 7 2018 6:53PM **Share** Kolkata, Dec 7 (UNI) To reduce the pressure of pollution, congestion, accidents on roads shifting to water ways as an alternative transport is the need of the hour, there are huge environmental benefits in using water ways, stated Pravir Pandey, IA&AS, Chairman, Inland Waterways Authority of India, Union Ministry of Shipping, at the 8th Annual Shipping Conclave "Logistics in India-The Way Ahead, on Friday, organised by the Bengal Chamber.

He said Waterways transport is not consumptive and brings in reliability and stability. The myth that transportation cannot happen in November –December has been broken recently.

Mr Pandey said the focus of the Ministry has been to explore methanol as a marine fuel. NITI Aayog is piloting this movement. For this Cochin Shipyards is designing three work boards in Kolkata to experiment the viability of the use of methanol. Also 6 cargo vessels are being designed with methanol engines.

By January 2019 retrofitting is expected to start. If methanol becomes successful, it will bring down logistics costs substantially as its only Rs.26 litre. But if ships ply on methanol there is also need for refueling, so the Ministry is working on bunkering and fuel supply strategy. Also plans are afoot to buy 20-25 vessels for use in waterways. Also demand for RORO is increasing specially in the North eastern region, he said.

Mr Pandey said Modern cranes and, modernized jetty and production of mechanical equipment will bring in more efficiency and reduction in time in logistics. Also the Inland Waterways Authority of India is developing the concept of creating freight villages in lines with what is there in Europe. There is already one in Varanasi and another 300 acres of land has been taken to develop one in Sahibganj in Jharkhand. IWAI will develop basic infrastructure.

Private sector would be invited to develop manufacture, pack and export or transport their products. It will act as one stop solution for all logistic needs and offer logistic choice to shipper. By 2020 the freight village will be functional. The state level IWAI will facilitate inland waterways connection to these freight hubs, he added.

The Shipping industry is an integral part in the logistics sector and acts as a catalyst in exim trade. Indian shipping industry made a significant contribution in GDP. Role of logistic is vital for cross border and domestic trade. While logistics is well developed in most countries, India which is on a huge growth path has a long way to go to streamline this sector, stated Indrajit Sen, President, The Bengal Chamber

He said each of these Transportation sectors is operating as independent areas with several hindrances in facilitating "inter-connectivity or inter-modalism". The lack of such intermodal facilities & ease of doing business is resulting in India's Logistics costs being in the range of about 16% vis a vis the Global 10-12 per cent.

Amitabha Sengupta, WBCS (Exe), State Jt Secretary, Department of Transport and Additional Director, Kolkata Zone, Directorate of Transport, stated, Connecting roads and arterial roads are bound to happen in West Bengal considering how strategically it is placed. With such a long waterway in the state, there is enough scope of logistics to grow and flourish.

"Our focus should be to shift to multi modal activity with introduction of logistic warehousing points, cold storages, RORO points. The Transport Department of West Bengal is infusing 1000 crore in developing RORO vessels and backend facilities like terminals and workshops. RFID code enable trucks to move seamlessly and reduce overall time. Two key factors to reach clientele from manufacturer's side are ease of movement and timeliness. So incorporating these interventions is very necessary," he said.

Vinit Kumar, Chairman, Kolkata Port Trust, Union Ministry of Shipping, Government in his address, stated, Logistics is an important element of cost of entire industrial chain. Its 14-16 per cent in India whereas in developed nation it is 6-7 per cent. There are various companies whose business model is centered on logistics like Walmart. Its success is because its USP is logistics. Kolkata is gateway to eastern hinterland. The growth rate of Haldia has been 18 per cent and Kolkata port is in 3rd position in the country with 10 per cent.

"In Kolkata we are developing and mechanizing one more berth. In two months there will be additional berth no.3. Also roadways are improved than before and plan to start RORO services will help Inland waterway system and reduce load off the roadways. All ports in India are coming under the purview of Logistics Data bank. RFID codes are also being implemented as systems need to be transparent. In Haldia there has been doubling of rail network and mechanising of one more berth. Floating cranes have also been purchased which will attract more cargo," he added.

Other Key participants were S A Rahman, IRTS, Group General Manager (GGM-C&O)-Eastern Region Container Corporation of India Limited (CONCOR), C V Prasad, Member-Finance, land Port Authority of India (LPAI), Union Ministry of Home Affairs, S M J Ahsan, Chief General Manager, Dedicated Freight Corridor Corporation of India Limited (DFCCIL) among others.

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