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THE BENGAL CHAMBER

11th edition of

Annual Shipping and Logistics Conclave 2021-22

25th February 2022, 10:25 AM Onwards
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DETAILED OVERVIEW OF THE 11TH EDITION OF THE ANNUAL SHIPPING AND LOGISTICS CONCLAVE 2021-22

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Introduction of the Conclave

The Bengal Chamber of Commerce & Industry organised **eleventh edition** of the **Annual Shipping and Logistics Conclave 2021-22**. The Shipping and Logistics Committee of The Bengal Chamber of Commerce and Industry has been organizing one of the largest Annual Shipping and Logistics Conclaves of Eastern India for the last ten years focusing on the need and development of the Shipping and Logistics sector, underlying the opportunities particularly related to operational issues pertaining to ports, waterways and logistic sector. It has also been a part, along with its industry stakeholders, in preparing a Way Forward to bring in further development and growth of this sector.

Shri Gopal Krishna, Advisor, World Bank, South Asia Region, New Delhi and Former Secretary, Ministry of Ports, Shipping and Waterways, Government of India, **Shri Amrit Lal Meena, IAS**, Special Secretary, Department of Logistics, Ministry of Commerce and Industry, Government of India, **Shri Vinit Kumar, IRSEE**, Chairman, Syama Prasad Mookerjee Port Trust (erstwhile Kolkata Port Trust), **Prof. Dr. Ashima Goyal**, Hon'ble Member, Monetary Policy Committee of RBI; Professor, Indira Gandhi Institute of Development Research, Mumbai; and Ex Member of Economic Advisory Council to Prime Minister of India along with the other distinguished panelists, joined this e – Conclave.

The Conclave has been attended by Domestic and Exim Traders, representatives from the Shipping Lines, Shipping Agents, Port Officials, Freight Forwarders and Logistics Service Providers, Vessel and Barge Owners and Operators, representatives from the Ship and barge building and repairing industry, Start-ups, Supply Chain Operators, Maritime Institutes and members of the Chamber.

Team of the Conclave



Capt. S. B. Mazumder

Mentor, Shipping & Logistics Committee, BCC&I and Executive Director, Seahorse Ship Agencies Pvt. Ltd.



Mr. Sabyasachi Hajara

Chairperson, Shipping & Logistics Committee, BCC&I and Director, Apeejay Shipping Limited



Mr. Tapas Banerjee

Co- Chairperson, Shipping & Logistics Committee, BCC&I and Managing Director, Everett (India) Pvt. Ltd.



Mr. Ashutosh Jaiswal

Co – Chairperson, Shipping & Logistics Committee, BCC&I and President - International Business Division & Logistics, Century Plyboards (India) Limited

Along with Senior Shipping and Logistics Committee Members

1. **Mr. Lalit Beriwal**, A L Logistics Pvt. Ltd.
2. **Capt. Dhiraj Pahuja**, Chief Executive Officer, Apeejay Shipping Limited
3. **Mr. Debashis Dutta**, Director, BGS GROUP (B G Somadder & Sons Private Limited)
4. **Shri Praful Tayal**, Ex Chairman cum Managing Director, Central Inland Water Transport Corporation Ltd (CIWTC Ltd) - (A Govt. of India Undertaking)
5. **Mr. Surajit Sarkar**, Chief Operating Officer, NICDC Logistics Data Services Ltd (Formerly known

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- as DMICDC Logistics Data Services Limited)
6. **Mr. Nikhil Jaiswal**, General Manager- East (Green Base Industrial & Logistics Park), Nidar Group of Companies
 7. **Mr. Sagar Khastagir**, Senior General Manager, Phonex Group (Phonex CFS)
 8. **Mr. Aviral Jain**, Director, Pristine Hindustan Infraprojects Pvt Ltd
 9. **Capt. Sanjiv Dhir**, Vice President – Shipping, Rawmet Resources Pvt Ltd
 10. **Mr. Shrey Tayal**, Director, Riverine Group
 11. **Mr. A B Guha**, Vice President, Seahorse Group
 12. **Capt. Ravi Dey**, Maritime Consultant, SeaTec UK Ltd.
 13. **Mr. Manas Bose**, Chief General Manager (Operation) - T&S, Steel Authority of India Ltd
 14. **Mr. Shantanu Verma**, Chief - Shipping Services, Tata Steel Limited
 15. **Mr. Dinesh Shastri**, Managing Director, TM International Logistics Limited (TMILL)
 16. **Capt. Abhijit Das**, Branch Head – Kolkata, United Liner Shipping Services LLP
 17. **Mr. Subhjit Ray**, Partner, Victor Moses & Co (Solicitors, Advocates & Trademark Attorneys)

Schedule of the Conclave

10:20 a.m. – 10:25 a.m.	Technical Briefing	BCC&i
10:25 a.m. – 11:50 a.m.	Inaugural Session	
10:25 a.m. – 10:28 a.m.	Welcome Address	Mr Subir Chakraborty , President Designate, BCC&i
10:28 a.m. – 10:31 a.m.	Theme Address	Mr S Hajara , Chairperson, Shipping and Logistics Committee, BCC&i
10:31 a.m. – 10:45 a.m.	Address by Chief Guest	Shri Gopal Krishna , Advisor, World Bank, South Asia Region, New Delhi and Former Secretary, Ministry of Ports, Shipping and Waterways, Government of India
10:45 a.m. – 11:05 a.m.	Keynote Address	Shri Amrit Lal Meena, IAS , Special Secretary, Department of Logistics, Ministry of Commerce and Industry, Government of India
11:05 a.m. – 11:25 a.m.	Address by Guest of Honour	Shri Vinit Kumar, IRSEE , Chairman, Syama Prasad Mookerjee Port Trust (erstwhile Kolkata Port Trust)
11:25 a.m. – 11:45 a.m.	Special Address	Prof. Dr. Ashima Goyal , Hon'ble Member, Monetary Policy Committee of RBI; Professor, Indira Gandhi Institute of Development Research, Mumbai; and Ex Member of Economic Advisory Council to Prime Minister of India
11:45 a.m. – 11:50 a.m.	Vote of Thanks	Capt S B Mazumder , Mentor, Shipping and Logistics Committee, BCC&i
11:50 a.m. – 12:00 noon	Change Over	
12 noon – 1:20 p.m.	Technical Session I on "Upcoming Projects in Shipping and Logistics with emphasis on The Bay of Bengal Region"	
Session Chairperson	Mr. Ashutosh Jaiswal , Co- Chairperson, Shipping and Logistics Committee, BCC&i and President - International Business Division & Logistics, Century Plyboard (India) Limited	
12:20 p.m. – 12:35p.m.	Presentation on "Greenfield port development in the Eastern part of India"	Capt. Mohit Chaturvedi , Head - India Container sales, (Business development), Adani Ports & SEZ
12:35 p.m. – 12:50 p.m.	Presentation on "Paradip Port"	Mr. Bijay Kumar Joshi , CEO, Kalinga International Coal Terminal Paradip Pvt Ltd (KICTPPL).
12:50 p.m. – 1:05p.m.	Presentation on "Comparison of West & East Coast ports and Challenges in development of ports in East Coast of India"	Mr. Devdatta Bose , Group Sector Head (Ports & Harbours), Tata Consulting Engineers Ltd.
1:05 p.m. – 1:20 p.m.	Q & A	
1:20 p.m. – 1:50 p.m.	Session Break	
1:50 p.m. – 2:50 p.m.	Technical Session II on "Paradigm Shift in Logistics Industry through Digitization and Scope of Investments in Ports, Shipping and Logistics for Startups"	
Session Chairperson	Mr. Surajit Sarkar , Chief Operating Officer, NICDC Logistics Data Services Limited	
1:50 p.m. – 2:05 p.m.	Mr. Dinesh Tarachandani , Head – Global Logistics, DP World.	
2:05 p.m. – 2:20 p.m.	Mr. Deepak Garg , Founder & Chief Executive Officer, RIVIGO Services Pvt Ltd	
2:20 p.m. – 2:35 p.m.	Mr. Swapnil Chavan , AVP – Business Development, ODeX India Solutions Pvt. Ltd.	
2:35 p.m. – 2:50 p.m.	Q&A	
2:50 pm – 3:05 p.m.	Change of Session	
3:05 p.m. – 4:05 p.m.	Technical Session III on "Logistics Industry – A Pillar of Sustainability"	
Session Chairperson	Capt Ravi Dey , Member, Shipping and Logistics Committee, BCC&i and Maritime Consultant, SeaTec UK Ltd.	
3:05 p.m. – 3:20 p.m.	Captain Som S Mishra , Head Out Bound Shipping, Tata Steel	
3:20 p.m. – 3:35 p.m.	Capt. Amit Wason , All India head – Operations & commercial, NYK Line India Pvt. Ltd.	
3:35 p.m. – 3:50 p.m.	Shri Yatish Kumar , Chairman & Managing Director, Braithwaite & Co (India) Ltd.	
3:50 p.m. – 4:05 p.m.	Q&A	
4:05 p.m. – 4:15 p.m.	Feedback and Conclusion of the 11th edition of Annual Shipping and Logistics Conclave 2021-22	Mr S Hajara , Chairperson, Shipping and Logistics Committee, BCC&i

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Excerpts from the Conclave

Shri Gopal Krishna, Advisor, World Bank, South Asia Region, New Delhi and Former Secretary, Ministry of Ports, Shipping and Waterways, Government of India

“During the time of independence, 2/3rd of the Goods were transported by railways while 1/3rd by roadways but the situation has reversed today where Roadways predominantly plays a larger role in the Logistics sector. Costs can be reduced substantially if railways are utilized more frequently. Inland Waterways have suffered a lot due to lack of investments.

There are few developments taken by the Govt. of India in the recent times in association with World Bank. Most of the Inland Waterways in this eastern part of the country owns through the Ganga-Brahmaputra channel which is an integrated system covering the India-Bangladesh region. It is also evident that the nation of Bangladesh has developed a robust shipping infrastructure in the recent times due to this. USAID is going to undertake a project which involves a transport connection between Farakka and Bangladesh through Padma River in which Government of India is investing in the ration 80:20 which will reduce the distance by a large scale.”

Shri Vinit Kumar, IRSEE, Chairman, Syama Prasad Mookerjee Port Trust (erstwhile Kolkata Port Trust)

“The Shipping and Ports industry for the last 2 years have been struggling with COVID-19 although in the recent times, stability has been reached without much challenge. Overall, the sector is performing well with all ports across the nation generating numbers. In fact, few ports have crossed the figures more than that of FY 19-20. Syama Prasad Mookerjee Port has been successfully transporting Containers along with other products through our vessels to ports like Colombo and other sub-continental regions. Slowly, things are getting back to normal. In this year’s Budget, Govt. of India has introduced PM Gati Shakti programme which is driven by seven engines in which waterways and ports has been our focus. We also get to see a lot of investments happening in Ports sector. Digitization and process innovation has been the need of the hour for SMP apart from sustainability and safety which also encompass our main objectives. In the recent development, Kidderpore dock has been mechanized. More and more projects are coming in at Kolkata and Haldia for SMP like the development a liquid cargo handling terminal at Shalukhali. The project will help reduction in logistics costs to trade. At SMP, most of the documentation has undergone digital transformation reducing the hassles of paperwork. We are also thinking of developing a shipbuilding facility in South of Haldia. SMP is in discussion with Cochin Shipyard and Garden Reach Shipbuilders & Engineers.”

Shri Amrit Lal Meena, IAS, Special Secretary, Department of Logistics, Ministry of Commerce and Industry, Government of India

“As we are aware that PM Gati Shakti programme which is driven by seven engines, we tend to focus on the other five viz. roads, railways, airports, mass transport, logistics infra. All seven engines will pull forward the economy in a combined manner along with IT communication, energy transmission and several other factors. This year’s budget has been enhancing for all sectors on average. The PM Gati Shakti programme will help in increasing the GDP of the nation. The Gati Shakti - National Master Plan was launched by Prime Minister Narendra Modi on 13th October, last year. Gati Shakti is a digital platform which aims to bring 16 Ministries including Railways and Roadways together for integrated planning and coordinated implementation of infrastructure connectivity projects. Under this programme, Secretaries of these Ministries would now discuss the challenges and try to mitigate the same in a consolidated manner. While the focus is to reduce the cost, this will also develop infrastructure, create industrial corridors with special attention towards minimizing the gap in coordination between Ministries.

Earlier, the government has constituted an empowered group of secretaries (EGOS), headed by the cabinet secretary, which will be a monitoring mechanism for the development and implementation of the PM Gati Shakti programme. The Ministry of Commerce has taken the initiative already in this regard. This 20-member

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group will set out procedure and definitive timeframe for synchronisation of various activities for construction of roads and rail, along with all utility services in an area-based approach for development of infrastructure on a pilot basis.”

Prof. Dr. Ashima Goyal, Hon'ble Member, Monetary Policy Committee of RBI; Professor, Indira Gandhi Institute of Development Research, Mumbai; and Ex Member of Economic Advisory Council to Prime Minister of India

“The efficiency is one of key factors when it comes to Logistics sector. India has a major cost disadvantage with logistics cost estimated at around 14% of GDP, compared to 8-10% in case of developing countries. The government has set a target to lower it by five percentage points. We need to keep in mind that every stakeholders in the industry needs to contribute for addressing the challenges that are already existing. One such issue is the PPP model where Government sector needs to play a proactive role in the development of new projects. Shipping industry plays a major role in the overall development of our nation and we are moving towards a sustainable ecosystem in the coming days. Blockchain is the need of the hour in an unprecedented manner for the logistics sector. Implementing new blockchain-enabled platforms will allow easy coordination of documents on a shared distributed ledger; will result in making physical paperwork largely unnecessary. Moreover, this will lead to overall progress of the industry since the blockchain-based tracking system is more accurate as it enables all members of the platform to see the ledger at the same time, and have access to secured data in real time.”

Capt. Mohit Chaturvedi, Head - India Container Sales, (Business Development), Adani Ports & SEZ

“Adani Ports is the largest private container port in India with 36% market share. We have facilities like Logistics Parks, Warehouses, Inland waterways, Air cargo complex, Sea ports. In East Coast India, Adani Ports’ portfolio consists of Kattupalli, Ennore and Krishnapatnam. By July 2022, two new ports at Gangavaram and Dhamra will be operational. In Chennai, Kattupalli and Ennore ports are located 30 kilometres north of Chennai Port which makes it convenient to operate as no congestion is faced due to their strategic location outside the city limits. The upcoming Gangavaram container terminal will serve North Andhra and Odisha markets. It will also connect Nepal.

Dhamra Port is poised to be a hub in the Bay of Bengal region considering the natural drift and the infrastructure we are planning to build. Dhamra has the potential to be a transshipment hub on the East Coast of India. Dhamra is also positioned to serve Odisha and Nepal hinterlands.

Mr. Bijay Kumar Joshi, CEO, Kalinga International Coal Terminal Paradip Pvt Ltd (KICTPPL)

“Paradip is strategically located between the major ports of Visakhapatnam and Kolkata. Paradip Port has handled traffic of more than 100 million tonnes of commodity in the current financial year. The railway connectivity has been improved with the latest introduction of Haridaspur – Paradip railway line which has contributed to the development of the Port. Paradip Port (KICTPPL) has been the result of a Joint venture between three entities viz. Kakinada Sea Ports Ltd., Bothra Shipping Services Pvt. Ltd. and Ripley & Company Stevedoring Pvt.Ltd. MVPelagos was the first vessel for commercial operation commissioned by Paradip Port.”

Mr. Devdatta Bose, Group Sector Head (Ports & Harbours), Tata Consulting Engineers Ltd.

“In India, major Port Cargo Handling Capacity is 1560.61 MTPA as on November 21. In the East Coast, the major Ports comprise of Kolkata, Haldia, Paradip, Vishakhapatnam, Ennore, Chennai and Tuticorin. Being a riverine port, Kolkata Port does not have adequate draft, which restricts handling of large vessels. Further, inadequate handling infrastructure, and high vessel and cargo turnaround time decreasing port traffic share. Looking at the Indian container market trends, the total Installed container handling capacity (West & East coast) in FY’19-20 is 31.8 MTEUs.

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Mr. Dinesh Tarachandani, Head – Global Logistics, DP World

“DP World has presence in 70 countries having 196 units and 93 MTEU of capacity. We are the leading smart end-to-end supplier in supply chain logistics. In India, we operate 6 port terminals having a market share of 24% in the traditional movement. DP World has developed stacking solutions whereby each of the container’s data is actually store. The major challenges faced in the shipping industry comprises of a. Complex cargo booking process, b. No guaranteed booking, c. Multiple hidden charges, d. Limited visibility of the cargo, and e. Multiple handovers & follow-ups. DP World has developed CARGOES Logistics which is a single window digital solution for all logistics needs of customers. One can receive instant quotes online and book their freight in three easy steps. They need to enter the pickup location and port of destination, quantity, and container type and we instantly provide the best freight rates from across sea, road, or rail.”

Mr. Deepak Garg, Founder & Chief Executive Officer, RIVIGO Services Pvt Ltd

“In India, the logistics cost as a percentage of its GDP stands at 14%. Out of this, 5-6% is spent on transportation and remaining 8-9% is spent on storage, warehousing, wastage, damage and pilferage. The current situation is exactly similar to that of United States 20-25 years back. With the advent of IT and its intervention in the logistics industry, the cost has come down to 8-10%. In India, the logistics cost is high because of our poor productivity when compared to western countries. For example, the labour cost in India is 1/7th of that in China but the productivity in China is so high that the transport cost is only 2x.

Transparency and reliability lacks in Indian market which hampers the productivity and as a result more people are being staffed in warehouses and operations. Technology can play a big role here because most of the people in logistics sector have minimal work-life balance with little or no access to technological tools.”

Mr. Swapnil Chavan, AVP – Business Development, ODeX India Solutions Pvt. Ltd.

“The 5 pillars of paradigm shift comprises of a. Thinking, b. Willingness, c. Collaboration, d. Standardization and e. Creating value for the industry. Openness to change and how the change is going to be adapted is the ultimate factor in transforming the logistics industry. Through standardization, any business can become successful. ODeX is also working with a lot of technology startups and collaboratively trying to transform the logistics sector. Through value creation, the industry can be a beneficiary of all the latest developments.

ODeX is a community platform for ocean shipping for communication, documentation and payments facilitation for the EXIM Trade. We have a created an ecosystem of 100+ shipping lines, 10+ port terminals and 4+ online trade platforms. Apart from India, we also have our presence in Kuwait, Bahrain, Ghana, Nigeria, Qatar and UAE.”

Capt. Som S Mishra, Head Out Bound Shipping, Tata Steel

“Safety and sustainability is an integral part of Tata Steel business is driven by the company’s leadership, with an organization-wide governance structure around it. Our shipping operations team focuses on three aspects which drive our policies, processes and decision making a. Sustainability, b. Safety and c. CSR.

Tata Steel through its processes and expectations influences its partners to move towards more sustainable, safe and responsible practices. When it comes to CSR, we only accept vessels with membership of ITF and related parties so as to ensure seafarers minimum rights related to wages, living conditions etc. are guaranteed. By further limiting vessels to only A-D rating from FY23, we intend to minimize our carbon footprints and influence industry in the direction of better rated vessel. EU targets climate neutrality by 2050 and 55% reduction in GHG emissions by 2030. The shipping industry is expected to pay carbon taxes from 2023 under ETS. Options available to charterers like Tata Steel include a. Sustainable governance, b. Improving technical specifications, c. Larger size vessels, d. Alternative fuels, e. Reduction of Port time/Demurrage and f. Knowledge sharing.”



Capt. Amit Wason, All India Head – Operations & Commercial, NYK Line India Pvt. Ltd.

“NYK Line is a Japanese company dedicated to shipping and logistics having around 826 vessels with various fleets. NYK targets of achieving net-zero emissions by 2050 for oceangoing business. We have a medium-term strategy of staying ahead with digitalization and going green. We are also evaluating alternative fuels. We are already using LNG in bulkers and RORO ships. Ammonia and Hydrogen are already being studied and these fuel based vessels will be introduced by 2030. NYK has been utilizing LNG as marine fuel since 2015 as practical bridging solutions to reduce CO2 emissions.

NYK has launched the development of a concept design for Ammonia-fuel Ready LNG Fuelled Vessel (ARLFV) which covers the transition of future marine fuels. NYK is also under the study of transition from LNG to Bio Methane/Synthetic Methane. Due to engine output size, ammonia combustion is expected to be suitable for oceangoing vessels. The technical challenges with Ammonia include minimization of pilot fuels, NOx reduction and development of Ammonia fuelled generators.”

Shri Yatish Kumar, Chairman & Managing Director, Braithwaite & Co (India) Ltd.

“Average logistics cost in India is struggling between 13-18% whereas the world average is moving around 6-9%. India ranks 146th out of 190 countries in the trading across borders. India has improved its Logistics Performance Index in 2016 to 36th corresponding to 54th position in 2014, but again slipped down to 44th position in 2018. It is further revealed that 0.5% decrease in logistics cost leads to a 2% increase in trade and a 40% increase in the range of products that are exported out of the country. Higher dependence on roads transport is also adversely affecting the environment. Pollution impact of roads vis-à-vis rail is compared and found that 84g of CO2 equivalent per ton-km for roads are being generated as compared to 25g for railways.

In India, the transportation sector has its inclination towards the road sector despite being a high-cost intensive network and despite having just recommendations in almost all study reports on this topic of Planning Commission.”

Mr. Sabyasachi Hajara, Chairperson, Shipping and Logistics Committee, The Bengal Chamber of Commerce & Industry

“An efficient, effective and robust logistics ecosystem will have a domino effect on the socio-economic development of our country. With the focus of the world economy shifting towards the eastern hemisphere, I am sure that eastern Indian parts will have a very significant role in country’s EXIM trade and this conclave will bring these issues into focus.”

Detailed Overview of the Conclave

Strong international trade and efficient logistics sector are the important elements for the economic development of countries around the world. Maritime transport is the backbone of international trade and the world economy. Around 85-90% of global trade by volume and 65-70% of global trade by value are carried by sea and are handled by ports worldwide.

An efficient, effective and robust logistics industry can have a domino effect on the socio-economic development of a country. However, freight movement in India is heavily skewed towards transportation by roads despite being the most expensive mode. More than 60% of goods are transported by road and ~33% by rail which is raising the cost of transportation and logistics. A recent study by Niti Ayog suggests that if all the goods are transported by railways the cost of logistics would be 5% of our GDP and if the same is done by road, the cost would rise by 15-16%. In practical scenario, we must strike a balance amongst various mode of transport and optimize the logistics cost using inter-modal/ multi-modal transport.

In order to promote multi-modal transport in the country, Government of India has launched the PM Gati Shakti scheme– National Master Plan **for Multi-Modal Connectivity**, with the **aim of coordinated planning and execution of infrastructure projects to bring down logistics costs.**



PM Gati Shakti – National Master Plan

National Master Plan has been prepared with an objective to bring in more holistic and integrated planning and execution of all the multimodal connectivity projects and remove missing gaps for seamless movement of people, goods & services. The plan is also aimed at increasing cargo handling capacity and reducing the turnaround time at ports to boost trade. It also aims to have 11 industrial corridors and two new defence corridors - one in Tamil Nadu and the other in Uttar Pradesh. Further, extending 4G connectivity to all villages and adding 17,000 kms to the gas pipeline network is being planned. The plan will help in fulfilling the ambitious targets set by the government for 2024-25, including expanding the length of the national highway network to 2 lakh kms, creation of more than 200 new airports, heliports and water aerodromes. Gati Shakti will bring about immense clarity on how different regions and industrial hubs in the country are linked, particularly for last mile connectivity. A holistic and integrated transport connectivity strategy will greatly support Make in India and integrate different modes of transport. India has high prospects of becoming the business capital of the world through this initiative.

To enable successful implementation of the Gati Shakti scheme, especially in the East coast region of India, multiple levers need to be enabled to leverage the scheme's full potential as well as to ensure broader logistic cost reduction.

The key levers are as following:

- **Port Infrastructure Development Initiatives:** Shyama Prasad Mukherjee port is the only major riverine port in West Bengal. A multitude of projects are being implemented in this port, in line with the Gati Shakti scheme and the overall maritime India vision. Some of which are as following:
 - Mechanization of a berth in Haldia under PPP mode with investment worth INR 300 Crores.
 - Mechanization of 6 berths in Khidirpur dock for the container operations and efficient operation of bulk cargo.
 - An investment of INR 700 Crores is being made in Haldia and Kolkata port to reduce usage of fossil fuels. For instance, development of Oil jetty at Outer Terminal 2 (OT 2) will be commissioned in March to handle the liquid cargo (LNG and Liquid hydrogen) which will help in reducing the 5mnt of LPG/year
- **Ease of Doing Business (EoDB) and Digitization Initiatives:** Following are the initiatives adopted to enhance EoDB:
 - Fully digitized process for export and import in Shyama Prasad Mukherjee Port
 - Round the year transloading at Sagar anchorage of Shyama Prasad Mukherjee Port
 - Ship to ship transfer of LPG at the Shyama Prasad Mukherjee Port that has helped oil companies drastically reduce their logistic costs.
 - A Unified Logistics Interface Platform is being developed, integrating all supply chain elements in India across various modes of transport like roads, railways, etc. for ease of doing business . This will eventually reduce process and documentation cost.

Other projects in the East Coast

- Container terminal at Gangavaram to be ready in 1st half of 2022 which will serve North Andhra and Odisha markets and will also connect Nepal by rail.
- Container terminal at Dhamra is also in the pipeline which is poised to be a hub in the Bay of Bengal considering the natural draft and the infrastructure we are planning to build.



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- Kalinga International Coal Terminal Paradip Private Limited (KICTPPL) at Paradip Port with capacity of 10 MMTPA.
- Development of multipurpose berth to handle clean cargo including containers on BOT basis by PPP Operator - Paradip International Cargo Terminal Private Limited.
- Development of New Iron Ore Berth to handle iron ore exports on BOT basis by PPP Operator- JSW.

Apart from the initiatives mentioned above, evaluation of the port led industries through a significant Land Bank Monetization policy would be critical enablers to enhance port traffic in east coast region.

Digitization and its scope in the shipping and logistics industry

Digitization will prove to be a game-changer for the industry, creating new paradigms in visualization and capitalization of data. This will help the industry to take informed decisions while building a more optimized infrastructure. This in turn will go a long way in building India into a global hub for international trade besides actively contributing to the GDP target of a 5 trillion-dollar economy by FY25.

Primarily driven by manual processes and paper-based transactions, the industry has been exposed to errors resulting in significant monetary and non-monetary losses. Transition to digitization needs to be the core focus of the industry. Digitizing shared operations and implementing collaborative technologies will minimize manual errors, maximize efficiency and reduce trading costs. Investments in AI, Machine Learning, and Blockchain technologies can facilitate complete transformation. Further, implementing smart single-window clearance will enable smooth processing of shipments or approvals. Smart ports and shipping will help countries tap e-commerce capabilities and transport facilitation benefits that will boost trade. This in turn will fuel cross border movement of goods and services and narrow the digital divide.

Private players such as DP WORLD, RIVIGO and ODEX provide smart end to end supply chain and logistics services, end to end solutions, user friendly interfaces, multiple booking schedules, a multitude of payment options, easy to manage bookings and advanced tracking systems. Their digital solutions provide end to end seamless experience to customers for all their logistics needs. Digitization allows an excellent collaborative opportunity for the public and the private sector to come together and make various processes in logistics sector more efficient.

Tapping the sustainability equation in the logistics industry

Government and private sector have a major role to play in making the logistics sector sustainable and efficient and thus contribute to the economic development of a country.

Companies should be in compliance with environmental protection protocols to stay ahead in the competitive market. A company that adopts measures of commitment to the environmental cause, such as the use of **sustainable logistics**, makes its concern for a better world explicit. Further, Government needs to issue favorable policies and guidelines to promote green initiatives in a country.

Following are the initiatives adopted by Government and private sector towards sustainable and efficient logistics sector.

- **Initiatives by the Government and Major Port Trusts:** A number of initiatives have been taken in India to promote green ecosystem in maritime sector, in line with International Maritime Organization (IMO)'s 2030 Decarbonization strategy and 2050 Green House Gases (GHG) strategy. For instance, ports such as VoCPT, Paradip Port have adopted Shore to Ship Power for port-based vessels to reduce carbon footprint. Similarly, Solar power plants have been installed at VoCPT, Paradip Port, JNPT and Cochin Port to increase usage of renewable energy. Ministry of Ports, Shipping and Waterways is also working on "Green Port Policy" document to suggest framework and guidelines for incorporation of green initiatives in the port sector. Such green initiatives will help India in achieving the "Intended Nationally Determined Contributions (INDCs) target, as well as the International Maritime Organization (IMO) 2030 target.

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- **Initiatives by private sector** – Private sector has also adopted initiatives towards sustainability:
 - Tata Steel has become the member of Sea Cargo Charter in 2021, which makes it the first steel producer to join a framework for shipping decarbonization. Tata Steel has also obtained the Baltic Exchange membership in Feb 2022 and has promised future compliance with IMO emission regulations. The company focus on greener vessels with less GHG emissions, reduction of GHG emission with the help of Big Data, using alternative fuels such as Biofuels, electric shore power, Green ammonia, Hydrogen and LNG will drive its sustainability goals even further.
 - NYK Line Pvt. Ltd has released its medium-term management plan “Staying ahead 2022 with digitalization and green energy” which emphasizes digitalization and green initiatives to remain a step ahead of the competition by further enhancing safety and efficiency and reducing environmental loads. The company has established a long-term GHG reduction target related to the company's oceangoing shipping business: "achieve net zero emissions by 2050. To achieve the goal, company is focusing on implementing cleaner fuels such as Hydrogen and ammonia, harnessing wind power and relying on LNG marine fuel supply. Company also recognize Biofuel as a “practical and available” option to achieve “Net Zero Emission” that will steer the growth towards sustainability and cost efficiency.
 - Braithwaite and Co provide solutions through RO-RO (Roll on and Roll off) services and Containerization. RO-RO service enables transporters to drive loaded trucks on to flatbed rail wagons at a designated siding. The trucks and their payloads are then transported by rail to the destination siding and the crews then drive their trucks off the wagons and head towards their destinations. The benefits include the following: speed is faster than movement by road, cost effective, terminal time of loading and unloading is just 15-20 minutes, saves fuel, better turnaround time for trucks, no risk of accidents, no wear and tear of trucks, lesser pollution as trucks are not plying on roads, tariff is competitive to sustain market forces, no hassle of toll tax and no detention at terminals.

Conclusion

Logistics sector is a sunshine industry and a key driver for the economic growth of the country. Due to the initial efforts of schemes such as Make in India, improvement in infrastructure along with emergence of skilled professionals, India's position has improved in Ease of Doing Business and also registered overall economic growth. in World Bank's Ease of Doing Business Index, India stood at 77th position in 2019 compared to 100th position in 2017.

There is further scope of making logistics sector efficient in the country. The need of the hour to pave the way for India to become a logistics hub is to implement the integrated logistics policy. This is achievable by harnessing the potential of emerging technologies, recognizing the importance of sustainability, bringing in investment from the public and private sector, removing bottlenecks and simplifying procedures.



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