

SHIPPING (REGIONAL)



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

Blue Economy - Wave 60

(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



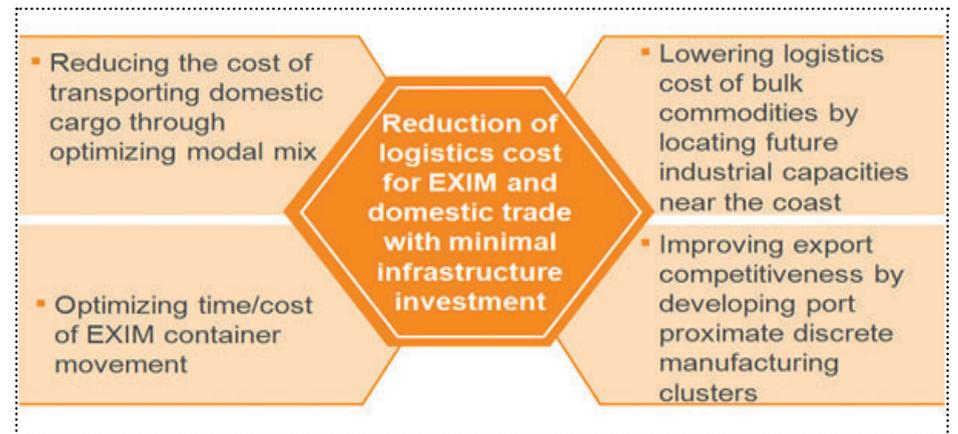
Capt. Gajanan Karanjikar, Blue Economy Social Activist & Multi Modal Logistics Expert

Blue Economy and Sagarmala (cont...)

The states are expected to come forward to work with the Centre to develop these CEZs and the corresponding industrial clusters. All the 14 CEZs come under the influence area of major or non-major ports. The influence area is considered flexible and districts covered under the CEZ could change in the future depending upon the industry growth.

Three or four of the 14 proposed CEZs could be taken up as early pilots, and the learning from these replicated across other CEZs. The early pilot CEZs could be shortlisted on the basis of the availability of large contiguous land parcels, access to urbanisation and supporting infrastructure, prime manufacturing locations and availability of deep draft container terminals.

A separate development entity needs to be created for the preparation and implementation of the master plan for each CEZ. This includes the identification



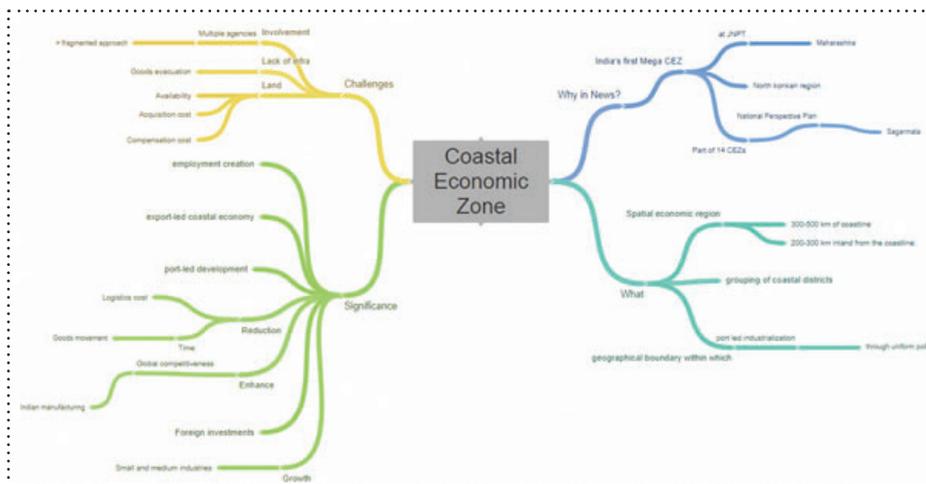
best practices from international examples of port-led development.

These plans include:

- Physical demarcation of the CEZ area

These clusters, put together, could generate 40 lakh direct jobs and about 60 lakh indirect jobs. Setting up the manufacturing clusters would require an infrastructure investment of about INR 1 lakh Cr to develop the basic infrastructure in the CEZs. The proposed industries would require an additional industrial investment of about INR 7 to 8 lakh Cr.

Development of coastal communities and matching skills with opportunities. Approximately 18 per cent of India's population lives in the 72 coastal districts that comprise 12 per cent of India's mainland. Since these people are critical stakeholders in the Sagarmala Programme's agenda, ensuring their socio-economic well-being is one of the programme's key objectives. However, the pace of socioeconomic development among the maritime states has not been uniform in terms of per capita income, poverty, and infrastructure. Hence, there is a need for holistic and sustainable development of coastal communities. Port-led industrialisation can be the engine of sustainable development of coastal Districts covering all maritime states and union territories; Mumbai City and Mumbai Suburb considered as separate districts communities and provide direct and indirect benefits to the coastal region. An OECD report estimates that one tonne of port throughput is on an average associated with USD 100 of economic value addition, and an increase of one million tonnes of port throughput is associated with the generation of 300 new jobs in the port region in the short-term.



and project preparation of industrial clusters and coastal economic units that are within or proximate to ports. In this sense, the programme could be driven by DIPP with the help of the SDC. The latter can bring in port focus along with strategic land parcels near ports. The DIPP can contribute in its institutional capacity in developing industrial corridors.

These perspective plans are based on detailed analysis of traffic flows through key ports within each CEZ, projection of future traffic flows for 20 years, competitive advantages and natural resources in the CEZ and benchmarking of

- Overview of the current economic and industrial scenario of the CEZ
- Summary of existing industrial estates/parks and SEZs within the CEZ
- Opportunities for port-led industrialisation, i.e., bulk and discrete manufacturing clusters, emerging from a detailed assessment of origin-destination movement of key traffic flows through the relevant port
- Identification of land parcels suitable for industrial development
- Identification of key infrastructure projects needed to enable port-led industrialisation in the CEZ by suitably linking industrial clusters to ports.

SHIPPING (INTERNATIONAL) 17 per cent increase in total number piracy cases in the Asian region during 2020

There was a total of 97 incidents of piracy and armed robbery reported in Asia during the calendar year 2020, comprising 95 actual incidents and 2 attempted incidents. This represents an increase of 17 per cent in the total number of incidents and a 32 per cent increase in actual incidents, compared to 2019 according to the annual report of ReCAAP information sharing centre, the Singapore based anti piracy group.

The increase of incidents occurred in Bangladesh, India, the Philippines, Vietnam, South China Sea and Singapore Strait.

Of the 97 incidents, 93 were armed robbery against ships, while 4 were piracy.

Despite the increase of incidents, the severity level of incidents (violence to crew, stolen items) remained moderate. There was one CAT1 (the most severe) incident, while 74 per cent of incidents were CAT4 (perpetrators not armed and crew not harmed).

Areas of Concern

Singapore Strait
A total of 34 incidents

(compared to 31 in 2019) occurred in the Singapore Strait, of which 30 occurred in eastbound lane of the Traffic Separation Scheme (TSS).

Sulu-Celebes Seas
There was one incident of abduction of crew from ships in 2020. However, the threat of abduction of crew still remains in the area. Since March 2016, a total of 86 crew were abducted in the area. As of today, 4 of them still remain in captivity.

Areas of Improvement
There was some improvement at anchorages in China (no incident in 2020 compared to three in 2019) and

Malaysia (three incidents in 2020 compared to eight in 2019)

Some perpetrators were arrested in Bangladesh, India, Indonesia, the Philippines and the Singapore Strait.

The Annual Report 2020 was released at the 12th Nautical "The COVID-19 pandemic has reinforced the importance of shipping for global trade. The 32% year-on-year increase in the actual incidents in 2020 is a stark reminder that more needs to be done to enhance the safety of maritime transport and safeguard the well-being of crew," said Mr. Masafumi Kuroki, Executive Director of ReCAAP ISC.

We urge the littoral States to take seriously petty theft and sea robbery

"Beyond vigilance, timely reporting by ships, enhanced patrol by enforcement agencies, as well as cooperation between littoral States, we believe that arrest and bringing perpetrators to justice is an essential deterrent to stop the increase of incidents. We urge the littoral States to take seriously petty theft and sea robbery because leaving criminals to continue their crime with impunity will only embolden them to escalate their acts," concluded Mr. Masafumi Kuroki.