सत्यमेव जयते
भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING
"बीटा बिल्डिंग", 9वीं मंजिल / "BETA BUILDING", 9th FLOOR
आई-थिंक टेक्नो कैम्पस / I-THINK TECHNO CAMPUS
कांजुर गॉव रोड / KANJUR VILLAGE ROAD
कांजुर मार्ग (ईस्ट) / KANJUR MARG (EAST)
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File No. CS/NSB(1) 2015 **Date:- 10th March, 2015**

To,
All Member of NSB and Special Invitees,
(As per list attached)

Sub: Minutes of the 124th meeting of National Shipping Board held at "Hotel PARK" CBD Belapur, Navi Mumbai on 24th January, 2015.

Sir,

Enclosed please find herewith a copy of minutes of 124th meeting of the National Shipping Board held on 24th January, 2015 at "Hotel PARK" CBD Belapur, New Mumbai along with Annexure-I and copes of presentations made during the NSB meeting for your kind perusal and necessary action.

Yours faithfully,

(Mahesh Yadav)
Asstt. Director General of Shipping

Copy forwarded for information to:

1. The Chairman, National Shipping Board, Room No.318, Transport Bhavan, 1, Parliament Street, New Delhi-110001.
2. DG/NA/CS/Jt. DG

Minutes of the 124th Meeting of the National Shipping Board held at "Hotel THE PARK" CBD, NaviMumbai at 1000 hrs. on 24th January 2015.

The 124th Meeting of the National Shipping Board (NSB) was held under the Chairmanship of Dr.Vishwapati Trivedi IAS, on 24th January 2015 at Hotel THE PARK, CBD, Navi Mumbai. The list of participants is enclosed at Annexure – I.

2.0 Initiating the meeting, Dr. Vishwapati Trivedi IAS, Chairman, NSB, welcomed all the members for first meeting of the newly reconstituted National Shipping Board which is also the 124th meeting of the NSB.

3.0 Thereafter, Shri N. N. Kumar, Chairman, JNPT, in his welcome address, expressed his pleasure in hosting the 124th meeting of the NSB, at Navi Mumbai. Throwing light on the history of the NSB, Shri Kumar elucidated that the NSB was inaugurated by Pandit Jawaharlal Nehru on 10th March 1959 and since then this Board has played a vital role in taking policy decisions and setting up various rules/regulations pertaining to Shipping Industry and Trade in India. Highlighting the achievements of JN Port, Shri N.N.Kumar pointed out that JN Port has been ranked 1st among all Indian Major Ports w.r.t. solid cargo traffic. Around 43% of the cargo is handled from JNPT and the port is ranked 31st amongst top 100 port in the World. However, port is facing problems of road congestion and local road connectivity issues. Presently Port is handling around 20% traffic through rail and hence there is lot of scope for increasing more volume by rail. As on date average 20 rakes are being handled and on completion of Dedicated Freight Corridor from JNPT to New Delhi, Port will be able to handle upto 100 rakes per day. This will ease out load on road infrastructure. Port is having road expansion plan for 44 Kms at the estimated cost of Rs.3000 crores by converting existing 4 lane road to 8 lane road for which tendering process is already started.

Capt. Harish Khatri, Member Secretary NSB thanked the Chairman, JNPT for providing valuable information on JN Port and proceeding further on the agenda of the meeting, requested the Chairman, NSB to give his opening remarks.

4.0 The Chairman, NSB Dr.Vishwapati Trivedi IAS, after formal introduction by all members, welcomed the Hon'ble Members of the Board and special invitees present in the meeting. He thanked Chairman JNPT and his team for the excellent arrangements made for hosting the first meeting of reconstituted NSB.

4.1 In his opening remarks, Dr.Vishwapati Trivedi IAS, made a special mention about the excellent work done by NSB under dynamic leadership of Capt.P.V.K.Mohan, the then Chairman, NSB, during past six years. He expressed that all the good work done by Capt. Mohan and his team will always be cherished by the maritime industry of India. Mentioning about his career, Dr.Vishwapati Trivedi, IAS informed that he has served for 38 years in the Govt. service and would like to push the agenda of NSB in very diligent manner. He explained that, NSB being a separate entity, can assist Ministry in resolving several issues which may be referred to the NSB.

5.0 **Confirmation of minutes of 123rdNSB Meeting :**

The Confirmation of the last Minutes of the meeting was taken up by Capt. H. Khatri, Member Secretary, who informed that the Minutes of the 123rdmeeting held on 24th Feb. 2014 were circulated vide letter dated 26th March'2014 and no comments have received from any Member. Therefore the Minutes of the 123rdNSB Meeting as circulated, were confirmed in order.

6.0 **Review of Action Taken Report on the recommendation made in 123rdMeeting:**

6.1 **118th Meeting held on 21st January 2012**

6.1.1 Ref para 6.1(a) Cost to Users :

To constitute a three members Committee consisting of one port Chairman, representative of SCI and MD, IPA to study in details the "Cost to users" at various ports and submit a report by the end of April, 2012.

***Action** – The issue was deliberated at length and it was decided that the Ministry of Shipping should constitute a Committee to study in details the "Cost to users" at various Ports.*

Hon'ble Member of Parliament expressed that there is so much of delay in constitution of committee. At this juncture Shri NN Kumar, Chairman JNPT explained that ports have been directed by the Ministry to take up the matter. The issue of Cost to User consist of three major components viz. (i) Ocean freight, (ii) Terminal Handling Charges and (iii) Freight Forwarders Charges. Customs in this regard have directed that whatever cost being charged to the Users, should be displayed on the web site of Port. JN Port has therefore made necessary arrangements for providing appropriate space on JNPT's own website for display of charges by all Shipping Lines and CFS operators, for which a time frame of 15 days is allowed to all concerned. Dr.Vishwapati Trivedi IAS, informed that the subject committee is not yet formed and the matter is being monitored by current Secretary Shipping with the Prime Minister's Office. Capt. Harish Khatri, Member Secretary suggested that the procedure being followed at JN Port can be taken as model. Dr. Vishwapati Trivedi agreed with the suggestion and informed that JNPT's efforts in this regard will be taken as proof of concept and it can be implemented at all Major Ports where Customs, Shipping Lines and Port Users are functioning in similar ways. He further mentioned that we need to write to the Ministry in this regard. Shri Deepak Shetty, DG Shipping informed that the Customs regulations have been revised in the year 2012 and will be displayed at all CFSs and Custom offices.

Decision: Agenda point deleted since the matter is under active consideration of the Ministry of Shipping.

6.1.2. Ref para 6.1(b) Port Entry Rules :

Port entry rules to be strengthened to ensure that all vessels in Port area in possession of valid P & I Insurance certificate.

Action *– It was decided that to implement the Port Entry Rules, the Customs Authorities may be advised by the Ministry of Shipping, to ensure compliance of Port Entry Rules, prior to issuance of Port clearance to visiting ships.*

It was informed that the Port Entry Rules are being implemented.

Decision: Agenda point deleted.

6.2 119th Meeting held on 31st May 2012.

6.2.1 **Ref para 6.2** *c) Detailed proposal for setting up IMS be prepared and submitted to MoS by a Committee under the Chairmanship of Shri D.T. Joseph.*
Action- *It is suggested that the Ministry of Shipping should appoint a suitable outside agency as Consultant for preparing a road map for setting up the IMS.*

It was informed that the decision on the subject is pending with the Ministry of Shipping.

Decision: Agenda point to be deleted.

6.2.2 ***Ref para 6.2(e)*** *VTS Authority at local port level and Competent Authority at national level to be set up for monitoring VTS.*
Action *– Capt. Surej, DGLL, informed that the issue has been taken up with the Ministry to set up for the monitoring of VTS authority. Following are the details;*

The 87th Central Advisory Committee on Lighthouses (CACL) in their meeting held on 10th November, 2014 decided the Ministry of Shipping may declare DGLL as the VTS Authority for Gulf of Kutch and Ports shall act as the VTS Authority for their respective VTS. The CACL also recommended the National VTS (Competent) Authority as under:

1. *Joint Secretary (S) - Chairman*
2. *DG, DGLL - Member Secretary*
3. *One representative from DG Shipping - Member*
4. *One representative from Major Port - Member*
5. *One representative from Maritime Board / Minor Port – Member.*

Decision: Agenda point deleted

6.2.3 **Ref. Para 10.4 - *Colachal Port be declared as a Major Port*** *- Dr.Rajamohan suggested that Colachel port, being strategically located, should be declared as major port. The issue was discussed in detail and it was decided that Ministry of Shipping may set up technical committee to examine the feasibility of this proposal.*

Shri Kodikunnil Suresh, Member of Parliament, questioned the need to have one more International Port (Major Port) in the region when there are already two ports adjacent to this port. Dr. Vishwapati Trivedi informed the forum that currently, there

is a study being conducted on this subject and appropriate decision would be taken considering various factors involved in it.

Decision: Agenda point to be deleted

6.2.4 **Ref Para 10.11** - ***Security issues concerning Dhows*** - *Identity proof of Dhow Crew Representative of Indian Navy proposed that all sailing vessel (dhows) crew should possess passports, as the identity proof. Jt. Secretary, MoS informed that the matter has been received by the Ministry and suitable proposal would be forwarded to MEA in this regard.*

It was informed that the matter is under active consideration of the Ministry of Shipping.

Decision: Agenda point to be deleted.

6.2.5 **Ref Para 11.(d -)*Smt. B. Jhansi Lakshmi, Hon'ble Member of Parliament,*** *stated that pension is being provided to the Fisherman at the age of 60 years and keeping in view of the hardship of the fisherman who are under scorching sun which damages the retina and therefore, requested to provide pension from the age of 50 years instead of 60 years.*

Ministry of shipping has informed that *Department of Animal Husbandry, Dairy and Fisheries (DAHDAF), Government of India (Shri Shankar L., Joint Commissioner) informed on phone that there is no pension scheme for fisherman. As such, there is no issue of lowering the pensionable age. However, the Deptt. is implementing other welfare schemes for fishermen. NSB may consider inviting DAHDF since they are concerned with welfare of fishermen.*

Decision: Agenda point to be deleted.

6.2.6 **Status of Resolutions passed in 123rd NSB Meeting**

6.3.1 **Ref Para 12.1** - Ministry of Shipping to set up a Committee to study in detail the "Cost to users" at various Ports.

Already dealt under para 6.1.1

6.2.7 **Ref. Para 12.2** - *National guidelines for security for Ports (where ISPS is not applicable), may be prepared, pending the comprehensive amendments proposed for the IPA.*

It was suggested by Navy representative that there is a need to have structured security arrangement at all ports including major and minor ports. Further it was informed that some of the minor ports even do not have armed sentries at their gates. Shri K.R.Khan, M.P. (RS) stated that this should be looked after by country as whole. In the state of Maharashtra, one Security Corporation is supplying armed

sentries to the ports for security purpose. The Member of Parliament suggested that security aspect should be same for Government Ports as well as for private ports.

Shri Deepak Shetty, DG Shipping mentioned that the issue is well taken and there should be no compromise on security whether it is Govt. or a private port or domestic ports.

Decision: Response from the Ministry of Shipping on the subject to be expedited.

6.2.8 **Ref Para 12.3** - *A consultant may be appointed to provide a concrete proposal for setting up IMS.*

Issue dealt under para 6.2.1

6.2.9 **Ref Para 12.4** - *In order to further strengthen the implementation of Port Entry Rules, Customs authorities may be advised to ensure compliance of Port Entry Rules, prior to issuance of Port clearance to visiting ships.*

Issue dealt under para 6.1.2

6.2.10 **Ref Para 12.5** *A proposal to be forwarded to Ministry of Shipping for setting up a simulator for suction trailer dredger at IMU.*

Decision: Response from IMU is to be expedited.

6.2.11 **Ref Para 12.6** - *There is a need to urgently implement the recommendations of Committee on "Preparedness of Ports for Tier 1 Oil Pollution" under the Chairmanship of Capt. PVK Mohan.*

Shri A. A. Heber, DIG Coast Guard, informed that contingency plan as submitted by JN Port has already been approved.

Further, the Coast Guard rep informed that the incidents of armed robberies at or near the Indian coast was not being reported to the Ports but vessels are reporting this to IMB (International Maritime Bureau).

Decision: Coast Guard should take up this issue at the respective Board of the Ports where their reps are also Trustees.

6.3.7 **Ref Para 12.7** - *Technical Committee be entrusted to examine the feasibility for declaring Colachel Port as Major Port.*

Issue dealt under para 6.2.3

6.3.8 **Ref Para 12.8** - *To examine the feasibility of ratifying the MLC through the ordinance route.*

It was informed by the DG(S) that *the notification for date of implementation of the MLC 2006 is being processed in the Ministry of Shipping, subsequent to the Bill being cleared by the Parliament.*
Dr. Vishwapati Trivedi, IAS informed the forum that the Bill amending the MS Act to incorporate the MLC provisions, was completed in record time within the Ministry.

7.0 **AGENDA POINTS of 124th NSB meeting.**

7.1 **Presentation on "Paperless Port" by JNPT:**

A power point presentation was given by Shri A.K. Bose, Chief Manager(Traffic) JNPT. He explained the Cargo Handling Facilities, Infrastructure, Cargo Profile, Certifications and Financial Performance, Major Core Projects, Major Future Development Projects etc at the JN Port.

7.1.1 Shri Bose explained that as a part of Paperless initiative, JN Port intends to do away with Form-13 for the containers arriving at JNPT Terminals. Form 13 is a document which gives container details and Custom's endorsement authorizing the Terminal to Gate-In the Export container. As on today submission of Form-13, which is the only Port Document, is mandatory.On implementation of Paperless Online Processes / Automated Gate Operations at entry and exit gates, the entry and exit of trailers carrying export/import containers will be smooth and speedy resulting into faster movement of cargo.

7.1.2 Shri Bose further explained the benefit of Paperless Online Process viz. :

- Saves paper and resources.
- Benefits the environment.
- Increases efficiency due to faster and smoother movement at the gates.
- Enables to process and handle more volume.
- Benefits the Trade enabling more Export and Import movement.

Copy of detailed presentation is enclosed for ready reference.

7.1.3 Appreciating the step towards modernization, Shri Kodikunnil Suresh, Hon'ble Member of Parliament (LS) wanted to know as to what will be the situation in case of any failure in the computer system and whether there will be any retrenchment on account of automation/modernization and whether Labour Unions have been taken in to confidence or there is any non-cooperation from labours? Shri N.N.Kumar, Chairman JNPT explained that there will be no retrenchment on this account as the existing staff will be required as back up support to maintain the system running smoothly and can immediately take over if any breakdown is occurs. He further informed that the Labour Unions have been taken into confidence and they have agreed on the matter.

Shri K. Rahman Khan Hon'ble Member of Parliament (RS) wanted to know about the safety aspect since the entry/exit will be paperless and at faster speed. The Chairman JNPT explained that safety points will be taken care electronically as well as CISF personnel who will be available at the gates.

Shri GajananKirtikar, Hon'ble Member of Parliament(LS) congratulated JN Port Chairman and his team for undertaking this pilot project for our country.

Capt. Piyush Sinha raised the point that Port should also look into to reduce the turnaround time of vessels. Shri N.N.Kumar, Chairman JNPT informed the forum that as a sample product, out of 22 gates available at JN Port, such facility has already been installed at one gate operated by APM Terminal Mumbai and the performance is under observation.

7.2 **Presentation on "Feasibility of construction/operation of ROPAX on Indian Coast"- by Cochin Shipyard.**

7.2.1 Dr. Vishwapati Trivedi IAS, Chairman explained that "Roll-on/Roll-off Passenger" is proposed to be introduced at ports to facilitate transportation of goods and passengers. The transport vehicles carrying goods and passengers on board will drive itself into the small vessels having ro-ro facility and berthing facility at both ends. These vessels will have a good maneuvering parameters so that they can bert / unberth without help of Tug and thus save on time and fuel required for individual vehicle. Similar ro-ro facility is being run by Konkan Railway wherein trucks loaded with cargo are driven on the rake along with the driver and cleaner and then transported to the fixed destination. This is resulting into good revenue to Railways as well as savings in fuel and time to the transporters. Dr.Vishwapati then requested Shri Madhu S. Nair, Chief General Manager, Business Development, Cochin Shipyard Limited to present his paper on "Feasibility of construction/operation of ROPAX on Indian Coast".

7.2.2 In his presentation, Shri Madhu elaborated ROPAX Vessel Features, Need for ROPAX Vessels, Prerequisites, Stake holders, Design, Construction, Policy Framework, Operation, Feasibility, Challenges, Examples, Trends, CSL Proposal etc. He explained that Roll-on/Roll-off Passenger Vessels with about 20-24 kn speed can be put into service. This will facilitate reduction in congesting roads in coastal cities. It will bridge the gap between certain points by covering very less water distance. The factors such as economic travel between cities, coastal travel, fuel savings, time savings, cost savings, lesser impact on environment, well integrated with Inland transport/hinterland logistics, substantial job opportunities – on and offshore, tourism development will as a whole help in boosting the economy of the country. He also highlighted challenges in running ROPAX. He further mentioned that coastal areas of Gujarat, Maharashtra (Mumbai) and Cochin can be the best utilized for gaining the maximum benefits of ROPAX.

7.2.3 Shri Umesh Grover, CEO of INSA explained that ROPAX concept has already been deliberated at INSA. As a concept it will be accepted by INSA members subject to condition that this is viable for them to operate. To start with we can import some

vessels because if we wait for *'make in India'* it will take considerable time, approximately 2-3 years to kick-off. Also jetties are required to be made available for running of this service. Shri NN Kumar, Chairman JNPT stated that government should come forward for making available the infrastructure facilities like jetties and connected road network because small operators may not be in a position to invest money in creation of such infrastructure. MbPT Trustee mentioned that wherever possible, existing unutilized jetties may be used for this purpose.

7.2.4 Shri GajananKirtikar, MP (LS) stated that this should be done with the help from the Government. Shri K. Khan and Shri C.M.Ramesh both MPs, were also of the view that this can be taken up with the help of the Government. The ports can promote this new concept, as this is the need of the hour and since there is nobody who can focus on this, the National Shipping Board should take this challenge so that it can start. Capt. Naresh Kundlas explained that RO-RO and ROPAX are two different things and we have already started such type of transportation in the country. Dr. Vishwapati Trivedi opined that that there should be a working group consisting of members from IRS, INSA, NSB, Maritime Board etc. to deliberate on this.

7.3 **Presentation on "Short Sea Shipping"by Capt. NareshKundlas, WWL India :**

7.3.1 Capt. Naresh Kundlas of WWL India gave presentation on Short Sea Ro-Ro Shipping – A "smarter solution to India's Logistics needs". He gave stress on Distribution of Finished Vehicles within India and Present Domestic Movement of Cargoes. He also highlighted the need to review the whole picture and develop appropriate solutions thereto. Capt. Naresh emphasized the focus to the growing auto production in India. He brought out that majority of the finished vehicles are transported by road which is costlier when compared to sea route. He put-forth following for consideration of the authorities :

a) All taxes on the Bunkers to be waived off- Tax Free Bunkers for 2 Years
b) Wharfage and Vessel related charges to be reduced at Chennai and Kandla Ports.
c) Exemption on Indian flag for coastal for 1 year.
d) Coastal Shipping allowed to carry Export / TS cargo along with Coastal cargoes and stop at Sri Lanka enroute. This is presently allowed for Container vessels.

Capt. Subhedar, President (ICCSA) suggested that there should be concession to such vessels, in port charges. Capt. Kundlas explained that amongst the port charges wharfage is quite high. Shri A.Y.Serang, Gen. Secretary(NUSI) mentioned that the cabotage should be continued.
Capt. Harish Khatri submitted that there is need to have a road map ensuring provisions for commercial viability of Ro-Ro at Indian coast. The Chairman NSB may commission a group with stake holders involving studies which should be jointly funded by NSB and stake holders.

8.0 **Other Issues with the permission of the Chair :**

8.1 Members of Parliament desired to highlight local issues of the ports, in the subsequent meetings. The NSB Chairman suggested that local issues can be sorted

out through bilateral discussions amongst the local authorities. However, the issues involving policy matters can be taken up by the NSB.

8.2 Coast Guard rep. gave brief on National Disaster Management Committee and stated that all ports are required to maintain adequate inventory of oil spill response equipment and skilled manpower for response to spills within their jurisdiction. He further informed that Level-I training is free to all and all ports should depute their staff for this training.

8.3 Shri Abdulgani Y. Serang, Gen. Secretary, NISU informed the forum about the following longstanding issues:

a. Income Tax exemption for Indian seafarers working on Indian flagships. Shri Serang informed that for last twenty years they have been raising this issue. He expressed his hopes from new Government who has taken positive action in this regard. He stated that some solution is expected from the ensuing budget. He therefore requested NSB to take up this matter in the ensuing budget.

b. Enhancement of skill for seafarers : Shri Serang put forth that in order to increase the avenues of employment to the Indian seafarers both on Indian and foreign flagships, it is essential that their technical skill be enhanced to retain the existing jobs and also to increase the employment opportunities. The Govt. of India should identify and facilitate such training opportunities for seafarers in technical areas.

NSB Chairman requested Shri Serang to present a white paper on the specific scheme for skill development issues which should be circulated and then discussed in next meeting.

9. Dr.Vishwapati Trivedi IAS, Chairman, NSB, in his concluding remarks stated that the points elaborated during the meeting are well noted. He thanked Hon'ble Members of Parliament and other NSB members and special invitees for their valuable contribution and recapitulated the deliberation in the form of following Resolution of the Board.

9.1 There is a need to identify specific routes and enabling provisions for a commercial viability of ROPAX operation on Indian coast. In this regards, it is resolved that the Chairman, NSB may commission a study on this issue, involving stakeholders, to be funded by NSB and stakeholders.

9.2 Given that the IMO has taken an initiative for promoting collective maritime heritages from various parts of the world, there is a need to research and collate the maritime heritage of India. In this regards, the Chairman, NSB may commission work.

10. The Meeting ended with vote of thanks to the Chair.

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जवाहरलाल नेहरु पत्तन न्यास

Jawaharlal Nehru Port Trust

जने प न्यास
JNPT

Welcomes

Dr. Vishwapati Trivedi, IAS

Chairman National Shipping Board,

Hon'ble Members of Parliament and Members of NSB

Paperless Port

Venue: Hotel Park Inn

January 24, 2015



JN PORT: India's Premier Container Port



JN Port Trust (earlier Nhava Sheva Port Trust) was formed in 1982

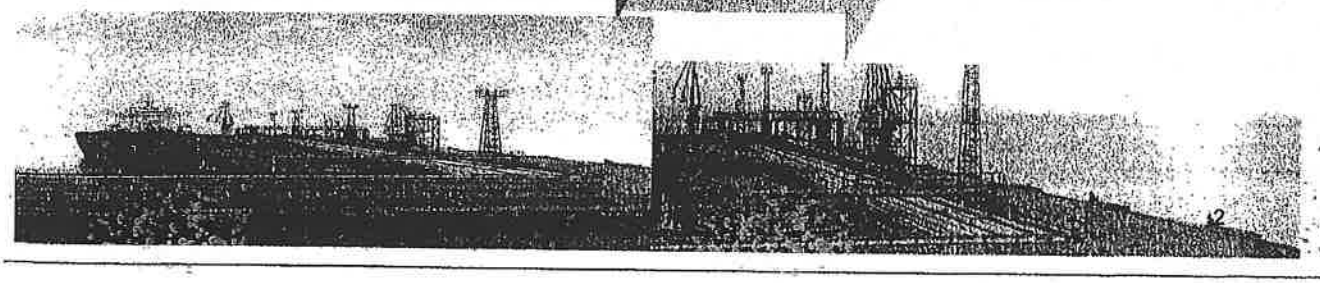
Port commissioned for cargo operations on 26th May, 1989

Largest Container Port in India

Land Area: 2,987 Hectares

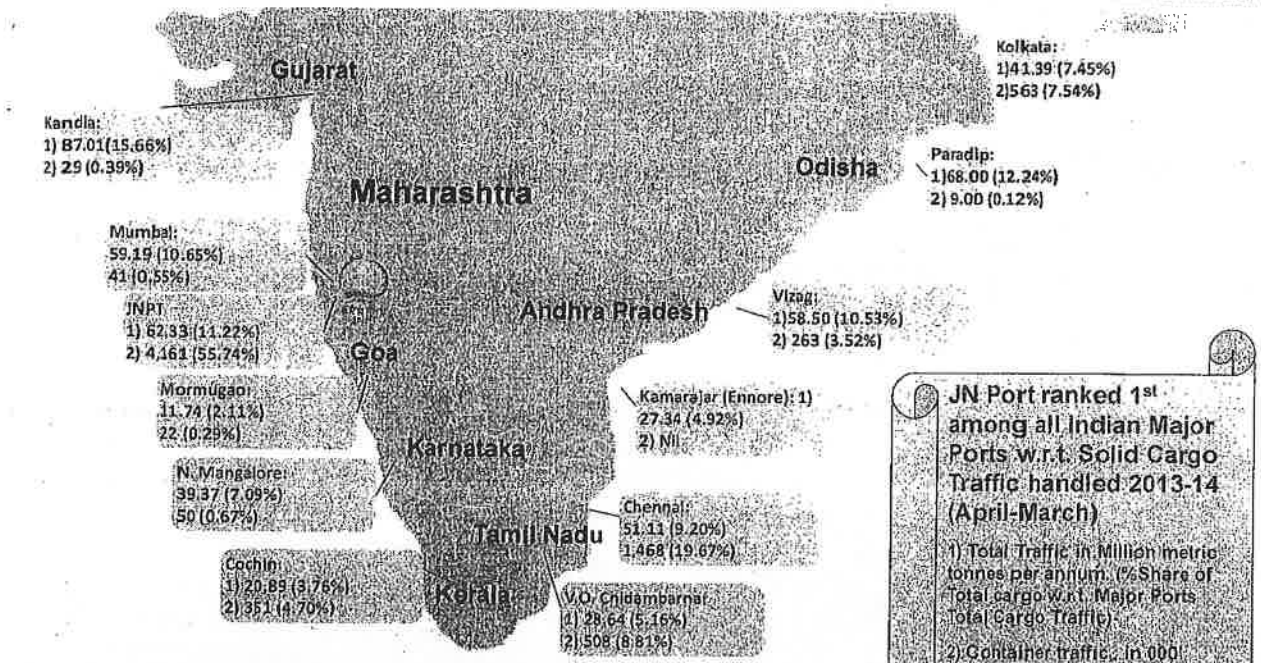
Ranked 1st among all Major Ports w.r.t. Solid cargo Traffic handled 2013-14 (April-March)

जने प न्यास
JNPT



India's Maritime Segment: JN Port's Positioning

JN Port Container Traffic: Market share of 55.74% among all Major Ports of India



JN Port ranked 1st among all Indian Major Ports w.r.t. Solid Cargo Traffic handled 2013-14 (April-March)

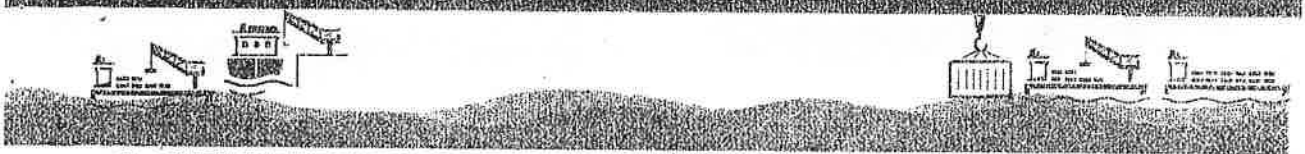
1) Total Traffic in Million metric tonnes per annum. (%Share of Total cargo w.r.t. Major Ports Total Cargo Traffic).

2) Container traffic, in 000 TEUs (%share)

Cargo Handling Facilites

Terminals	JNPCT	NSICT	GTICT	LIQUID CARGO TERMINAL	SHALLOW DRAUGHT TERMINAL	TOTAL
QUAY LENGTH (Mtrs.)	680	600	712	300-Sea 280-Shore	445	1,992 –CTRS 1,025-OTHRS
MAXIMUM DRAFT (Mtrs.)	14	14	14	14-Out 10-Inner	10-Max.	--
DESIGN CAPACITY (Million TEUs Year) (Million Tonnes/Year)	1.2 15	1.2 15	1.8 22.5	5.5	2.1	4.2 60.1
REEFER POINTS (Nos.)	320	772	880			1,972
RMQCs (Nos.)/ Loading Arms	9	8	10	-- 10	--	27 10
RTGCs (Nos.)	18	29	40			87
RMGCs (Nos.)	5	3	3			11
Yard Area (In Hectares)	61.49	25.84	47.24	142 Tanks Capacity: (710,619 MT)	9.9	144.47

Cargo Handling Infrastructure



TERMINALS

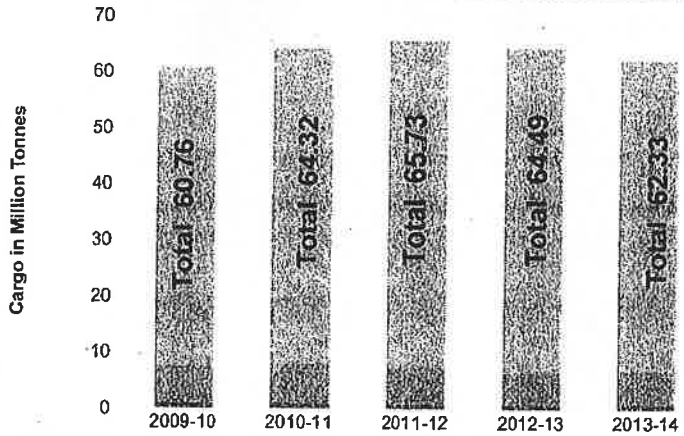
- JNPCT (Port owned terminal) : Commenced in May 1989. Capacity of 1.2 million TEUs p.a.
- NSICT (DP World operated terminal on BOT): Commissioned in April 1999, capacity 1.2 million TEUs p.a.
- GTI Container Terminal (APM Terminal on BOT) – Commenced in October 2006, capacity of 1.8 million TEUs p.a
- A twin berth Liquid Cargo Terminal of BPCL & IOCL from October 2002. Capacity of 5.5 million tonnes p.a
- Shallow Draft Berth of 445 meters length was developed by JNPT to handle feeder container vessels, dry bulk cargo vessels and other general cargo vessels, commissioned in September 2002. design capacity 1.2 million Tonnes p.a.

FACILITIES

- 33.54 Kms long main harbour channel with draught of 14 mtrs. Depth of outer berths-16.5 mtrs Below Chart Datum.
- Flotilla: Total Tugs: 8, Pilot Launches: 6, Passenger Launches: 2, High Speed Patrolling Launches:2.
- 9 Railway sidings / Capacity of 27 container trains (90 TEUs /train) per day.
- Gateway connectivity with 34 Inland Container Depots (ICDs).
- 29 Container Freight Stations (CFSs) including one CFS owned by the Port.
- Road connectivity by four-laned road from National Highways.

Cargo Profile

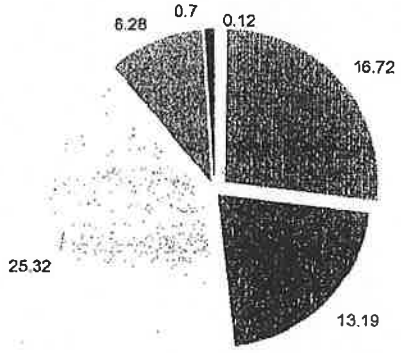
Trend in Cargo Handled (last 5 Years)



	2009-10	2010-11	2011-12	2012-13	2013-14
Containers	53.1	56.43	58.23	57.91	55.23
Liquid Bulk	6.63	6.81	6.66	5.88	6.28
Break Bulk	0.02	0.21	0.13	0.1	0.12
Dry Bulk	1.02	0.87	0.71	0.59	0.7

% CTR Traffic (Mil TEUs)	87.38% (4.06)	87.73% (4.27)	88.59% (4.32)	89.80% (4.26)	88.61% (4.16)

CARGO PROFILE 2013-14: 62.33 MMT



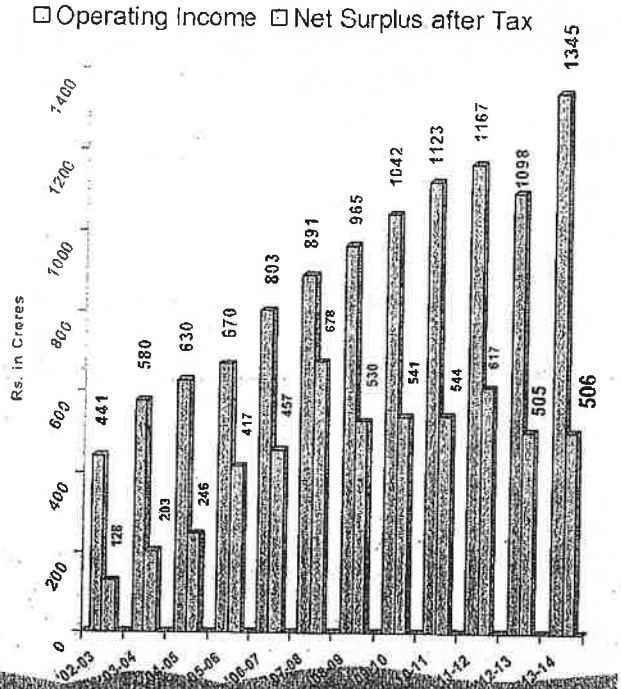
Certifications and Financial Performance

JN Port's Certifications

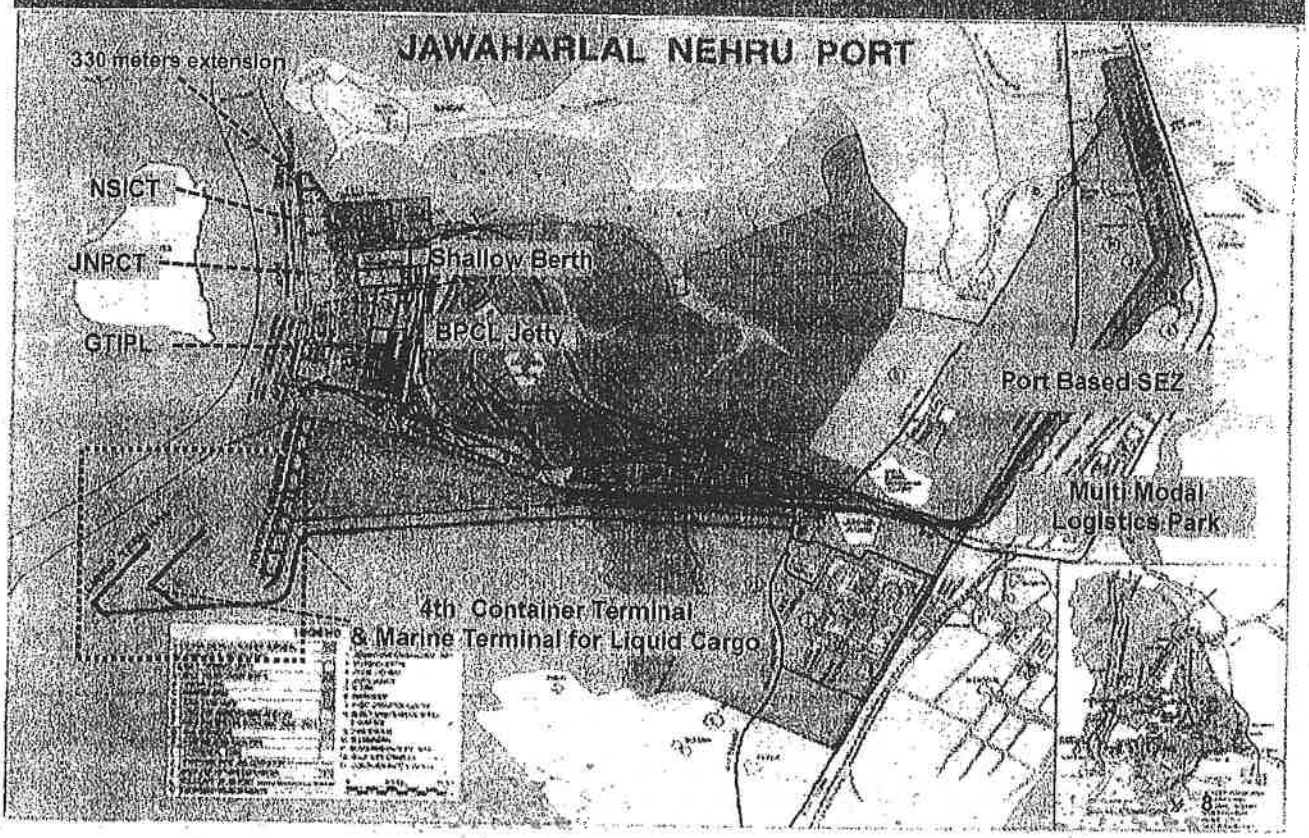
JNPT is the only major port in India to have these four port certifications:

ISO 9001:2008	Standards for Quality Management System
ISO 27001:2005	Standards for Information Security Management System
ISO 14001:2004	Environmental Management System (obtained in 2011)
OHSAS 18001:2007	Occupational Health & Safety Management System (obtained in 2011)

JN Port's Financial Performance



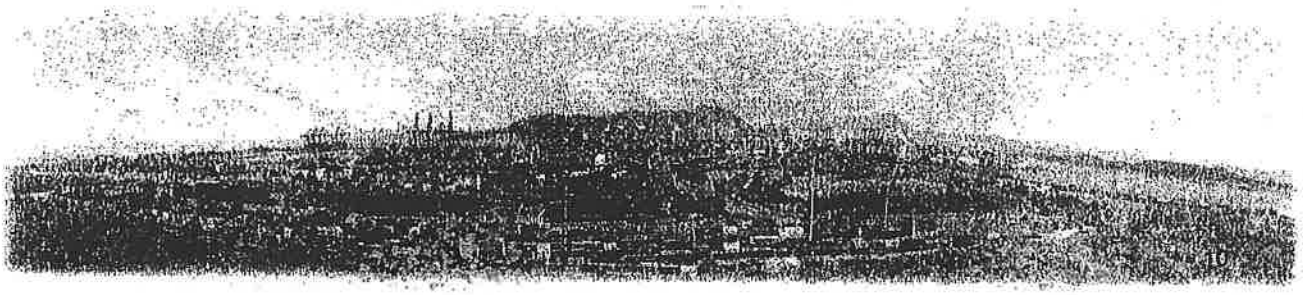
Major Core Projects



Major Future Development Projects

- Deepening and widening of Main Harbour Channel and JN Port channel
- Stand-alone container handling facility with a quay length of 330 m towards the North on DBFOT basis.
- Development of 4th Container Terminal on DBFOT Basis
- Construction of Mooring Dolphin
- Widening of Highway linkages to 6/8 laning
- Rail Connectivity Project: Dedicated Freight Corridor by Dedicated Freight Corridor Corporation.
- Port Based Multi Product SEZ
- Multi-Modal Logistic Park and Dry Port
- Centralized Parking Plaza:
- Modernization of Port Owned Terminals
- Construction of Additional Refer Yard
- Future Port Projects:
  - Satellite Port near Tarapur or Vijaydurg
  - Dry Port near Nagpur and Aurangabad
  - Chabahar Port Project at Iran

Paperless Port



Paperless Online Processes / Automated Gate Operations

- As a part of Paperless initiative, now Port intends to do away with Form-13 for the containers arriving at JNPT Terminals.
- Form 13 is a document which gives container details and Custom's endorsement authorizing the Terminal to Gate-In the Export container. As on today submission of Form-13, which is the only Port Document and mandatory.
- On implementation of Paperless Online Processes / Automated Gate Operations at entry and exit gates, which will help the terminals for smooth and speedy movement of containers.
- Benefit of Paperless Online Process:
  - Saves paper and resources.
  - Benefits the environment.
  - Increases efficiency due to faster and smoother movement at the gates.
  - Enables to process and handle more volume.
  - Benefits the Trade enabling more Export and Import movement.

Present Procedures at Gate: Export Containers

- **Procedure followed for containerized cargo entry at gate (Export container)**
  - Representative of CFS Operator / Shipping Agency approaches preventive officer of Indian Customs present at CT Gates with filled Form -13.
  - The Preventive officer endorses Form – 13.
  - Terminal Gate Checker receives Form -13 endorsed by Preventive officer. After making necessary entries in the system, gate pass is generated.
  - CISF physically verifies containers with respect of the gate pass along with truck driver's documents and allows entry in side the terminal.
  - The export container is off-loaded in the designated yard and empty tractor trailer returns to the container gate and necessary transactions are completed in computer database at gate and is allowed to go out.

Present Procedures at Gate: Import Containers

- **Procedure followed for containerized cargo at exit gate: (Import Containers)**
  - Empty Trucks arrives at Container Pre Gates outside the Terminal for picking up delivery containers, pickup ticket is issued to enter into the Port Area.
  - CISF checks the documents and allow trucks to enter inside the terminal for loading Import container. Containers are loaded on to the truck and proceed to exit gate along with Form 13.
  - Gate pass (EIR) is generated and handed over to driver. Endorsement of the Customs is obtained on these gate pass (EIR).
  - CISF personnel verify physically and allows the container to pass through the exit gate.

Proposed System for Paperless Entry

- **Export Containers:**
  - CFSs & Shipping Lines will Pre-Advice / Pre Gate the export containers through web access system. This will have all details including container seal no. In case of factory stuffed containers, the entry of web access system will be done by shipping agent.
  - Customs will be given user id and password for checking the seal number from the web access system.
  - Gate pass (EIR) will be generated at Terminal Gate.
  - Container seal condition will be physically checked by CISF and containers will be allowed to enter inside the port.
  - Shipping Lines and CFS are accountable towards ensuring correctness of container and seal details.
  - This will eliminate Form 13.

Proposed System for Paperless Exit

- **Import Containers:**
  - Empty Trucks arrives at Container Pre Gates outside the Terminal for picking up delivery containers.
  - Based on the details available in the system for import containers, pickup ticket will be generated. Group Code of the CFS is necessary for the delivery of import container.
  - Empty truck will be allowed to gate in for picking up of import container.
  - Incase the best pick up is not available for delivery, another container of the same group will be delivered.
  - If the container has been assigned to another truck, the transaction has to be cancelled for the particular container and new transaction will be created and gate pass (EIR) will be generated.
  - CISF personnel will verify physically and allow the container to pass through the exit gate.

Other IT Systems Initiatives to support Paperless Port

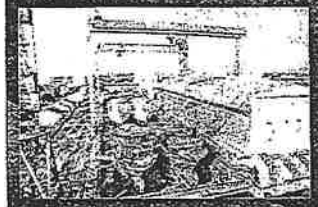
- **ERP:** Project for Software Development, Integration and Upgrade of Port Operations awarded to M/s CMC Limited and expected Go-Live date: April 1, 2015.
- **ERP Covering:**
  - Human Resource Management, including training, Finance & Accounting, Projects Management, Materials Management, Hospital Management, Plant & Machinery (Maintenance), Library Management System, Launch Management System, Visitor Management System, Workflow / Document Management, Land Management, Asset Management, Business Intelligence/Data Warehousing Solution.
- **KRONOS** – Attendance Automated System :
  - Implemented on trial basis w.e.f January 15, 2015.
- Upgradation of **CCTV Security** with 105 CCTV cameras is Under implementation

Thank You

जे ने प न्हा स
JNPT

Navi Mumbai, India
ISO Certified : ISPS Compliant
www.jnport.gov.in

Feasibility of construction/operation of ROPAX on Indian coast



Madhu S Nair
Chief General Manager
Business Development
Cochin Shipyard Limited

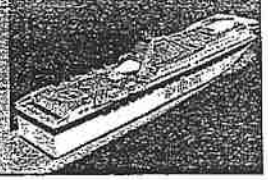
ROPAX VESSELS – FEATURES

- **ROPAX** – Roll-on/Roll-off Passenger
- Vessels with abt. 20-24 kn speed
- Capacity measured in **Lane Meters** and **Pax numbers**
- Strict requirements – Passengers and Moving loads onboard
- High freeboard, relatively more no. of decks
- Ramp doors, dedicated vehicle ramps
- Hotel and recreation
- Cargo operations



CONTENTS

- ROPAX Vessel Features
- Need for ROPAX Vessels
- Prerequisites
- Stake holders
- Design Configuration
- Port Requirements
- Operations
- Benchmark Challenges
- Commercial
- Way Forward



NEED FOR ROPAX VESSELS

- De-congesting roads in coastal cities
  - Coastal transport – Substantial opportunities
  - Bridging the gap between certain ports
- For Shipper
  - End to end connectivity, seal to container movement
  - Speed, no cutting time
  - Economic travel per kilometre – coastal rail & road transport
  - Less capital investment
- Avoid over travel in land transport, hinterland logistics
- Substantial fuel savings – One unit of fuel moves 4 times more cargo in ship than in truck, 2 times more than in rail
- Less pollution, environment friendly

PRE REQUISITES

- Basic Policy Framework
- Identification of location /ports /cities
- Infrastructure - Terminals, Operators, connecting infrastructure, shipyards, suitable designs

SUITABLE LOCATIONS

- Gujarat
- [illegible]
- Goa
- Andaman & Nicobar



ROPAX DESIGN

- ROPAX vessels need to be custom designed
  - Operating route
  - Environmental / Sea conditions
  - Type of vehicles and number of passengers
  - Voyage period
  - Terminal restraints
- Optimized design necessary for economic viability

For [illegible] ROPAX vessels [illegible]

STAKE HOLDERS

- Government - Central for Policy framework
  - State for Terminals/ connectivity
- Shipping Companies/ Operators
- Shipyards / Ship Designers
- Logistics firms



ROPAX DESIGN

- Key design features
  - Large external doors close to the waterline and
  - Open vehicle decks with few internal bulkheads
  - Water sloshing on the vehicle deck - free surface inertia impact stability
  - Above factors make vessel more risk prone
  - Hence [illegible]

RORO/RORO PAX CONSTRUCTION

- RoRO/RoPAX to be built in First Class Shipyards
  - Good Weight control during construction
  - High quality steel fabrication/ Industry standard Ramps
  - High quality painting, else vessel will corrode very fast leading to safety risk for operation
  - High Safety standards, quality, passenger safety equipments
  - Indian Standard Vessels Security Arrangement
- Shipyards with Proven Experience in high quality construction

RORO/RORO PAX OPERATION

- Amongst the High end shipping operations
- Long term/ Exclusive operator for each segment
- Mandatory Proven track record OR operational tie-up with such firms in the initial years
  - Properly trained crew considering High Risk
  - Self-discipline, Safety Audits, Surprise surveys by Surveyors
  - High quality Standard Operating Procedure (SOP) and Emergency procedures and drills
  - Adequate properly secured mooring gear, care against [illegible] risk, water ingress in cargo, [illegible] of free surface

POLICY FRAMEWORK

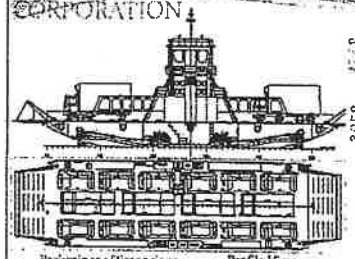
- RoRO/RoPAX Vessels are considered High risk category vessels. These are some times mockingly called "Roll On Roll Over"
  - Passengers on board
  - Moving cargo on board / Proper Securing needs
  - Large stern doors / Water on deck / free surface effects
- Very Essential to have Best practices in place
- Tie up with operators - [illegible]
- Need to induct new vessels needed by [illegible]

SCALE - RORO/RORO PAX OPERATIONS

- Within Ports and for Coastal ports
- Within 200 miles during daytime
- Can connect Mainland major Ports to Island

1/23/2015

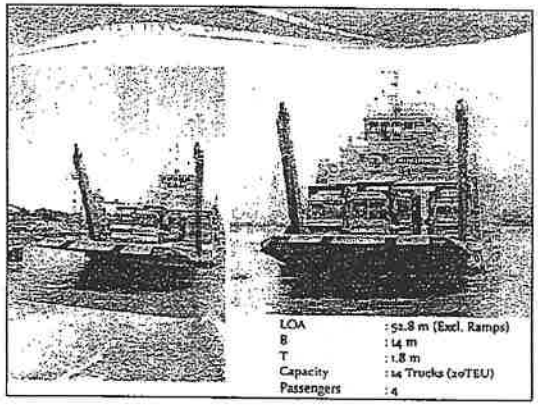
CORPORATION



Preliminary Dimensions
Length : 27 m (Excl. Ramps)
B : 8.25 m
T : 1.2 m approx
Speed : Abt. 8 kn
Endurance : 5 days

Profile View

Classification
Indian Register of Shipping (Inland Navigation Vessel)



LOA	: 52.8 m (Excl. Ramps)
B	: 14 m
T	: 1.8 m
Capacity	: 14 Trucks (20TEU)
Passengers	: 4

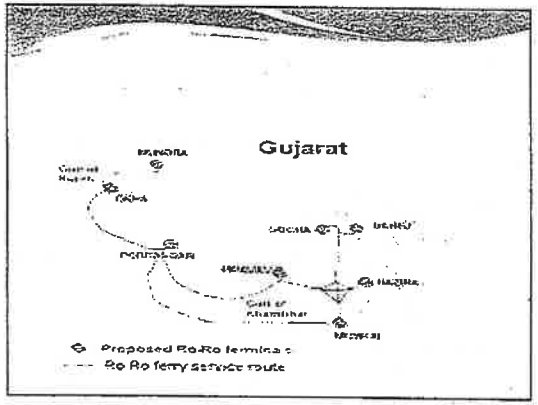
CHALLENGES

- Identifying the routes with potential
- Proper study of the Environmental Conditions
- Financial Viability
- Long funding requirement for New vessels long term view
- Participation of High draft operators
- Upgradation Ports to handle increased passengers and vehicles operating in Dedicated Terminals
- Determining Tariffs and Viability Gap Fund levels

GUJARAT

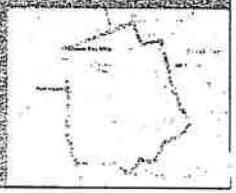
- Gogha and Dahej
- Promote tourism, linking places of historical, religious and tourist interests in Kutch and Saurashtra with south Gujarat.
- The circuitous road distance between Gogha and Dahej is about 300 km
- The sea distance between the two terminals is approx. 31 nm





COCHIN

- Have potential for small RoPAX Ferries for connecting points within the city
- CSL constructing for Corporation of Cochin a 27 m Ferry for Vypin to Fort Kochi
  - By Road – 20 km
  - By Ferry – 4 km



MUMBAI

Potential to operate small ROPAX ferries to interconnect major locations in the city.

This should contribute to a reduction in the traffic congestion in the city during peak hours.

Space and finds specific services available to operate between Mumbai and Goa



TRENDS/ TECHNOLOGIES

- For High speed small vessels
  - Catamarans
  - Water jets
  - LNG /Dual fuel

CATAMARANS

55 m High Speed CAT with Wave Piercing has potential in Mumbai area

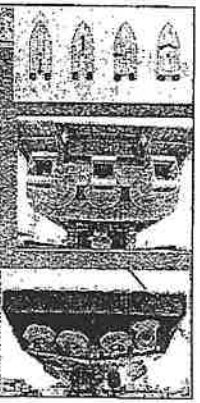
Advantages

- Mainly for car + personal ferry
- As a means of connecting to cruising travellers

Dis-Advantage

Shipyard not suitable sized for orders as it does not have the draft available for launch

WATER JET PROPULSION



- Excellent Manoeuvrability
- Low Draug and Shallow Draught operation possible
- Water is represent the most suggestive and efficient means of propulsion for increasing speed
- Application water jet propulsion in high speed ROPAX vessels is increasing

LNG as fuel

- Vessels can adopt LNG as marine fuel. Very low emission.

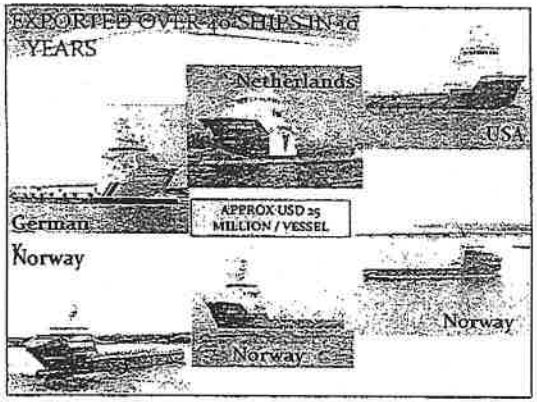
Cheap LNG in future can prove to be very economical

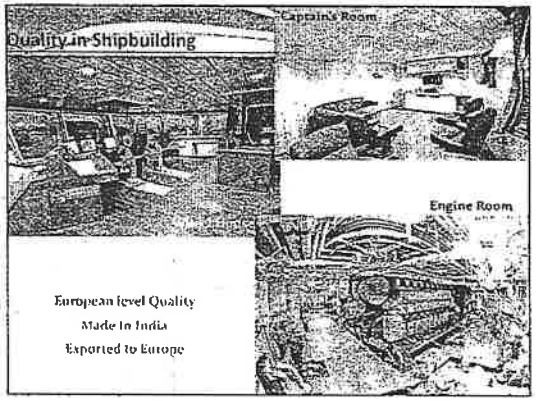
Marine dual fuel engines which can burn LNG / HFO / MGO are available

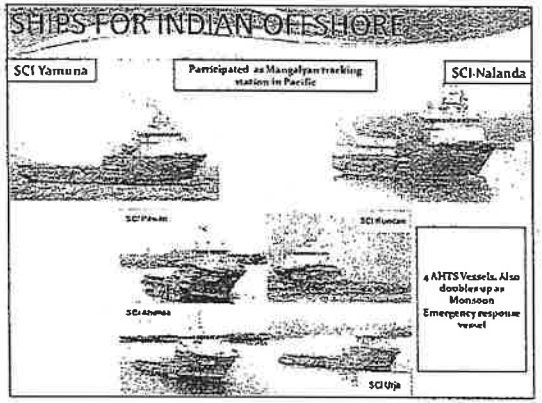
LNG tank arrangement is available and mature

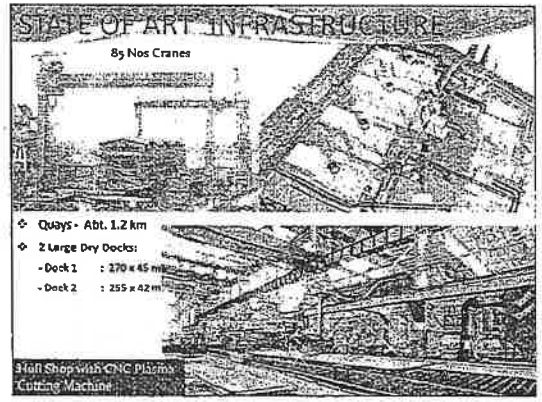
ROLE OF CSL

- With our experience in constructing vessels, track record of deliveries CSL is best suited to pioneer this segment in India
- Approx delivery period for a vessel would be abt 30 months from a contract
- If there is several public support CSL is willing to make investments to take this forward
- Create Concept designs for abt 2 potential designs in partnership with a reputed Private design firm / International experts
- We can then undertake complete feasibility report for proposals for such vessels


EXPORTED OVER 40 SHIPS IN 10 YEARS
Netherlands
USA
APPROX USD 25 MILLION / VESSEL
German
Norway
Norway
Norway


Quality in Shipbuilding
Captain's Room
Engine Room
European level Quality
Made in India
Exported to Europe


SHIPS FOR INDIAN OFFSHORE
SCI Yamuna
Participated as Mangalyan tracking station in Pacific
SCI-Nalanda
4 AHTS Vessels. Also doubles up as Monsoon Emergency response vessel
SCI Uja


STATE OF ART INFRASTRUCTURE
85 Nos Cranes
Quays - Abt. 1.2 km
2 Large Dry Docks:
- Dock 1 : 270 x 45 m
- Dock 2 : 255 x 42 m
Hull Shop with CNC Plasma Cutting Machine

1/23/2015

TARGET PORTFOLIO

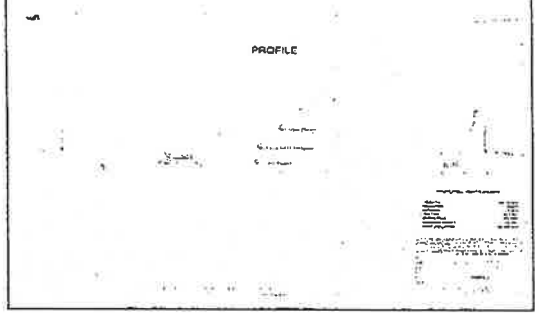
- SMALL DOUBLE ENDED FERRY
  - ~ 50 Vehicles
  - For Use in conjunction with larger vessels / hub and connectivity
  - To be deployed in inlet areas
- MEDIUM SIZE VESSEL ABT 120 M LONG
  - Refer options to sail maiden experience – About 100 to 120 PAX
- TARGET VESSELS ABT 200-220 M LONG
  - Upto 1000 PAX and 200 cars

120 VEHICLE VESSEL – IN OPERATION

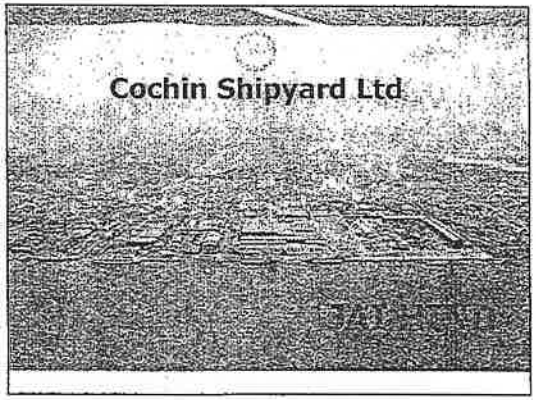


- Length OA abt. 142.0 m
- Breadth 23.0 m
- Depth 16.30 m
- Draft 5.20 m
- Vehicle Decks : 3
- Trailers : 120 No.

CONCEPT FOR 1500 LANE METRE DOUBLE ENDED FERRY



Cochin Shipyard Ltd

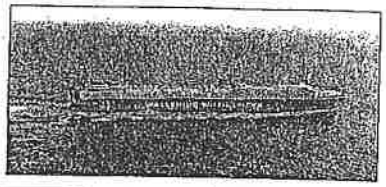


Wallenius Wilhelmsen Logistics

Short Sea Ro-Ro Shipping – A smarter solution to India's Logistics needs

Agenda

1. Distribution of Finished Vehicles within India
2. Present Domestic Movement of Cargoes
3. Seeing the whole picture and developing solutions

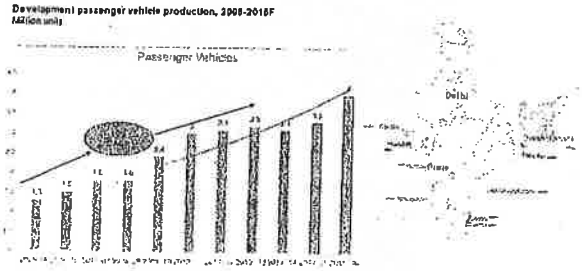


01 OPEN

Distribution of Finished Vehicle Transfers in India

Auto production in India is expected to grow with 10% per year and reach 4 million units in 2016

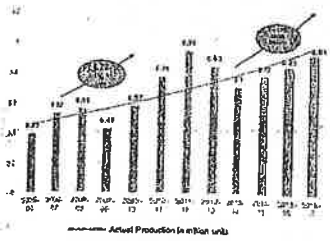
Development passenger vehicle production, 2008-2016F
Million units

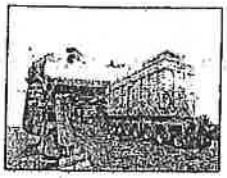


Source: Society of Indian Auto manufacturers (SIAM) website

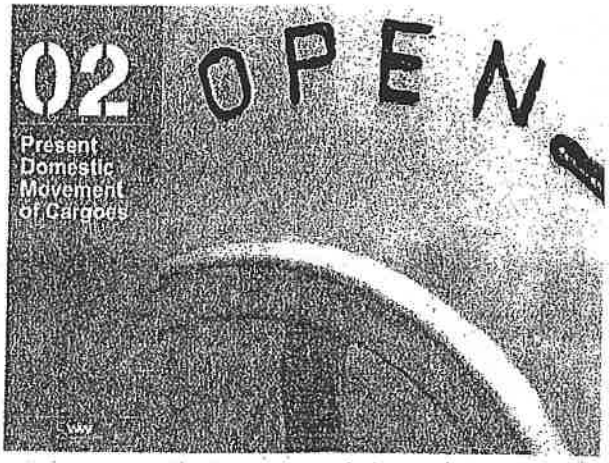
Production of commercial vehicles will pick up with investment in Mining and renewal of urban transport

Production of commercial vehicles, 2006-2016





Source: Society of Indian Auto manufacturers (SIAM) website



Majority of the Finished vehicles are transported by Road



97% of Finished Vehicles are transported by road on Over length carriers. This creates congestion, High CO2 Emissions and is not sustainable.

Dedicated Freight Corridor by Rail- Delhi to Mumbai and Delhi to Kolkata expected only in 2018-19.

No Visibility on DFC Delhi to Chennai and West to South.

There are Private initiatives to invest in Rail and increase Share However very minimal.



Domestic Sales of Passenger Cars VS Trips required for Car Trailers

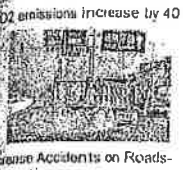
- Indian CMVR rules prohibit car trailers over 18 metres in length. Today 100 % of car carrying trailers are over 18 metres in Length.
- These trailers expected to be off road by 2016 . 1 year exemption has been given in Jan 15 by Haryana Government.

	2013-14	2014-15	2015-16	2016-17
Passenger Vehicles	2503685	2754054	3029459	3332405
Average load per trailor	9.20	9.20	7.30	7.30
No. Of Trips	272140	299354	414994	456494

No of Trips increased by 52% in 2016 and 68% in 2017

Effect of Increase of Trips

CO2 emissions increase by 40 %



Congestion on Roads

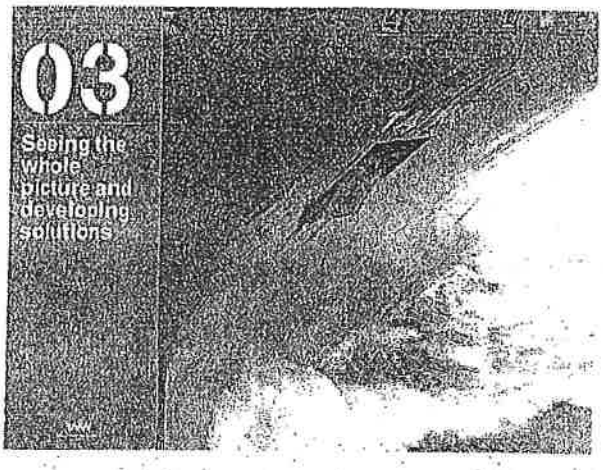


Increase Accidents on Roads-



Increase Fuel Usage





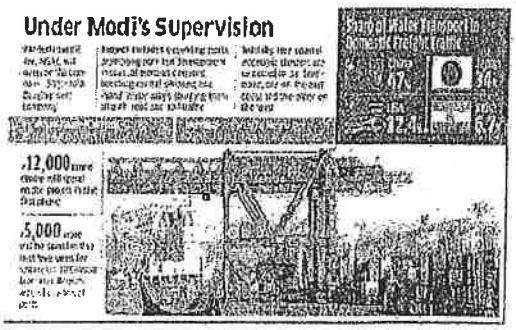
WWLs' approach is to offer an alternate Transportation solution – Short Sea Shipping



Coastal Feeder Short Sea Shipping

Short Sea service from Chennai to Mundra / Kandla calling Sri Lanka en route

Prime Minister Vision



What Coastal Shipping can offer ?

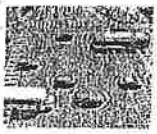
Reduced CO_2 emissions by 50 %



De Congest Roads



Decrease Accidents



Fuel Economic Mode of transportation



Update on promotion of Coastal Shipping



9 cargoes are highlighted for encouraging coastal solutions. Auto mobiles and CV are included. We are pushing for Construction Equipment

•The 25% Import duty has been waived till March 2015. We are pushing for this to go.

•We are seeking a solution that allows the line to transport T/S and export cargo on same vessel for sustainability. Bangladesh is already included as coastal / we are pushing for Sri Lanka

•There is a move to further reduce port costs to encourage coastal shipping

•GST / Move away from long distance trucking is still very hazy

•Development of Hub ports on Shipping lanes to EU, Africa and South America

Cost Comparison

Total Logistics Cost comparison - Vessel cost + Wharfage + First Mile + Last Mile

Delhi NCR Region		Chennai	Vizhinjam	Cochin	Pondicherry	Mangalore
Delhi NCR Region	Road	13136	18630	13831	14321	14654
	Rail	13136	18630	13831	14321	14654
	Coastal	10063	13193	10740	8515	8834
	Difference	3073	5453	7939	5806	5820

Chennai Region		Kolkata	Mundra	Ahmedabad	Jaipur	Delhi
Chennai Region	Road	13073	12412	11737	13167	14912
	Rail	13073	12412	11737	13167	14912
	Coastal	12833	10593	9946	11371	12576
	Difference	-239	1807	1796	3978	3336

Cost comparison – If No return coastal Cargo

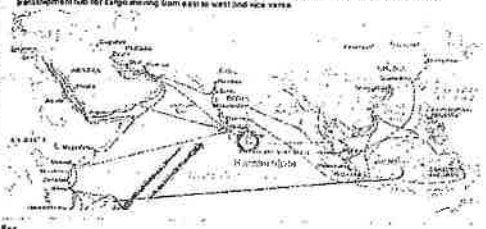
Total Logistics Cost comparison - Vessel cost + Wharfage + First Mile + Last Mile

Delhi NCR Region		Chennai	Vizhinjam	Cochin	Pondicherry	Mangalore
Delhi NCR Region	Road	0	0	0	0	0
	Rail	0	0	0	0	0
	Coastal	0	0	0	0	0
	Difference	0	0	0	0	0

Chennai Region		Kolkata	Mundra	Ahmedabad	Jaipur	Delhi
Chennai Region	Road	13073	12412	11737	13167	14912
	Rail	13073	12412	11737	13167	14912
	Coastal	19628	21014	20328	23539	25043
	Difference	6556	8602	8591	10373	10131

Factors to be considered to make Coastal Competitive

1) All taxes on the Bunkers to be waived off- Tax Free Bunkers for 2 Years
2) Wharfage and Vessel related charges to be reduced at Chennai and Kandla Ports.
3) Exemption on Indian flag for coastal for 1 year.
4) Coastal Shipping allowed to carry Export / TS cargo along with Coastal cargoes and stop at Sri Lanka enroute. This is presently allowed for Container vessels.-Hambantota is at the southern tip of Sri Lanka, and is emerging as a major transhipment hub for cargo moving from east to west and vice versa.





- ATTENDANCE -

LIST OF THE MEMBERS AND SPECIAL INVITEES PARTICIPATED I IN THE 124TH MEETING OF NATIONAL SHIPPING BAORD HELD ON 24TH JANUARY, 2015 AT 1000 HRS AT JNPT NAVI MUMBAI

SR.NO.	NAME OF THE MEMBER/SPECIAL INVITEE	SIGNATURE
1	Dr.Vishwapati Trivedi, Chairman 09871841111	
2	Shri.K Rahman Khan, MP (Rajya Sabha) 080 26653844, 26638778	
3	Shri.C M Ramesh MP (Rajya Sabha) 098689333333	
4	Shri.Gajajan Kirtikar MP (Lok Sabha) 09594977982 PA	
5	Dr. K Haribabu MP (Lok Sabha) 09440901300	
6	Shri Kodikunnil Suresh MP (Lok Sabha) 09447145400/4742454000	
7	Shri.S R Vijaykumar MP (Lok Sabha) 09840137037	
8	DIG A A Hebbar Coast Guard 09868202877	
9	Shri. Indian Navy	Cmde VK Madhusoodanan VSM Cdr Gaurav Mahajan
10	Shri. Deepak Shetty DG Shipping 09819897901/275752005	24/01/15
11	Mr. Umesh Grover CEO (INSA) 09867558355/9833556076	
12	Capt. Subedar President, (ICCSA) 09823158057	
13	Shri. A Y Serang General Secretary(NUSI) 09820149654/22700083	
14	Shri. S S Khan General Secretary (MUI) 22613052/26730711	
15	Shri. Ajit Khot. 01126111030	
16	Capt. Piyush Sinha 09325212072/	

SR.NO.	NAME OF THE MEMBER/SPECIAL INVITEE	SIGNATURE
17	B.R.SEKHAR (DGS)	
18	SURESH KUMAR. R.N (DGS)	
19	MADHAVAN S. NAIR, CMM, COCHIN SHIPYARD	9895765833
20	Capt. Naresh Kundlas, Wallenius Wilhelmsen Logistics (I)Pvt. Ltd.	
21	Cdr Gaurav Mahajan	011 23010100
22		
23		
24	Neeraj Bansal	
25	Capt. H. Khatri	
26.	S.K.Kaul	
27.	Mahesh Yadav	
28.	A.K. BOSE	

शीघ्र डाक
SPEED POST

F/NSB

No. 1-NSB(3)/2014

Date: 19.01.2015

19 JAN 2015

To,
All Members of NSB,
(As per list attached)

प्रेषित
ISSUED
ता/Dt.....

Sub: **Notification regarding reconstitution National Shipping Board.**

Sir,

Reference Ministry's letter No. ST-11011/1/2014-MA dated 12.01.2015 on the above subject (copy enclosed). I am directed to forward herewith copies of the Notifications as published in the Gazette of India (Extra-ordinary) on 28.11.2014 (S.O.3093(E)

Yours faithfully,

(Mahesh Yadav)
Asstt. Director General of Shipping. (NSB)

Encl.- As above.

Copy for information to:

1. Shri.Gowri S.Nair,Under Secretary to the Govt. of India, Transport Bhawan, 1-Parliament Street, New Delhi-110 001.

By Speed Post

ADG(NSB)

Most Immediate

No.ST-11011/1/2014-MA
Government of India
Ministry of Shipping

Transport Bhawan,
1-Parliament Street,

New Delhi, the 12th January, 2015

To

Directorate Generalof Shipping,
Beta Building, 9th Floor, i-Think Technopark,
Kanjur Marg (East),
Mumbai-400 042.

(Kind atten: Capt.H.Khatri, Dy.NA)

Subject:- Notification regarding reconstitution of National Shipping Board.

Sir,

I am directed to refer to Directorate's letter No.CS/NSB(3)/2014 dated 11th November, 2014 on the subject mentioned above and to forward herewith 50 copies of the Notification as published in the Gazette of India (Extra-ordinary) on 28th November, 2014 (S.O.3093(E)

2. You are requested to send a copy of the above Notification to each of the members concerned.

3. This may please be treated as MOST URGNET.

Yours faithfuliy,

(Gowri S.Nair)
Under Secretary to the Govt. of India
Tel.No.23710363

Copy with a copy of the Notification to:
(i) PS to Minister of Shipping.
(ii) Sr. PPS to Secy(S)/PS to AS/JS(MA).

रजिस्ट्री सं० डी० एल०-33004/99

REGD. NO. D. L.-33004/99

भारत का राजपत्र

The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

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पोत परिवहन मंत्रालय

अधिसूचना

नई दिल्ली, 28 नवंबर, 2014

का.आ. 3093(अ).—राष्ट्रीय नौवहन मंडल नियम, 1960, के नियम 4 के साथ पठित वाणिज्य पोत परिवहन अधिनियम, 1958 (1958 के 44) की धारा 4 द्वारा प्रदत्त शक्तियों के अनुसार केन्द्र सरकार एतद् द्वारा निम्नलिखित को शामिल करते हुए राष्ट्रीय नौवहन मंडल का 1 दिसंबर, 2014 से दो वर्ष की अवधि के लिए गठन करती है:—

1. डॉ. विश्वपति त्रिवेदी, अध्यक्ष
2. श्री के.रहमान खान, सांसद (राज्य सभा), सदस्य
3. श्री सी एम रमेश, सांसद (राज्य सभा), सदस्य
4. नौवहन महानिदेशक, मुम्बई, सदस्य
5. भारतीय नौसेना के प्रतिनिधि, सदस्य
6. तट रक्षक के प्रतिनिधि, सदस्य
7. अध्यक्ष/सीईओ, इंडियन नैशनल शिप–ओनर्स ऐसोसिएशन (आई एन एस ए), सदस्य
8. अध्यक्ष, इंडिया कोस्टल कान्फ्रेंस शिपिंग ऐसोसिशन (आई सी सी एस ए), सदस्य
9. महासचिव, नेशनल यूनियन ऑफ सीफेयरर्स ऑफ इंडिया (एन यू एस आई), सदस्य
10. महासचिव, मेरीटाइम यूनियन ऑफ इंडिया (एम यू आई), सदस्य
11. श्री अजित खोत, सदस्य
12. कप्तान, पीयूष सिन्हा, सदस्य

[फा. सं. एसटी–11011/1/2014–एमए]

आलोक श्रीवास्तव, संयुक्त सचिव

MINISTRY OF SHIPPING

NOTIFICATION

New Delhi, the 28th November, 2014

S.O. 3093(E).—In exercise of powers conferred by Section 4 of the Merchant Shipping Act, 1958 (44 of 1958) read with Rule 4 of the National Shipping Board Rules, 1960, the Central Government hereby constitutes the National Shipping Board for a period of two years with effect from 1st December, 2014 consisting of the following, namely:—

1. Dr. Vishwapati Trivedi, Chairman
2. Shri K. Rahman Khan, Member of Parliament (Rajya Sabha), Member
3. Shri C.M. Ramesh, Member of Parliament (Rajya Sabha), Member
4. Director General of Shipping, Mumbai, Member
5. A representative of Indian Navy, Member
6. A representative of Coast Guard, Member
7. President/CEO, Indian National Ship-Owners Association (INSA), Member
8. President, India Coastal Conference Shipping Association (ICCSA), Member
9. General Secretary, National Union of Seafarers of India (NUSI), Member
10. General Secretary, Maritime Union of India (MUI), Member
11. Shri Ajit Khot, Member
12. Capt. Piyush Sinha, Member

[F. No. ST-11011/1/2014-MA]

ALOK SRIVASTAVA, Jt. Secy.

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MEMBER OF THE NATIONAL SHIPPING BOARD – THEIR NAMES & ADDRESSES
(For 2 years w.e.r. 1st December, 2014)
As per Gazette Notification No. S.O.3093(E) dated 28th November, 2014

Sr. No.	Name, Designation & Address
1	Dr. Vishwapati Trivedi, Chairman, NSB, Room No.316, 3rd floor, Transport Bhavan, 1, Parliament Street, New Delhi- 110 001
2	Shri. K Rahman Khan, Hon'ble – M P (R. S) 28, Akbar Road, New Delhi - 110001 Telephone : 23795782, Tele Fax: 23795021 E.mail: krkhan@sansad.nic.in
	Shri. K Rahman Khan M P (R-S) 200/C, III Block, 7th Main Jayanagar, Bangalore – 560011 Telephone : {080} 26653844, 26638778
3	Shri. C.M. Ramesh, Hon'ble – M P (R. S) No.4, Ground Floor, Munirka Marg, Vasant Vihar, New Delhi Telephone : 98689333333 E.mail: cm.ramesh@sansad.nic.in
	Shri. C.M. Ramesh, M P (R.S) H.No. 8-2-293/82/A/1308, Road No.65, Jubilee Hills, Hyderabad. 500033 Telephone : 040-23453333, 20033333,09849066233

4	Shri.Deepak Shetty, IRS, Director General of Shipping Secretary to the Govt. of India, 'Beta Building' 9th Floor, I-Think Techno Campus Kanjur Village Road, Kanjur Marg (East), Mumbai 400 042.
5	Vice Admiral A.K. Chawla, AVSM, VSM; Assistant Chief of Naval Staff (IW & Operations) 186, South Block, Naval Headquarters, New Delhi – 110 011.
6	The Director General of Coastal Guard, National Stadium Comples, Purana Quilla, New Delhi – 110 001.
7	Shri. Umesh Grover Chief Executive Officer Indian National Ship-Owners Association (INSA), Member 22' Marker Tower – F, 2nd Floor Cuffe Parade, Mumbai – 400 005. Tel: 40023161(D)/40023168-70 (B) Mobile No. 9833556076 Fax: 22182104 ; E-mail:ceo@insa.org.in
8	President, Capt. S.V. Subedar, India Coastal Conference Shipping Association (ICCSA), Member "Scindia House" Basement, Narottam Morajjee Road, Ballard Estate, Mumbai – 400 038.

9	Shri. Abdulgani Y. Serang, General Secretary-cum-Treasurer National Union of Seafarers of India (NUSI), Member NUSI Bhavan, 4, Goa Street, Ballard Estate, Mumbai – 400 001. Tel: 91-22-22700083(D)/ 91-22-22618368/9 (B) Mobile No. 91-9820149654 Fax: 91-22-22615929 ; E-mail: nusi@vsnl.com
10	Shri. S.S. Khan General Secretary, Maritime Union of India (MUI) Udyog Bhavan, W.H. Marg, Mumbai – 400 001.
11	Shri. Ajit Khot, Member
12	Capt. Piyush Sinha, Member, National Shipping Board, Horizon House-B-20, MIDC, Chikal Thana, Aurangabad, Maharashtra 431 006.

TO BE PUBLISHED IN PART II. SECTION 3, SUB-SECTION (ii) OF THE GAZETTE OF INDIA- EXTRAORDINARY

Government of India
Ministry of Shipping

NOTIFICATION

New Delhi, the 28th November, 2014

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File No. ST-11011/1/2014-MA

(Alok Srivastava)
Joint Secretary to the Government of India

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