

AMTOI

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ASSOCIATION OF MULTIMODAL
TRANSPORT OPERATORS OF INDIA



AMTOI

AMTOI, The Association of Multimodal Transport Operators of India, was formed with the object of organizing Multimodal Transport Operators at the national level and improving the quality of their services. The members of the Association are Multimodal Transport Operators registered with the Directorate General of Shipping, Mumbai under the Multimodal Transportation of Goods Act, 1993 which also includes some associate members like CFS operators, tank container operators etc.

The Association is a non-profit making body registered under the Indian Companies Act and is managed by the Managing Committee comprising of 7 members elected by the Operator members. The Committee is assisted by a Board of Advisors consisting of the representatives of Government / Public Sector Organizations. Also, it has various trade association representatives on its extended board and is thus likened to an apex body.

As a unique initiative, AMTOI has set up a forum called the Grievance Redressal Forum (GRF). The objective of this Forum is to create a platform for dispute resolution and thereby addressing grievances of the members of the trade.

The Association has a two-tier membership – Ordinary members who are registered as MTOs and Associate members who are not MTOs themselves but who are involved in operations connected with multimodal transport. The Associate members are not eligible for voting rights or contest in the Elections.

The Association from time to time has made suggestions for the consideration of Government and in fact the suggestion for amending the Multimodal Transportation of Goods Act and for adopting other related measures.

AMTOI has been able to secure representation on Government bodies like the Standing Committee on Promotion of Exports, (SCOPE Shipping and SCOPE Air), Task Force on Multimodal Transport and various other forums of the Ministries of Shipping, Commerce & Finance of the Government of India. The Association is also a member of the International Multimodal Transport Association based in Geneva and has thus acquired international recognition.

For the benefit of its members, regular training courses are conducted by it on tax issues, insurance or other such related subjects.

An awaited event of the year is the MULTIMODAL DAY or an AMTOI DAY which the Association organizes as an 'Annual Day' for the last many years wherein the entire shipping fraternity of Shipping Lines, Ports CFS operators, Freight Forwarders, NVOCC's, CHA's, Airlines, Government authorities in addition to MTO's come together to network and interact with each other under one roof.

Members are kept abreast of the happenings in the industry by MULTIMODAL TIMES or AMTOI Newsletter which is published as a quarterly magazine currently and we hope to graduate into a monthly publication which will attempt to capture critical issues that are close to the industry and along with opinions of the industry leaders.

Lastly, keeping abreast with the advancing technologies, AMTOI continuously improvises its website and offers tools for various industry players to come together and thus endeavoring to be a leader in its class.



ASSOCIATION OF MULTIMODAL TRANSPORT OPERATORS OF INDIA

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AMTOI
CATALYSING MULTIMODALISM

ASSOCIATION OF MULTIMODAL TRANSPORT OPERATORS OF INDIA

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Shantanu Bhadkamkar / Xerrxes P Master

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MANAGING COMMITTEE MEMBERS 2019-2020

Mr. Shantanu Bhadkamkar,
President

Mr. George Abrao,
Hon. Secretary

Mr. R K Rubin,
Managing Committee Member

Mr. Haresh Lalwani,
Special Invitee- Managing committee member &
Convenor- Liquid Logistics Council

Mr. Vivek Kele,
Ex-Officio

Mr. Pramod Kumar Srivastava,
Convenor, Eastern Regional Chapter

Mr. Tarun Sharma,
Convenor, Northern Regional Chapter

Mrs. Geetha Rubin
Convenor, Women's Wing

Mr. Tushar Jani,
Advisor

Mr. Shashi Tanna
Advisor

Capt. Makarand Sardesai
Secretary General

Mr. Xerrxes Master,
Vice President

Ms. Anjali Bhide,
Hon. Treasurer & Convenor, AMTOI Cricket Tournament

Mr. Ravindra J. Gandhi,
Managing Committee Member

Mr. T Venkataraman,
Special Invitee, Managing Committee Member &
Convenor, AMTOI Box Operators Forum

Mr. Nailesh Gandhi,
Immediate Past President

Mr. Yogesh Parekh,
Special Invitee, Managing Committee Member

Mr. Deepak Ramaswamy,
Convenor, Southern Regional Chapter

Mr. Shankar Shinde,
Convenor, Western Regional Chapter

Mr. Yash Parekh
Convenor, Youth Council

Mr. Anand Sheth
Advisor

Mr. Sailesh Bhatia
Advisor

EXTENDED BOARD MEMBERS 2019-2020

- All India Transport Congress
- Association of Container Train Operators
- CFS Association of India
- Coastal Container Transporters Association
- Consolidators Association of India
- Federation of Freight Forwarders Association of India
- Women's International Shipping & Trading Association
- Indian National Shipowners' Association
- Indian Private Port & Terminals Association
- Maritime Association of Nationwide Shipping Agencies
- The Air Cargo Agents Association of India
- The Container Shipping Lines Association
- Hydraulic Trailer Owners Association

NEW MEMBERS OCTOBER 2019 – DECEMBER 2019

MTO MEMBERS

M/s. GLO-IND Logistics Pvt. Ltd. Pune

M/s. Jubilee Cargo Pvt. Ltd. Pune

M/s. Alianca Logistics Pvt. Ltd. Delhi

M/s. Meridian Cargo Lines Pvt. Ltd. Secunderabad

M/s. Beyond Logistics Pvt. Ltd. Maharashtra

M/s. Transnational Shipping India Pvt. Ltd. Kutch

M/s. Transmodal Marine Logistics Pvt. Ltd. Rajasthan

M/s. Matrix Freight Systems (P) Ltd. New Delhi

M/s. Link Logistics Management Pvt. Ltd. New Delhi

M/s. TMT Logistics Pvt. Ltd. New Delhi

ASSOCIATE MEMBER

M/s. Aiyer Shipping Agency Pvt. Ltd. Mumbai



- Mr. Shantanu Bhadkamkar & Mr. Arun Kumar from NRC attended a meeting with Shri. Sivasailam, Special Secretary, Logistics, at New Delhi on 7th October 2019.
- AMTOI, CAI, FFFAI and other prominent members of AMTOI attended a meeting at Master Groups Board Room on 10th October 2019 to discuss the proposed changes mooted by Logistics secretary, Mr. Sivasailam.
- Cocktails & Dinner was hosted by AMTOI to honor ex. DG of Shipping & ex. Presidents of AMTOI at MCA Club, BKC on 11th October 2019.
- Capt. Makarand Sardesai, Mr. George Abrao and Mr. Shantanu Bhadkamkar attended a meeting organized by FIEO on 15th October at SBI office, Nariman Point.
- Capt. Makarand Sardesai represented AMTOI at the 3rd Indo-Dutch Port Forum on "Innovation through Co-creation" on 16th October 2019 held at Hotel Trident, Nariman Point which was also attended by Royal Couple of the Kingdom of the Netherlands.
- Capt. Makarand represented AMTOI at a meeting called by IPA on PCS1x at MBPT Board Room, Ballard estate on 17th October 2019.
- AMTOI held a meeting at Master Groups Board Room on 17th October at 3pm along with reps from CAI & FFFAI to finalize the letter addressed to Special Secretary Logistics, MOC.
- AMTOI NRC organized an event titled "Multimodalism" on 1st Nov 2019, 15:00 hrs. at Hotel Park Plaza, Aerocity, New Delhi, attended by some of the MC Members & Trade Fraternity. Mr. Sivasailam, SSL, MOC was the Chief Guest.
- 25th Anniversary Program of National Association of Container Freight Stations (NACFS) held on 15th Nov 2019, 09:30 hrs, India Habitat Centre, New Delhi, AMTOI NRC was represented by Ms. Priya, Mr. Devpal Menon & Mr. Arun Kumar.
- Seminar on Invest in Italy - Manufacturing, Infrastructure, Ports and Logistics held on 26th Nov 2019, 17:30 hrs held at St. Regis, Lower Parel, Mumbai-AMTOI was represented by Capt. Makarand Sardesai.
- Business Opportunities for Indian Logistics Companies in Flanders Belgium held on 27th Nov 2019, 17:30 hrs at Hotel Sofitel, BKC. AMTOI was represented by most of the MC Members.
- India Supply Chain Conference held on 27th Nov 2019, 08:00 hrs at JW Marriott, Juhu, Mumbai-AMTOI was represented by Mr. Nailesh Gandhi, Mr. Shankar Shinde and Mr. Hareesh Lalwani.
- Proposed Standard Operating Procedure on Ocean Freight for Export Cargo held on 30th Nov 2019 at IMC, Churchgate - President - Mr. Shantanu Bhadkamkar was one of the Special Invitee for the event.
- Shri. Piyush Goyal, Hon'ble Union Minister for Commerce & Industry called a meeting with representatives of Trade on 5th Dec 2019 held at Udyog Bhawan, New Delhi. AMTOI was represented by President, Mr. Shantanu Bhadkamkar, Mr. Anand Sheth & Mr. Sailesh Bhatia.
- AMTOI Cricket Tournament (ACT- Season-2) held on 8th Dec 2019, held at St. Andrews Turf, Bandra West, Mumbai. Total of 38 Men's team & 9 women's teams of AMTOI Member Organizations participated in the mega event.
- FICCI's 92nd Annual Convention held on 20th December 2019 at Hotel Taj Palace, New Delhi. AMTOI was represented by Mr. Devpal Menon & Mr. Tarun Sharma from NRC.
- Mr. Xerrxes Master was one of the Panellist at the CII event on "Blue Economy" held on 20th December 2019 at Ahmedabad.

FROM THE PRESIDENT'S DESK

"The most necessary condition for the growth of an economy is that the demand created due to newly generated income should be sufficient enough so that the output produced by the new investment (increase in capital) should be fully absorbed.

- Harrod-Domar Theory

Dear Members,

Season's Greetings and a Happy New Year 2020!

We are on the threshold of a new decade. The beginning of a new decade is the time to take stock of many aspects of the vision and goals of a national, particularly of **Aspirational India**. It will be a decade to look back and see what we have achieved since our independence in 1947: to rethink on how to fulfil our unfulfilled dreams & to think big, really big, building on our successes of the past. **Being at the cusp of a new era, we will take stock of five dominant trends or themes of discussions for the new decade.**

- A) The signs and signals of IO.4 are as clear and loud as the writing on the wall. The new decade will be one where we will see a paradigm shift in business models, finance models, customer relations models, and employment models. The bricks and mortars of next Digital Era the 'Digital Infrastructure' for 'Digitisation of Commerce' and 'Digitisation of Governance' will be built on what the Nations, Corporations, Universities and Research Institutes, Voluntary Organisations including trade bodies, and empowered individuals contribute for the foundational base of the new era. The seeds of the prosperity of the next decade will be sown in this decade.
- B) A survey shows that during the middle of this



Shantanu Bhadkamkar
President - AMTOI

decade (2015) Generation X had more spending power than both boomers & millennials. It is often said that Generation X was the last analogue generation. Today, the Millennials presence in the workplace is now greater than any other generation. Given their consistently increasing presence in the office, understanding who these employees are and what they want from your organisation is crucial. Generation Z doesn't know a world before mobile technology, while Millennials spent much of their childhood without social media. Some studies feel that Generation Z may be more entrepreneurial than Millennials; they are increasingly likely not to work a traditional job. The strongest challenge to the career and prospects of the Baby Boomers is that the old knowledge & experience is almost, if not entirely, redundant and irrelevant for the demands of the future.

The Generations Defined* – Generation Age** in 2019

The Silent Generation:	Born 1928-1945 (74-91 years old)
Baby Boomers:	Born 1946-1964 (55-73 years old)
Generation X:	Born 1965-1980 (39-54 years old)
Millennials or Generation Y:	Born 1981-1996 (23-38 years old)
Post-Millennials or Generation Z:	Born 1997-Present (0-22 years old)

*Pew Research Center **Generational cutoff points aren't an exact science, but their boundaries are not arbitrary. They should be viewed primarily as tools.

- C) It won't be surprising if the concept of currency sees a change during this decade. We take the concept of Fiat

"Big data is at the foundation of all of the megatrends that are happening today, from social to mobile to the cloud to gaming."

- Chris Lynch

currency as a concept taken for granted; however, it was only after 1971 the so-called 'Nixon shock', which included unilateral cancellation of direct convertibility of US Dollars to gold, the system of national Fiat money has been adopted globally. This also led to freely floating interest rates between the major currencies. A fiat currency is a currency without intrinsic value that has been established as many money, mostly by Government regulation. Fiat currency does not have "use value", it maintains its value only because the parties engaging in exchange agree on its value or only because the Government maintains or endorses its value. The citizens, Trade & Commerce and even Banks have accepted Fiat currency as money or wealth. Legal tender is the legal status given to an instrument like 'currency note' that it can be used as the medium of payment; however, it does not necessarily give any intrinsic value to the 'currency note' unless the Government commits to value exchange it for a tangible commodity. Since people have readily accepted Fiat currency, it does not seem that there will be any challenge for humankind to accept even more abstract cryptocurrency as the most valuable possession and a medium of exchange for goods and services. It is interesting to note that:

- 1) The so-called Swiss dinar continued to retain value in Kurdish Iraq even after its legal tender status was withdrawn by the Iraqi central government which issued the notes.
- 2) A cryptocurrency (or cryptocurrency) is a digital asset designed to work as a medium of exchange that uses strong cryptography to secure financial transactions, control the creation of additional units, and verify the transfer of assets. Cryptocurrencies use decentralised control as opposed to centralised digital currency and central banking systems. The decentralised control of each cryptocurrency works through distributed ledger technology, typically a Blockchain, which serves as a public financial transaction database. Bitcoin, first released as open-source software in 2009, is generally considered the first decentralised cryptocurrency.
 - a) The value of bitcoin today is 5,35,907.85 Indian Rupee. The value of bitcoin in Mar 2010 was \$ 0.003, which in May 2010 less than \$ 0.01, today it is traded at \$ 7,519.89 United States Dollar.
 - b) Since the release of bitcoin, over 6,000 altcoins (alternative variants of bitcoin, or other cryptocurrencies) have been created.

We also hear economists and futurologists and our business people saying "Data is the new oil", "Data is the new currency". I am more inclined to accept

the comparison of data with oil than as a currency, although the cryptocurrency is a kind of datasets, and even though no other currency has grown in value so much in the entire history of humanity. Data applications are a big part of where our data-driven world is headed. Using data science, companies will have the power to push & sell products as per customers' purchasing power & interest. Application in sales forecasting is only a small application; data science will touch every single field of our life from Hitech Diagnostic Tools for Health & Medicine to mundane Auto-Fill Form Data.

D) Several milestones were set to be achieved in the next decade starting 2020, it includes the strategy of India at 75, the target year being 2022-23. The Government's target is to make India a 5 Trillion Economy by 2024. The Planning Commission had released India Vision 2020 in 2002.

- 1) In his seminal work, 'India 2020: A Vision for the New Millennium', legendary scientist, statesman and former President of India, Dr APJ Abdul Kalam outlined a glorious roadmap for India's future as an economy and as a nation. He foresaw technology as the enabler and driver of transformative changes across multiple domains. These included agriculture and food processing, infrastructure, education and healthcare, ICT, nuclear technology, space technology and national defence.
- 2) Earlier this year the Government of India unveiled the vision for the next decade, listing thereby ten most important dimensions in 2030. The then Union Minister for Finance, Corporate Affairs, Railways & Coal, Shri Piyush Goyal while presenting the Interim Budget 2019-20 in Parliament said, "India is poised to become a five trillion dollar economy in the next five years and aspires to become 10 trillion dollar economy thereafter." The Budget Speech is not merely a presentation of Annual accounts; it is also a policy statement of the Government.

What we will achieve as a Nation, time will tell; it will be a collective contribution from each one of us, and successive generations will take note of it. The times ahead are interesting. **We are at the onset of the biggest disruption in the history of the humankind;** greater the uncertainty, greater the opportunity, particularly new, and unimagined opportunities.

IT IS TIME TO THINK BIG! AND THINK DIFFERENTLY!!

"With this comprehensive 10-dimensional vision, we will create an India where poverty, malnutrition, littering and illiteracy would be a matter of the past. India would be a modern, technology-driven, high growth, equitable and transparent society."

- Finance Minister, Piyush Goyal, 2019-20 Budget speech in Parliament

ADIEU 2019

The last quarter of 2019 has had more than its fair share of news. Closer to home we first had a political drama straight out of a Bollywood potboiler which threw up some surprising results. Having said that the state of Maharashtra now looks forward to a stable, peaceful five years ahead.

One hopes that the Government will now stimulate the local economy by fast tracking the infrastructure projects including development and upgradation of ports.

Right now we are seeing the country up in arms due to the implementation of the Citizen Amendment Act or (CAA). Essentially the bill seeks to amend the definition of illegal immigrants for Hindu, Sikh, Parsi, Buddhist and Christian immigrants from Pakistan, Afghanistan & Bangladesh who have lived in India without documentation. This has triggered widespread protest across India, especially in some parts of India including Assam, Delhi, UP, West Bengal, etc. While the protests in North East has centered around the fear of illegal immigrants gaining citizenship in most of the other parts of the country protesters including students and the minority community see the act as discriminatory towards them. The international fall out has been substantial as well as several visits from world leaders have been cancelled and there are talks of even sanctions. This environment is the last thing that India needs right now. We can only hope that good sense prevails amongst all stakeholders to ensure a stable government and continuity of healthy growth in commerce.

On the other side the Government is making sustained efforts to hear the Titans of Industry, their pain areas and working towards resolving them in order to stimulate growth. However, as more than 85 – 90 % of Indian businesses consist of MSME's and SME's, one should hear the majority sector as they are the real drivers of the economy and suffering the most. Our Industry too has not been spared with the Ministry of Commerce, exerting pressure on us to reduce our charges substantially so as to reduce the logistics cost. AMTOI has been in the forefront working with various other associations and actually burning the midnight oil to give submissions with concrete suggestions on how to go about the same in a holistic manner and not target one or two specific segments in the industry. Talks are still on



Xerrxes Master
Vice President - AMTOI

at the highest level and some committee members have sacrificed a great deal of their personal time in the interests of our industry. We are indeed grateful to them. Common sense and pragmatism is the need of the hour.

The twilight days of this year has seen one of the most venerable institutions of our country namely the Tata's embroiled once again in a family feud between two of the oldest and most respected families in corporate India. No one can guess as to who will win this battle. Meanwhile the fall out on the stock market is palpable. Here again one can only hope that both groups smoke the peace pipe soon in the greater interests of the country.

Since most of our readers run family run businesses one should pay close attention to this case as it unfolds. Deep rooted family feuds or issues come to the forefront at one particular point of time which directly impacts the business. One has seen many

August institutional family enterprises perish or become irrelevant because of this. Our own industry has seen the same in several cases. However, there are some existing family run companies who have crossed the magical 100 yr old threshold mark and some who are just around the corner. These are large family run concerns having a proper family constitution, set rules and regulations and are extremely professionally and that has been the reason of their success. May their star continue to rise and be an inspiration to other family run organizations to emulate and follow.

Away from home one of the biggest logistics hubs in the world Hong Kong continues to burn deeply effecting the shipping scenario. One should never underestimate the power of the youth either in India or anywhere else in the world. They have caused revolutions and toppled the most powerful governments from time to time. What is needed is dialogue and middle ground. It is in our own interest to see Hong Kong back in business as soon as possible.

Natural disasters seems to play havoc throughout the world having a direct impact on the economies and maritime trade. A little further away we have seen Australia see its worst bush fires in more than a century which has resulted in one of the cleanest air quality areas becoming the most toxic. This will deeply impact the Australian economy and the shipping trade lanes. Hopefully it should not impact India's supply of coal from that area. Close by Philippines had its own disaster in the few weeks back with typhoon Phanfone which will also set back its already shaky economy further into the doldrums. I hope that finally the powers to be would realize the impact the environment has not only on our lives but for commerce in general. Anti-environmentalists

constantly hasp on the fact that one cannot compromise on growth and commerce at the cost of the environment. I hope they realize that now both are entwined and highly dependent on each other. It is truly ironic and tragic that a 16 year old girl from Sweden Greta Thunberg has taken to the world stage to make powerful people sit up and listen as to what damage we are causing to our planet.

2020 will be a landmark year as the US Presidential elections will take place and as you can see the hype and drama of choosing the President of the world's most powerful nation has already begun. While the present incumbent has many detractors one cannot deny that the US economy has boomed during his tenure. Even our own Prime Minister has shared his admiration of him to the Indian diaspora in the United States. The present US government is pro-Indian and as one of our largest trading partner, we would watch the election results very closely.

Lastly closer to home in Sri Lanka, we have seen one of the most powerful political families making a strong come back at all levels of the Government. This is met with mixed reactions here since they seem to be tilted more towards our powerful neighbor. India has deep ancient and historic ties with Sri Lanka. Sadly our investment and involvement in the country has decreased over the years unlike to our neighbours who have made huge inroads into the country with investments in infrastructure projects including highways, ports, residential and office complexes. Sri Lanka is of great strategic and political importance for India and our Government is indeed trying to catch up on lost ground.

I would like to end by wishing all of you a Happy, Healthy, Prosperous and above all a peaceful 2020. See you in the New Year!!



Modes of Recovery Under Indian Law



There are basically Four kinds of Recovery Proceedings under the Indian Law:-

1. Commercial Suit/Recovery Suit;
2. Summary Procedure;
3. Arbitration & Conciliation; and
4. Insolvency Proceedings*.

1. COMMERCIAL/RECOVERY SUIT:-

- a. It can be filed for recovery of **any money** whether due for supply of goods, provision for services or claiming any damages for breach of agreement.
- b. The same shall not be application for recovery of rent in Bombay.
- c. It is to be filed in **City Civil/High Court** depending on nature and value of transaction.
- d. Exhaustive and **trial procedure** of Code of Civil Procedure ("**CPC**") applies.
- e. It is to be filed where Opposite Parties and where there are more than one, any one of them resides, carries on business or profession for gain or where transaction took place.
- f. Court Fees are to be paid on "**Value of Suit**" as provided in Bombay Court Fees Act.
- g. It usually takes few years to for disposal of suit and in if decree/order is obtained in favour, then on non-compliance of the same by other side it has to be executed against them as per CPC.
- h. The hierarchy of Courts is City Civil Courts, High Courts and Supreme Court.

2. SUMMARY SUIT:-

- a. It is a **form of Recovery Suit** only with the exception as name suggests, a "**Summary Procedure**" is provided in Order 37 of CPC.
- b. **Only relief as to recovery of money** based on Bills of Exchange, Invoices/Contracts or

Liquidated ("Ascertained or Fixed Damages as per the Contract") damages can be claimed. **No other relief can be claimed**, hence "Summary" procedure.

- c. The rules as regards to jurisdiction, filing, valuation etc. of it is same as Recovery Suit.
- d. It usually takes shorter time can Recovery Suit.
- e. On the **basis of reply/affidavit** filed by opposite party, it is decided by Court **whether to allow it to defend it unconditionally, conditionally (order security or payment of deposit) or to refuse permission** to defend it. It is decided on basis of merits of the case portrayed by other party.

3. ARBITRATION AND CONCILIATION:-

- a. Conciliation involves **amicable settlement** as against advisory system of settlement of disputes by negotiations between parties with the help of an independent person known as "Conciliator".
- b. Only if parties **agree to terms of settlement**, then same is reduced in form of writing and signed by parties. It has same effect as "**Consent Award**" by Arbitrator.
- c. The choice of conciliator is of the parties and **no particular qualifications** are required to act as "**Conciliator**".
- d. If parties do not agree on terms of settlement, conciliation fails and parties have to **resort to adversarial system**.
- e. "**Arbitration**" in simple terms a method of **alternate dispute resolution** by an **impartial third person(s)** who adjudicates upon the dispute between parties. It is basically to adjudicate and resolve disputes outside the courts, which are usually long drawn battles,



with **sanction of law which is binding** upon the parties. It is done by consent of the Parties.

- f. The procedure is regulated by agreement between parties within in confines of Arbitration and Conciliation Act, 1996 and **is not regulated** by CPC and Indian Evidence Act and only have to observe fair and equitable procedure and principles of natural justice.
- g. There is no Court Fee however, Arbitration Fees which majorly includes Arbitrators Fees and Venue Charges are to be borne by parties.
- h. The adjudication or decision given by arbitrator is referred to as "**Award**" **would be enforced as Decree of Civil Court**.
- i. The decision of Arbitrator can **only be challenged on very restrictive grounds** as to such as when award is against public policy of India, incapacity, improper notice of appointment, non-arbitral issues arbitrated etc.
- j. The appeal would lie to court to which this disputes would be referred in the absence of agreement for arbitration.

4. INSOLVENCY CODE:-

- a. "Insolvency Proceedings are not technically proceedings to recovery money. They are adopted to declare a party insolvent on the ground of inability to pay "certain kinds of debts" by the Corporate/Natural Person(s). On admission of Application against Corporate Persons, the management is taken over by independent Insolvency Professional, an attempt is made to revive it and in its failure to liquidate it to pay moneys to creditors as per the **Insolvency and Bankruptcy Code, 2016 ("Code")**.

- b. It is to revive the Corporate Debtor at **earliest instance and maximise the value of assets** of the Corporate Debtor. It is done for transfer of resources of Corporate Debtor to productive hands.
- c. Application is also filed **to pressurize the Corporate Debtor to pay** the undisputed or undisputable dues or otherwise to face the consequences of Insolvency which involves takeover of management, assessment of information and opportunity for persons to revive Corporate Debtor by takeover etc.
- d. The debt amount shall be more than one lakh rupees.
- e. An Application can be filed by "**Operational Creditor**" (who provides goods and services), "**Financial Creditor**" (who provides loan or investment) or "**Corporate Debtor**" itself.
- f. On admission of Application, management is taken over and "**Moratorium kicks in**" which results in stay of all proceedings by and against the Corporate Debtor.
- g. A timely triggering of the same **ensures that assets and capital** of Corporate Debtor does not erode over period of time.
- h. The Authority under the Code is National Company Law Tribunal having jurisdiction over place where **Registered Office** is situated of the Corporate Debtor. ■



"Real Success for Lawyer comes from Integrity, Persistence and Analytical thinking".

Written by
Devul Dighe - Advocate,
Bombay High Court.

The views expressed are his own.

Multimodalism – Is India ready to exploit its full potential?



AMTOI's North Region Chapter held its first conference on it in Delhi at Pride Plaza, Aerocity, Delhi on 1st November, 2019. The focus was to discuss on Multimodalism and its aspects in context of India.

Mr. N Sivasailam, Special Secretary Logistics – Ministry of Commerce was the Chief Guest and inaugurated conference with lighting the traditional Lamp.

Mr. Shantanu – President AMTOI, Mr. Xerxes – Vice President AMTOI, Mr George Hon. Secretary AMTOI along with other Management Committee Members and dignitaries from AMTOI National Body and other chapter and extended board members, FFFAI expressed views and contributed with their knowledge and experience.

The event was much success with over hundred delegates participating.

The event was particularly significant in view of the recent Government interest shown in logistics policies, and changes suggested to be framed to regulate it.

Conference broadly covered and focused on the following points.

1. Are we future ready with seamless Multimodal Transport Ecosystem?
2. Is MTD in true sense of the word a "Multimodal Transport Document"? Is there a need for MTD to evolve in present day context?
3. Roles & Relevance of Freight Forwarders in future of Supply chain.

Mr. Sailesh Bhatia, Mr. Vivek Kele past presidents and Mr. Shantanu present president touched upon the inception of AMTOI in the year 2000 and purpose of having this formal association. The vision was to become a pivot to address the grievances policy based among the stake holder in multi modal transport vertical. Today AMTOI has come long way and do participate in sharing the inputs in policy/act formation. Today AMTOI has specialised councils, NVOCC slot operation, liquid logistics, women empowerment and more. AMTOI has its own quarterly publication, which do reach out to all the stake holders.

AMTOI lays emphasis that Logistics industry would transform through adopting approach of transition from segmented transport system to an end to end transport service driven industry.

The need, functioning and importance of Multimodal Transport Documentation was emphasised.



The ongoing efforts with the government to grant the AMTOI as an SRO where industry be able to monitor itself was most convincingly expressed to the Spl Secretary present.

AMTOI presented that policies offering equal opportunity and more liberalisation on the global front need to be brought in and suggestion were placed to the Government.

The Spl Secretary expressed deep understanding and support to the efforts made by AMTOI over the years.

Special Secretary emphasised on having the digital business platform, where all can have the rates quoted etc. It shall be for public genuine connectivity.

In the first session, the goal to acquire a better infrastructure was touched upon, be it Road, Rail, Ocean shipping, Air transport. The present infrastructure leads to bottle necks and is expensive specially to support seamless Multi model transportation in North India. The capacities of each mode is to be designed to match say, port capacities to match with the road capacities and likewise in other modes to avoid movement chokes. Further the case is same with warehousing and trucks as equipment's where technical and infrastructural support to be brought in for the manpower.

To support hub and spoke system in multimodal is tough at this point of time because of policies and taxation.

Although, The Logistics industry has made a good move forward in the direction,

Still, The need to was well accepted to create a highly interconnected and technically advanced eco system. A long term investment to be planned to create infrastructure to check the bottle necks.

Once the Dedicated freight corridors comes functional, there will boost.

Multimodal Transport Documents: MTD was introduced in 1993 under Hamburg rule. The wide

spread acceptance of the MTD has to be made possible. MTD stand true and functional on all aspects of banking etc. and shall be treated as Bill of lading. This was commonly accepted during the discussion that it is just a technical aspect and can be implemented with Government support and understanding.

Going forward, the key buzz is digitalisation and MTD shall be done digitally the way the airway bills are done. All the panellist agreed that MTD needs to be further industry accepted and evolved in today's context.



As important summary it was made clear that MTD is critical documents and well define the end to end supply chain, As 3/4 PL operator, needs to understand the liability clause and same way shipper needs to understand, what liability is expected.

MTD covers from point to point.

Roles & Relevance of Freight Forwarders in future of Supply chain

Even with the evolving times and fourth revolution seen in the industry SME forwarders still have bright future. The need was to adapt to technology and need of the customer to customise and provide quality end to end services. In future supply chain functioning, customers would look forward to have the service levels over and above the movement of cargo. SME intermediaries are ready to adapt new technology and offer the value.

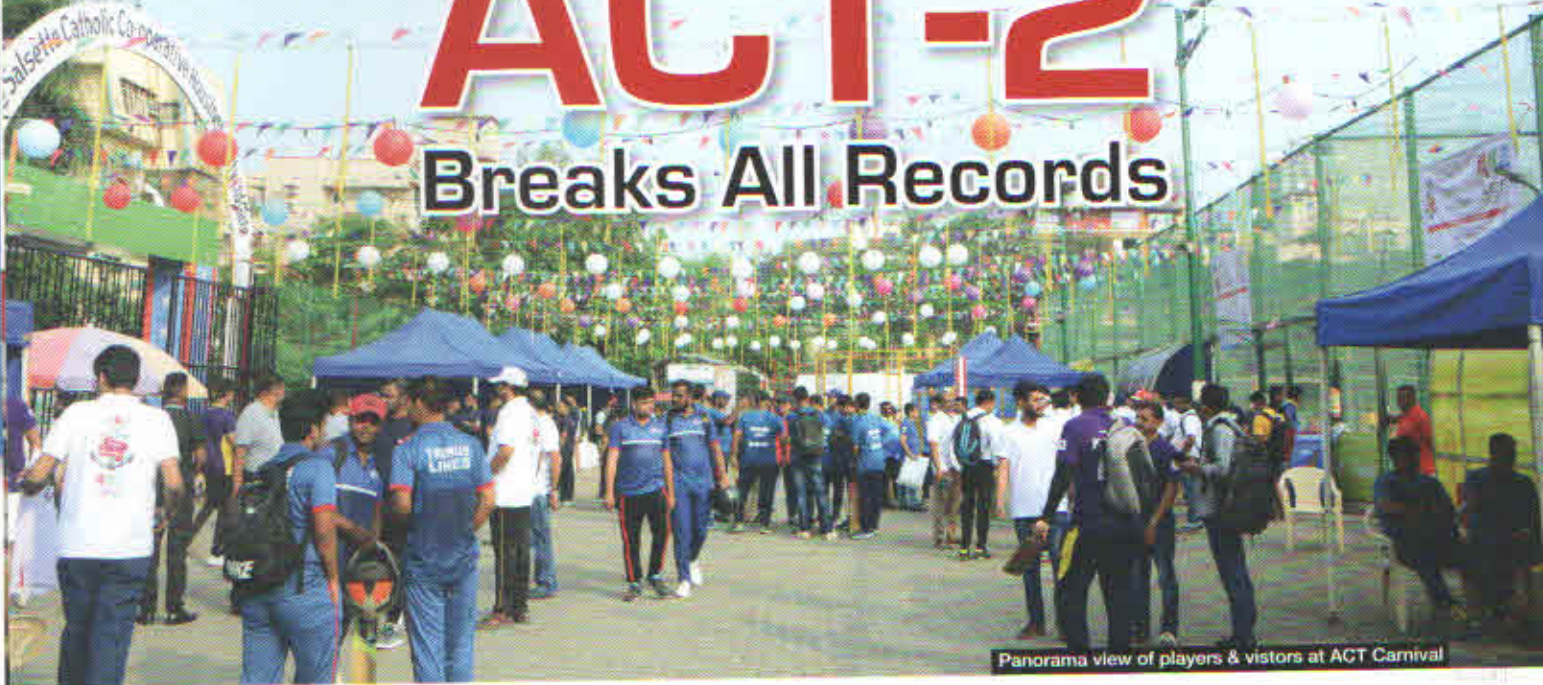
The entire panellist spoke that intermediaries have big role to play in supply chain and should be provided equal playing field in context of global logistics industry.

Mr. N. Sivasailam appreciated the a highly productive discussion and mentioned the points that would need to be worked upon to bring the levels expected for growth of the Industry. He has assured of all the support and expressed openness to accept the proposals from AMTOI for consideration. ■

FEATURE

ACT-2

Breaks All Records



Panorama view of players & visitors at ACT Carnival

The AMTOI CRICKET TOURNAMENT Season-2 (ACT-2), was conducted at St. Andrews Turf, Bandra West, with a lot of funfair on 8th December 2019. Moving away from its inaugural three day event which took place on December 2, 2018, AMTOI conducted the knockout Tournament in one day. This was a milestone tournament as for the very first time ACT had 9 Women's team participating in addition to a record 38 Men's team. Despite these challenges the organizers rose to the occasion and made it into a daylong family carnival which was appreciated by one and all.

The Tournament was inaugurated by Mr. Amitabh Kumar, DG Shipping, Mrs. Lekha Kumari, Income Tax Commissioner along with Mr. Charles Rao, General Secretary of the Blind Sports Association.

The ACT Flag was unveiled by the Chief Guests and the celebrity balloons were set free by them and other dignitaries who graced the occasion. Both Mr. Amitabh Kumar and Mr. Charles Rao congratulated AMTOI for arranging such a grand tournament. Mrs. Anjali Bhide, convener of ACT, read out the ACT Pledge along with all those present. She once again reiterated that the idea behind ACT is to build relationships that endured beyond business associations.

The tournament and the Carnival was sponsored by Blue Water Lines an Abrao Group Company and the ACT Trophy and other awards were sponsored by Taurus Lines.



Abrao Group- sponsors of the event



Goodrich women's team- winners of innuagural women's match- ACT-2



Men's match underway

The matches commenced on the dot of 1100 hrs simultaneously at all six turfs and the quarter finals, semifinals and finals were played under Flood lights making it a vibrant day night affair. The finals were played between M/s. Perma Shipping Line and Pentagon International Freight Solutions Pvt.Ltd. It was a nail biting finish with Pentagon requiring two runs from the last ball which they managed to get making them the Champions!. The Perma team put up a brave and spirited fight till the end which was applauded by one and all.



ACT Pledge undertaken by AMTOI MC & volunteers

Outstanding spirit of sportsmanship was given to M/s. Transcon Freight Systems Pvt. Ltd. and Mr. R.K.Rubin, Managing Director accepted the trophy with great pride on their behalf.

Various other awards were given to the best players for their performances and sportsmanship.

The event which stole the show was the ladies event which was played by 9 teams filled with enthusiasm, energy and healthy competition. The finals were between EconShip & Goodrich Maritime where Goodrich Maritime prevailed despite the tough fight put up by Econship.



ACT Trophies sponsored by Taurus Line and ACT Logo



Visitors at the ACT Carnival



Pentagon - winners of Men's tournament -ACT-2- rejoicing the moment of glory



Magician entertaining the kids

FEATURE



Guest of honors Mr. Amitabh Kumar, DG Shipping, Mrs. Lekha Kumar and Mr. Charles Rao with Mrs. Anjali Bhide & Mr. Shantanu



ACT- Men's Finalists- Perma Shipping & Pentagon



AMTOI ACT balloons being released by the Chief Guest and MC members

Thanks to the sponsors, the entire area around the turfs was turned into a Carnival area with special attention given to kids. Stalls for nail Art, Tatoo artists, caricature artist, puppet show, Ventriloquist and a Magician attracted a steady crowd especially kids of all ages while mothers were happy recording the events featuring their kids. The Magician, a lookalike of Bollywood Filmstar Govinda was seen mingling with the crowds showing his craft was easily the show stealers.

There was a food counter ensuring delectable street food and other savories and the sponsors had arranged for free flowing children's favourites – Popcorns, Cotton Candy and Chocolate fountain through the day.



Volunteers of ACT

Kudos to Ms. Anjali Bhide and Mr. George Abrao for their flawless execution of the event and their support to the event. Also a special mention needs to be given to the team of Volunteers from various member companies who were present throughout the day to ensure that ACT- 2 surpasses all expectations.

ACT-3 promises to be the mother of all tournaments next year!! ■

Data Stations

Meteorologists' world-wide look ahead into the 21st century, advance planning will have to take account of the changed environmental conditions that global warming is likely to bring. So weather and climatic studies concerning Roads, Bridges, Sea-Ports, Cities, Airports, and Railway Tracks need to be done. Here in this article, we are focusing on its essentiality on and Sea-ports and Highways connecting ports, as a Safety Tool.

Maritime Data Information System for Sea Ports: The Tool of Safety in Transportation from Ports!

In the word transportation itself 'Port' is very importation and initially when world's major sea trade routes were invented or in the process invention by various European Sailors, with opening of new trade links, from European ports to different part of world such as America, India and Africa etc. the world started coming together by transportation. In the 16th century, Naval officers from British were very keen in knowing Wind Direction and Wind Speed, and they designed and made the equipment for the same, this was the beginning of maritime information.

Port weather information - knowing exactly what Weather is going on with the in and around the port, now - is the key to successful decision making.

If accurate, real-time local weather and sea-state information is given to all concerned, with the help of modern maritime weather monitoring systems, it reduces the uncertainty and risks associated with sea transportation.

Automatic Weather Monitoring Systems, provides local real-time data collection, data storage with modern display and alert management. This is very much helpful to all concerned parties, from ships' captains and tug masters to crane operators and mooring teams.

Effective Tool for successful Decision-Making

What can Storms and winds do on ports? Storms and high winds can disturb crane operations which will prevent loading and unloading cycles. Accurate

A Safety Tool for Seaports and Highways

weather information will ensure the safest possible operation, and they will reduce the losses due to terminal blockage and wastage of trade under loading and unloading. In the case of high-risk situations, this weather data can be used in determining the losses and processing the insurance claims.

For port operators, a modern and accurate maritime Information system provides a crystal-clear picture of the conditions out on the land, water and sky.

Port Management Tool:

Reliable and accurate measurement of parameters such as visibility, wind direction and wind speed are extremely important for navigational safety for Passenger in ferries and cargo vessels. AWS can give alerts in critical weather situations, especially where large tankers are operating and visibility is low. Reliable meteorological data station gives confident operational decisions.

A Data logger is the heart of any weather station and the Sensors which collects data for all weather parameters, the System processes, and communicates the information to related persons and operators for the decision making. AWS at the



\$100 billion

worth of damages were caused by the weather in 2015.

94%

of losses are weather related catastrophes.

€3.8 billion

worth of damage was caused by thunderstorms in Germany in 2015.

FEATURE

port is designed for Maritime Observations, provides a wide range of meteorological and statistical calculation options, integrating all essential weather measurements into one single system for accurate and wise decision making. And thus, the weather data is critical in Port Management.

Typical Weather Alerts:

Marine Insurance and Weather Data:

Marine insurance covers all the risks faced by ship owners, cargo owners, terminal handlers and various intermediaries in the shipping business. Looking at various conditions that can affect the cargo, includes weather conditions also apart from many others hence weathers data of the location is very important.

Internationally it is observed that weather-related insurance claims are rising. Risk management and assessment, as well as claims handling and processing, require detailed and accurate weather and climate information.

Accumulation events require processing high numbers of claims in a very short time. Reliable claims forecast reports for specific weather events help insurance companies to react faster and more efficiently.

Claims Management and Damage Prevention:

As an insurer, shipping company need to be able to save costs, minimise risk and manage the climatic impact. Insurance company or consultants help insurer translate comprehensive weather data into meaningful business decisions, allowing all concerned to make the critical decisions on a day to day basis more effectively.

Assess Risk and Insurance: To efficiently assess risk and financial impact, one needs the most reliable weather information. With the historical weather data, the preventive plan can be worked out for "that severe weather event" before it happens. And this helps in managing the risk by more accurately calculating premiums and ensuring necessary preventative measures.



Improve fleet performance and Planning by Utilization of weather data:

Marine Weather is the most influential driver of fleet planning, fleet execution and fleet analysis. It influences high stakes decisions around ship chartering (in or out), voyage planning, voyage execution, ship maintenance and legal claims. Key is to balance control on fleet utilisation with individual vessel performance while keeping an overview of all moving parts.

Support decision making for day-2-day vessel operations, planning and performance using a.o. planned routes, weather forecasts, delays, damage risk and claim risk.

Tracking vessel performance in different weather situations: Make comparisons between one and/or more vessels, and between one or more routes, helping to improve vessel performance on specific routes, or over periods.

Meteorological Data Stations: A Safety Tool for Highways

As a part of providing a total logistic solution to customer transportation from Port to his doorsteps via highways is equally important. The weather influences the safety of road users. It affects the volume of traffic on the road, and it may reduce the number of users exposed to the possible risk of weather-induced accidents arising from slippery roads, poor visibility, strong winds, Extreme Rainfalls etc.

Road weather information - Knowing exactly what is Weather condition now going on the roadways, - is the key to successful decision making in surface transportation!

What is the Highway Meteorological Observation System: Meteorological Observation System (MOS) are being introduced in the Highway Projects to recognise the weather conditions on the expressways and take appropriate countermeasures in bad weather conditions.



Highway weather stations collect current weather data. Weather stations installed on Roads after certain distances as per the MoRTH norms (Revision 5th) are equipped with meteorological sensors for measuring the Pavement Temperature, relative air humidity and Rainfall, wind speed and direction, and with Road Visibility sensors. The above-measured parameters are stored in the station's logger.

The important sensor of a Highway weather station is the road Surface Temperature sensor that monitors the temperature of road surface. Road sensors are embedded in the road surface or optical temperature sensor mounted on a pole projected towards road surface, performing a non-contact measurement.

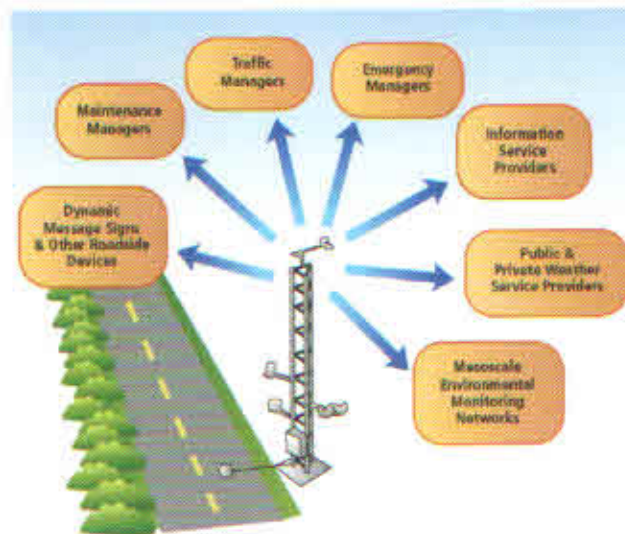
The collected data is being transmitted to the MOS data processor at the Traffic Management Centre (TMC) for data logging and processing. In case of adverse weather, the system automatically issues an alarm to the system operator, and these information/safety instructions are being displayed on Variable Message Systems which are installed on Highways.

Web-based application offering various displays of current measurements at RWS locations, displays of the History data and the metadata on stations and sensors. The application can also trigger alarms and alerts to the respective officials.

The weather and its alerting information detected and measured by the system can be provided road users / Travelers through the VMS system and other information provision systems. These Weather reports are being organised by expressway planning agencies, expressway operators and traffic police, on a real-time basis. Also, the data can be stored for a certain period in order to utilise as weather statistics.

The objectives of Highway Meteorological Data System implementation are:

- Provide weather data for review of historical weather events to enhance transportation planning.
- Improve the quality and accuracy of near-real-time traveller information, allowing travellers to approach adverse weather events with knowledge of the severity of the conditions they may encounter
- The specific goals of the Road Weather Information Systems are to reduce the impact of disasters due



to weather on Travelers, Provide safer highways, improve road maintenance decision making, and improve traveller information.

- Bad weather warnings being 'flashed' to advise drivers to avoid particular problem areas.

Effects of Weather on Roads, Travelers and transportation:

- The main meteorological hazards which discomfort road users are wind and fog and pavement temperature.
- Due to hot summer pavement temperature goes very high, which leads to bursting of tires and toppling of speeding vehicles.
- Effect of Rainfall: In numerical terms, the greatest weather hazards are associated with rain and wet roads; they occur much more frequently than fog, ice or snow. Some 20% of all road personal injury accidents in India are caused by skidding, mostly on wet roads, and nearly half of them when rain is actually falling.
- The principal problems of rainfall for road traffic are poor visibility, loss of skidding resistance reflections from a wet road surface at night. Where the road is exposed to strong winds, the problems of driving rain make the situation worse.
- Visibility: The principal effect of the presence of fog is to reduce visibility, so this will decide the driver to keep the speed of Vehicle low. This will avoid multiple vehicle collisions accidents!

In this way, Meteorological Data Station is Effective safety Tool for successful Decision-Making in the Logistics and Transportation Industry. ■

The author is an entrepreneur and expert in the field of Instrumentation, Measurement and Data Logging Applications with over 30 years of experience.

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The views expressed are his own.

Blue Economy - A tap to the future

Blue economy:

When we talk about the growth of shipping sector in India and its painful journey through the shipping as whole, the pain is immeasurable to understand as it encompasses so many aspects of shipping. The case in point is **blue economy**.

From the times immemorial, we know the OCEANS have been the great source Food, livelihood and fundamental in maintaining life on board. It has also contributed to the Cultural well being for a greater global population. Despite this we are not been seen kind to Ocean and human actions are seen damaging to this very source. The Oceanic Ecosystem, have been destroyed, putting everything that ocean can give at greater risk.

What is Blue economy?

The Ocean-based Blue Economy is the next sunrise issue for development experts. Dr. Gunter Pauli introduced this concept in the book - "The Blue Economy: 10 years, 100 innovations, 100 million jobs" published in 2010. Blue Economy is based on the idea to use locally available resources and employ renewable inputs, for example, "ocean-as-a-resource" that addresses the problems of resource scarcity and enables sustainable development.

The economist gave a working definition of the Blue economy in World Ocean Summit in 2015 as "A sustainable ocean economy emerges when economic activity is in balance with the long-term capacity of ocean eco-systems to support this activity and remain resilient and healthy "The world bank defined the Blue economy in 2017 as the 'sustainable use of ocean resources for economic growth, improved livelihood and jobs, while preserving the health of ocean eco-system"

A recent report by the World Bank and the UN in June 2017, titled, *The Potential of the Blue Economy*, acknowledges that there is no universal definition of Blue Economy. Instead, it prefers to spell out the characteristics of a sustainable Blue Economy as:

- Provides social and economic benefits for current and future generations by contributing to food security, poverty eradication, livelihoods, income, health, safety, equity and political stability.

To me the Blue chakra or wheel in India's national flag represents the potential of Blue Revolution or the Ocean Economy. That is how central the ocean economy is to us.

PM Modi

- Restores, protects, and maintains the diversity, productivity, resilience, core functions, and intrinsic value of marine ecosystems—the natural capital upon which its prosperity depends.
- Is based on clean technologies, renewable energy, and circular material flows to secure economic and social stability over time, while keeping within the limits of one planet.
- Is governed by public and private processes that are inclusive; well-informed, precautionary, and adaptive; accountable and transparent; holistic, and long-term; innovative and proactive.
- Actively cooperate, sharing information, knowledge, best practices, lessons learned, perspectives and ideas, to realise a sustainable and prosperous future for all.

Ocean:

Our blue planet which consists of 70% water, nearly 80% of world's population leaving on the coastal regions and 90% world trade by volume moving by sea route Oceans are centric to Human life on earth. Oceans are serving humans to greater extent from time unknown. They have been major transport highways, rich in Oil and minerals & resources. Being supplier to of greater oxygen to support animal life on planet, they are also great absorbers of CO2, virtual heat sink and rich in bio-Diversity. But they are not unending resources. Over the past decades the sustainability of oceans have come under huge criticism. This is resulting in greater adverse impact on climate change.

Oceans have been always fundamental to the human history, livelihood and source of food. Ocean ecosystems which have been active over millenniums

are supportive to human life on earth and their sustainability has now come into question due to the Human actions. Preservation of oceanic health and its ecosystem need not be highlighted as it has been always a contributing to enjoyment, employment a food for billions of people worldwide.

Apart from being ecosystems the oceans are also economies. As per WWF reports oceans creates foods and services worth \$2.5 trillion each year while its value is 10 times bigger.

Indian Ocean:

The **Indian Ocean** is the third-largest of the world's oceanic divisions, covering 70,560,000 km² (27,240,000 sq mi) (19.8% of the water on the Earth's surface). It is bounded by Asia on the north, on the west by Africa, on the east by Australia, and on the south by the Southern Ocean or, depending on definition, by Antarctica.

Indian Ocean is called as Indian Ocean region (IOR), located very strategically. The Region is called a life line of international trade and commerce. Because of its sheer connectivity to most-developing-nations who are the future leaders of the world. The IOR, commands lot of respect over the other regions and also gets into a position of central policy making by the surrounded countries. The trade and commerce of the surrounding nations cannot be discussed without discussing the Indian Ocean contributions. It has lot of sub regions ASIA, SOUTHEAST ASIA EAST AFRICA etc., and own regional groupings ASEAN, SAARC, GCC and SADC etc. due to its diversity in culture, population, regional development, language and trade practices and geographical positions.

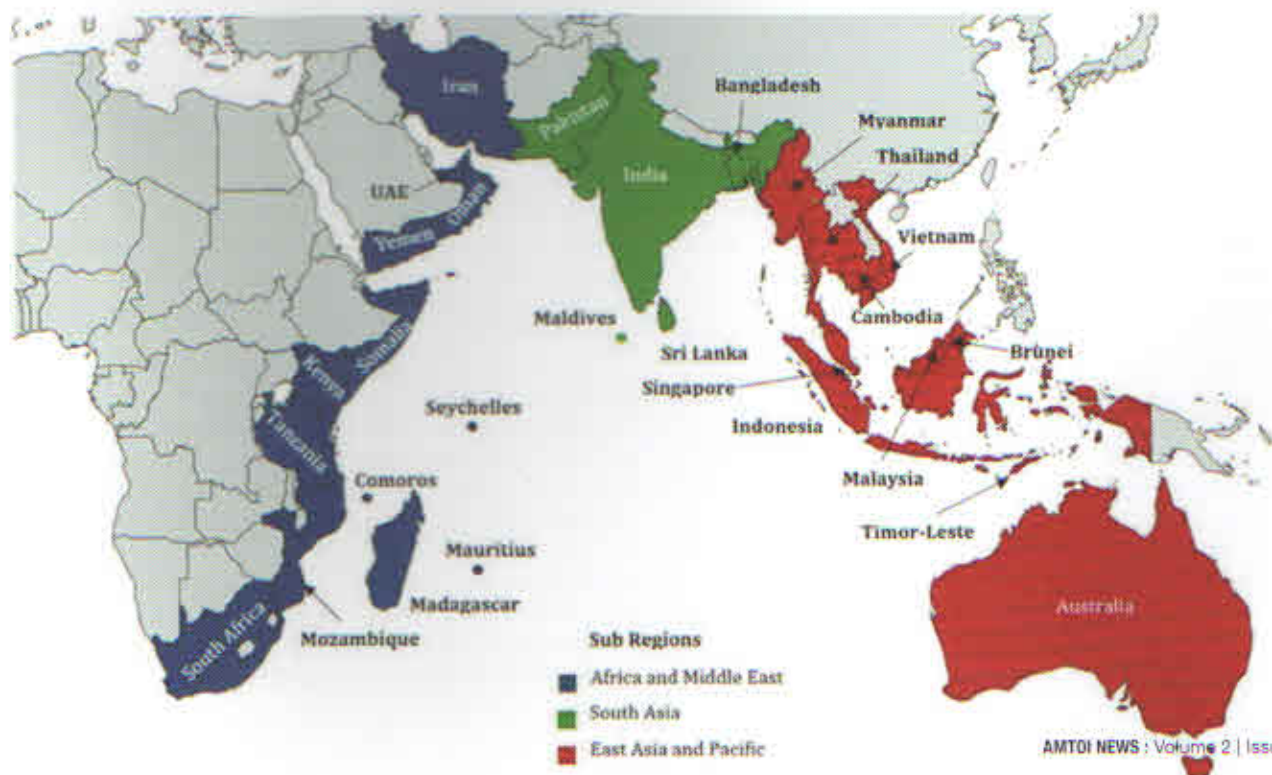
Indian Ocean Region: (IOR) Now

- The Indian Ocean region consists of 28 states, spans across three continents and covers 17.5% of global land area.

- Indian Ocean covers almost 20 per cent of the world's water. Its total area is about 68.556 million square kilo meter and it is almost 5.5 times larger than the United States.
- The ocean total area includes Andaman Sea, Arabian Sea, Bay of Bengal, Flores Sea, Great Australian Bight, Gulf of Aden, Gulf of Oman, Java Sea, Mozambique Channel, Persian Gulf, Red Sea, Savu Sea, Strait of Malacca, Timor Sea, and other tributary water bodies
- These 28 countries include 21 members of the Indian Ocean Rim Association (Australia, Bangladesh, Comoros, India, Indonesia, Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique, Oman, Seychelles, Singapore, Somalia, South Africa, Sri Lanka, Tanzania, Thailand, United Arab Emirates and Yemen), and Brunei, Cambodia, the Maldives, Myanmar, Pakistan, Timor-Leste and Vietnam.
- This region is home to 35.0% of the world's total population (2.6 billion people).
- The Indian Ocean holds 16.8% of the world's proven oil reserves and 27.9% of proven natural gas reserves.
- The Indian Ocean is home to major sea routes connecting the Middle East, Africa and East Asia with Europe and the Americas.
 - These vital sea routes:
 - i. facilitate maritime trade in the Indian Ocean region
 - ii. Carry more than half of the world's sea-borne oil
 - iii. Host 23 of the world's top 100 container ports.

India and Indian Ocean:

Indian Ocean region will continue to be buffeted by tri-polar competition between New Delhi, Beijing, and Washington. Three significant divergences in the three countries' frameworks are their perspectives on the Middle East, Pakistan's regional role, and the balance between military and non-military foreign policy tools.



FEATURE

India, sitting in the middle of the Indian Ocean, defines the region as extending from the African littoral to Southeast Asia. In 2015, Indian Prime Minister Narendra Modi put forward "Security and Growth for All in the Region," or SAGAR, as an early, high-level articulation of the Indian vision.

India's focus on the Indian Ocean area is relatively new, dating back only to the 1990s. For most of the period since it gained independence in 1947, India has been preoccupied with land border threats posed by Pakistan and China, and has apparently lacked the ambition and capacity to exert influence beyond its immediate neighbours.

Blue economy - Indian context:

Prime Minister Modi's Indian Ocean Vision India's holistic vision for the Indian Ocean region was articulated by Prime Minister Modi during his visit to Mauritius in March 2015.

It has the following key objectives and elements:

1. Safeguarding our mainland and islands and defend our interests.
2. Deepening economic and security cooperation with our friends in the region, especially our maritime neighbours and island states.
3. Collective action and cooperation for peace and security in India's maritime region.
4. A more integrated and cooperative future that enhances the prospects for sustainable development for all.
5. Primary responsibility for security rests with IOR countries, while extra- regional countries would be engaged through dialogue, visits, exercises, capacity building and economic partnership.

PM Modi summarised his approach by stressing that India sought a future for the Indian Ocean that could live up to the name of SAGAR – Security and Growth for All in the Region. He also asserted that India was ready to work with all regional partners to create a prosperous, secure and developed Indian Ocean region. (Extract from FICCI - Blue Economy Vision 2025)

Maritime and Riverine economy:

As said in the beginning in the Indian context the blue economy will not only be dependent on trade and commerce and the importance in International arena of The Indian Ocean but also the Riverine economy which has the large potential to contribute to renewable energy as well as the other sectors of transport, shipping, river mining and tourism.

Looking at these aspects **let's look at the drivers of the Maritime sector and blue economy** in India:

- The geography of a nation and its adjacent seas, including its access to the seas, proximity to ISLs and the share of these ISLs in transportation of global trade.
- The will of the government, the people and other departments of the state.

- Seafarers and its enterprise, including merchant marine, fishing, off-shore commercial activities, naval forces etc.
- The Marine Industry- shipbuilding capability, technological ability and industrial support infrastructure.
- Ports and infrastructure, (cargo handling capacity and number of Major/ Minor Ports)
- The size, age and condition of the merchant fleet – both coastal and oceangoing.
- The percentage of imports and exports being carried in national flagged vessels.
- Technological advancement of the coastal and deep-sea fishing fleets, their geographic spread and fish catch.
- Indian navy, border security and prowess of Indian Naval fleet.

Since Blue Economy's dependence on the seas is immense for food security, transportation, energy and tourism. Fortuitously, India also has a large coastline that is able to partly meet these necessities. But India's geography has also endowed her with fresh water resources like rivers, lakes, dams, reservoirs, tanks and ponds that share the responsibilities of fulfilling India's necessities in equal measure. **These too contribute to the Blue Economy**

The blue capital of India assimilated from multiple sources can be summarised as under:

✓ Coastal Line	: 7516.6 km
✓ Excl. Economic Zone (EEZ)	: 2.37 mn Sq Km
✓ Islands	: 1208
✓ Brackish water	: 1.24 M ha.
✓ Rivers and canals	: 0.19 M ha
✓ Dams	: 4857 M ha
✓ Reservoirs	: 2.93 M ha
✓ Tanks and Ponds	: 2.43 M ha
✓ Flood plain lakes	: 0.08 M ha

Importance of Blue Economy: Key Economic Issues

Health of the blue economy will depend directly on health of oceans and water bodies. Any Maritime or aquatic including riverine economy will have to have inclusion of the health of the water body and its sustainability on the cards in order to make the economy initially run and then thrive.

In this regard, the region's economic and strategic interests are intricately linked to ocean economy as the region is dependent on ocean for critical issues including food security, livelihood security, minerals, energy security, industrial activities and various key services activities.

Following Rio+20 conference in 2012, it emerged prominently about the independent development thinking regarding the blue economy without seeing it as a rejoinder to the sustainable development agenda.

Food Security:

Blue economy has a major role in securing food security for the people. The fisheries sector including aquaculture and aquatic plants, contributes sizable

proteins, fats and calories supply which supports food security situation in a country.

Demand for Protein

Demand for protein can be effectively addressed by the blue economy. For a healthy life, humans need balanced diet comprising of proteins, fats and other essential ingredients.

Rising Coastal Tourism:

Coastal tourism, a major sector of blue economy, presents huge potential for job creation and economic growth. Experiences of littoral countries indicate that coastal tourism goes hand in hand with global tourism. At present, the size of tourism sector is US\$7,863.5 billion which accounts for 9.9 per cent of world GDP

Surging of Seaborne Trade:

Sea is a cost-effective and carbon friendly mode of transportation for global trade. About 90 per cent of world trade is conducted through the sea routes. About 50,000 merchant ships including container ships, bulk carriers, ferries and cruise ships are engaged in international trade

Demand for Alternative Sources of Energy:

Blue economy could be a major source of clean energy, where large renewable energy is not tapped. Where world economy is aspiring for clean, renewable and affordable energy supply, the blue economy is emerging as a large reservoir of such energy.

Managing Coastal Urbanisation:

In several littoral countries, fast growth of urbanisation along the coast line is the contribution of the blue economy paradigm. However, uncontrolled rise of urbanisation has detrimental impact on the economy. From different perspectives, urbanization should be considered as a positive logical transition for a country along the development path.

Improving Ocean Health:

With very little dispute, it is a fact that the oceans and the oceanic resources face the risk of extinction and secular depletion due to the rapid industrialisation, unplanned and poorly governed urbanisation, sea encroachments, water pollution, soil degradation, climate change and many other factors. Identification of vulnerable species, marine protected areas, ecosystem based management, effective fisheries regulations and so on.

Providing Marine Governance:

The potential of marine resources for socio-economic development depends on the effectiveness of marine governance both at the national and the global level. It refers to the provisions, regulations and mechanisms surrounding access, management and control of oceans, ocean resources and the ocean-related activities.

Ocean Technologies:

Ocean technologies correspond to technologies used for renewable energy production, deep-sea mining,

freshwater production from sea, offshore structural components, ocean acoustics, seabed classification, modelling of oceanic processes, ocean electronics, marine biotechnology, aquaculture, coastal and environmental engineering, among others.

India and Policy on Blue economy Thru SDG:

It would be interesting to see how our national policy develops itself after the Blue Economy made into a BIG news. It was not only the Policy relevance but what transpired in Rio conference puts us on Target of achieving something.

The United Nations Conference on Sustainable Development or Rio+20 took place in Rio de Janeiro, Brazil in June 2012, where member states decided to launch a process to develop a set of Sustainable Developmental Goals (SDGs). They also agreed to establish a high-level political forum (HLPF) for sustainable development. The Rio+20 eventually evolved into the SDG 2016 and was known as Agenda 2030, specifying a 15-year implementation time plan up to 2030. The SDGs are being steered under the aegis of UN's Economic and Social Council (ECOSOC).

I liked the work system of Process to develop a set of Sustainability development goals, most of us would agree that developing something happens on its own and there is no process needed. **Wrong, the Goal based development is process oriented and Target oriented.**

In this era of advanced technology, oceans will become new centres of economic activity. Oceans already account for significant trade and commerce in the fields of shipping, offshore oil and gas, fishing, undersea cables, and tourism. Besides these areas, there are other emerging industries such as aquaculture, marine biotechnology, ocean energy and sea-bed mining that have the potential to create jobs and spur worldwide economic growth.

Surely we got to tune in for this and create more skill set, who can handle these aspects of blue economy and contribute to the National Grid. The dream of becoming 5\$ trillion economy and much more, can be fulfilled by streamlining efforts in this direction. In the national interest, we should have an action group on this under the ambit of Ministries that are involved in this ventures, develop new stake holders for creating robust infrastructure for blue economy through Maritime Economic Zone. ■



Excerpts from Book being written By

Capt. Gajanan Karanjikar
Blue Economist, Multi-Modal
Transport Expert

The views expressed are his own.

FEATURE

The last thing you want as a shipper during Holiday season

Around 30 per cent of yearly sales for many retailers is the Holiday Season. This period is also notorious for presenting higher cargo risks. During peak season, cargo is more likely to be pilfered or delayed than other times of the year. The intent of this article is NOT to sell cargo insurance, instead, share practical tips on how shippers can reduce risks and losses.

Cargo thieves are already making their plans to take their presents early

Cargo thieves enjoy the holidays because the shipping volume of desirable goods increases, as does demand. What's targeted? You name it — electronics, clothing and apparel, foodstuff and beverage are really popular because it is easy to resell. Perfumery and cosmetics are frequently pilfered as well due to IMO class #3 labels on side container panel of container.

How to reduce risk & losses?

Action plan 1

Make sure at POL or place of origin you take pictures of fully loaded cargo in container and containers duly sealed with manifested on BL seal numbers. In case

of cargo theft in transit, this evidence will serve you to prove that cargo was fully stuffed as indicated in the packing list and BL.

Action plan 2

Make sure you manifest cargo in BL in the smallest actual quantity e.g. 3000 boxes instead of 2 pallets. This way package limitation will not be applicable when you claim losses from the shipping line.

Action plan 3

For port to port FCL ocean shipments (Remember shipping line is legally liable for any pilferage taking place from port to port).

- Plan pick up time as soon as the container is discharged at POD. Organized theft groups are active and recognize shipments that are unattended for longer periods of time. Port storage fees are more expensive during this period of the year as well.
- At the time of container pick up at the terminal make sure trucker inspect container from outside to ensure the seal is intact and container's door were not tampered before delivery. All remarks should be mentioned in delivery order and shipping line should be invited to attend a joint cargo survey at your warehouse.





- Make sure trucker can protect freight by avoiding high-theft metropolitan areas and by parking in high-security locations with security services, secure fences, and high-visibility lighting. Most prevalent examples involve a thief following a driver from the terminal until he stops, then stealing the cargo at that location or illegal pick up of container.

Action plan 4

For door to door FCL shipments under BL (legally shipping line is liable for pilferage from place of origin to place of delivery).

- Always inspect if the container was delivered to you with manifested seal. If not, urge the shipping line to attend a joint cargo survey. Do not open container or unload cargo beforehand. Remember, if shipment is door to door under carrier's BL, it is not shippers job to indicate where in transit your cargo was pilfered.

Second largest concern shippers have is cargo delay in delivery.

Delivery speed is important, as 97% of consumers said speed is at least somewhat in determining whether they will purchase a product.

Action step 5

Shipments can get delayed during peak season. Ships might reach overcapacity and then a container can get rolled. If you've got certain products you need to arrive on time more than others, get these shipped first. The good approach is to focus on transporting the essentials that you know will make you money during the holiday season.

Bear in mind that if shipping line promised you exact delivery day (not ETA) and then cargo delivery was

delayed — you can claim compensation. Alternatively, if your cargo is outbound/inbound from these countries shipping line have to pay compensation for delay of delivery regardless of BL terms.

Action step 6

A handy way to manage your risk of delay is to split your shipments. If you are shipping numerous containers on one shipment, consider splitting them under numerous bills of lading. Let's say you've got ten containers on a bill of lading. If that bill gets rolled, so will all 10 containers. Some containers might still come through if you ship into several bill of ladings.

Action step 7

When booking ahead, consider securing a shipment with a longer transit time. Choosing a less popular route could reduce the chances of your cargo getting rolled. Freight forwarder can advise about more reliable cargo routing as some ports are extremely congested at this time of year.

Final thoughts

The holiday season can be a challenge at times, it's also full of great opportunities that provide a significant boost in revenue across industries. Overcoming these freight shipping challenges becomes easier by planning ahead and knowing your rights when cargo is lost or delayed in transit. Choosing the right partnerships will drastically increase your chances of success and peace of mind during the holidays. ■



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The views expressed are their own.

EVENTS

12th CII Logistics Colloquium



12th CII Logistics Colloquium, held on 16 November 2019 - held at the The Lalit, Great Eastern, Kolkata. Mr. Xerxes Master, VP, AMTOI was one of the Key note speaker at the event.



Shri. Sivasailam, Special Secretary, Logistics, MOC, alongwith other Speakers/panallists on the dais at the CII session.

Changing Dynamics of Recovery due to Insolvency Code



Devul Dighe, Advocate, Bombay High Court, gave a presentation on the topic of "Changing Dynamics of Recovery due to Insolvency Code, 2016" to the members of AMTOI on 24th December 2019 held at AMTOI Board Room, Kurla, Mumbai.

Shri. Piyush Goyal interacting with Trade representatives



Union Cabinet Minister Shri. Piyush Goyal interacting with Trade representatives. Mr. Shantanu Bhadkamkar, Mr. Sailesh Bhatia and Mr. Arun Kumar from NRC represented AMTOI

Stakeholders interaction for facilitating regional connectivity through Inland Waterways Systems



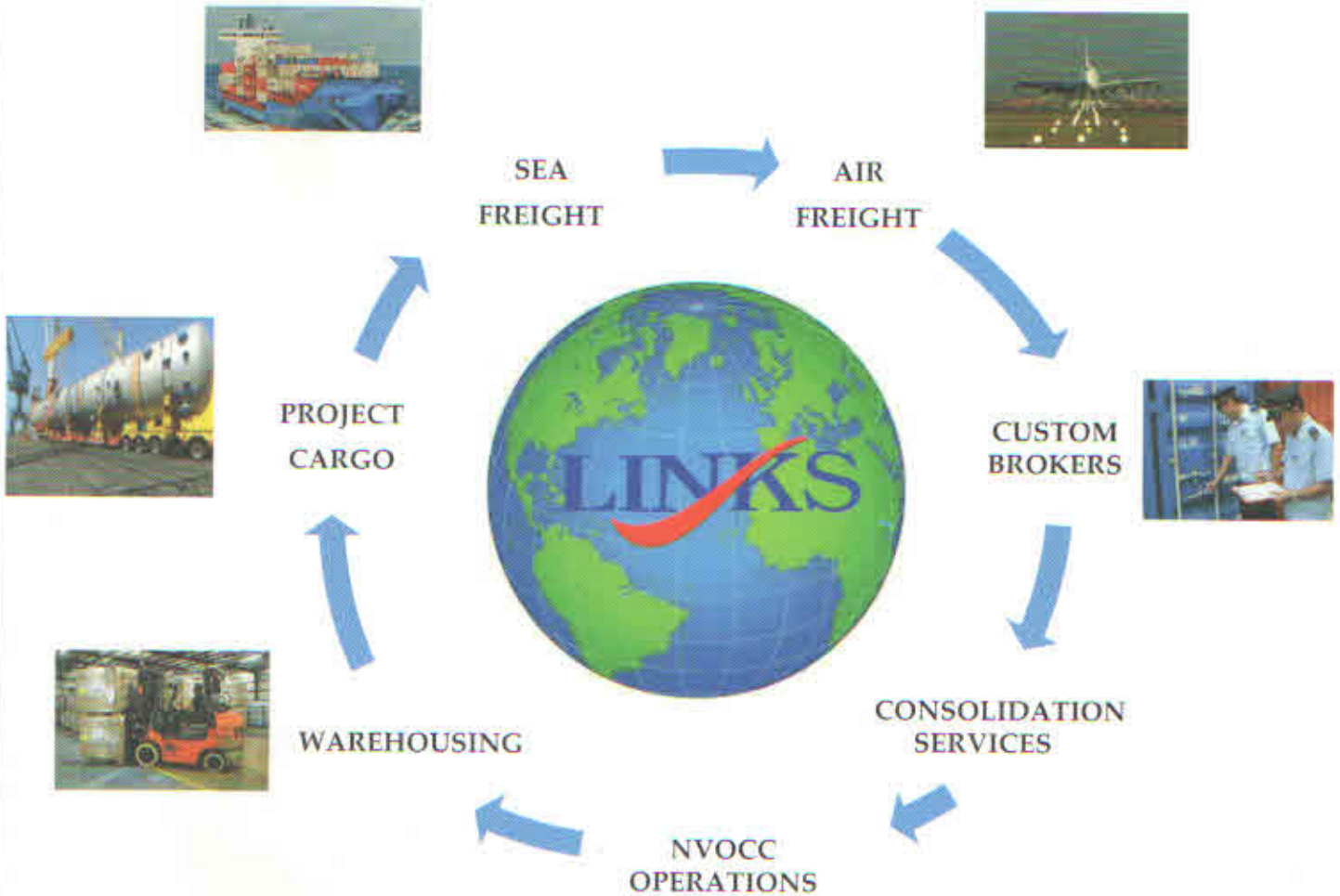
Mr. Jaideep Raha, AMTOI Co-convenor-ERC was one of the Panellist and Speaker at the CII session on Stakeholders interaction for facilitating regional connectivity through Inland Waterways Systems, held on 17th December 2019 at Kolkata.



AMTOI MC Members interacting with representatives from "FLANDERS INVESTMENT & TRADE" at the session on Business opportunities for Indian companies in Flanders, Belgium, held on 22nd November 2019 at Hotel "Sofitel" BKC, Mumbai.



1st Extended Board meeting of AMTOI in session on 4th December 2019 held at Hotel Sahara Star, Vile Parle East, Mumbai.



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