



भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण (पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)

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INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Ports, Shipping and Waterways, Govt. of India)

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Date: 10.03.2026

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Subject: **Press Information Bureau Release – Ministry of Ports, Shipping and Waterways - reg**

The Press Information Bureau (PIB) release dossier dated 08.03.2026 pertaining to the **Ministry of Ports, Shipping and Waterways**, Government of India, is enclosed herewith for information and necessary action.

This issues with the approval of the competent authority.

(Neeraj Singh)

Assistant Secretary (Admn. & Estt.)

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Encl: As above (soft copy)

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Ministry of Ports Shipping and Waterways

Period of Analysis: 08/03/2026 to 08/03/2026



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सत्यमेव जयते

पत्तन, पोत परिवहन
एवं जलमार्ग मंत्रालय
MINISTRY OF
**PORTS, SHIPPING
AND WATERWAYS**

PRINT MEDIA

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'35 Indian-flagged ships near strait safe'

Govt is closely monitoring 35 Indian-flagged vessels operating in Persian Gulf region and all remain safe with no detention, boarding or casualty, Union ports and shipping minister Sarbananda Sonowal said Saturday. Twenty-four of these vessels are positioned west of Strait of Hormuz, while 11 are east of the strait, covering areas including Gulf of Oman and nearby waters, reports **Prabin Kalita**. Three additional Indian-flagged ships are operating in Gulf of Aden, which connects Red Sea to Indian Ocean through Bab-el-Mandeb Strait.

Summary:

The Indian government is closely monitoring 35 Indian-flagged vessels operating in the Persian Gulf region, and all remain safe. Union ports and shipping minister Sarbananda Sonowal stated that these vessels are positioned west of the Strait of Hormuz, while others are east of the strait, covering areas including the Gulf of Oman.



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The Indian government is closely monitoring 35 Indian-flagged vessels operating in the Persian Gulf region, all of which remain safe. Twenty-four vessels are positioned west of the Strait of Hormuz, while 11 are east of the strait, covering areas including the Gulf of Oman. Three additional Indian-flagged ships are operating in the Gulf of Aden.

+ Ulsan in Thoothukudi: T.N.'s shipbuilding policy aims high

M. Kalvanaraman
CHENNAI

Darez Ahamed, MD of Guidance Tamil Nadu, the State government's nodal investment promotion agency, often muses on the big picture of issues.

He opines every nation that shifts course to a high-growth path towards becoming fully developed takes up merchant shipbuilding. Shipbuilding moved from Europe to the U.S., then to Japan, followed by South Korea and China. These happened just as the nations became highly advanced.

"It's now India's turn. And Tamil Nadu is taking the lead," said Mr. Ahamed two days after the State unveiled its shipbuilding policy. Tamil Nadu's merchant shipbuilding policy contains a raft of measures for attracting investment and facilitating the building of modern shipyards.

A Special Purpose Vehicle, NSHIPITN, under SIPCOT with the Centre as a major stakeholder will develop infrastructure, enter joint ventures, lease assets, aid capital raising and so on. The State government can participate in equity (up to 49%) in shipyards or lease assets up to 20% of project cost. The government has promised support to a range of activities including setting up the supply chain, training and supplying the manpower, and housing for yard staff.

Guidance officials say a college dedicated to training engineers on shipbuilding as well as institutions for skilling on shipbuilding trades such as welding, erection and electric work will be started. It would also train seafarers.

Two clusters are



World's finest: This file photo shows a ship being built at Hyundai Heavy Industries shipyard in Ulsan. AFP

planned to come up: one in Thoothukudi and another in Cuddalore. More than 3,000 acre of land belonging to SIPCOT have been identified for the shipyard in Thoothukudi.

Two companies will construct and operate shipyards there. The government has already signed an MoU with Korean Hyundai, among the most advanced shipyard firms in the world, for Thoothukudi project. A public sector shipyard such as Cochin Shipyard or Mazagaon Docks may develop the other yard in Thoothukudi.

Advanced shipyard

Mr. Ahamed says the vision is to bring Ulsan to Thoothukudi. Ulsan is among the most advanced shipyards in the world and is operated by Hyundai.

Ulsan is a mini city that offers nearly every piece of shipyard operation: from design houses to manufacturing almost all the cutting edge components, says Girish Sehgal, marine chief engineer who has dealt with shipyards in Korea, China and Japan for nearly 15 years. "They have licences to manufacture all the state-of-the-art equipment too, the supply of which have lead times af-

fecting ship delivery schedules," he says.

Tamil Nadu is India's most advanced manufacturing hub and this policy has come at an appropriate time, says Hrishikesh Narasimhan, who served as general manager and head of production at the L&T shipyard in Kattupalli and is now vice president at the Swan Defence shipyard in Pipavav. Mr. Narasimhan has a word of caution, though. He says project management is a weakness in India and while Hyundai's expertise in shipyard is proven, the whole project should be managed well enough to succeed.

In the last two decades, merchant shipbuilding had almost ground to a halt, but the Centre seems keen on ramping it up now. In Budget announcements and policy briefs, it had talked about setting up maritime clusters to support shipbuilding and announced incentives.

Merchant shipbuilding requires a humongous industrial ecosystem and draws upon a nation's deepest of resources, talents, skills and abilities. It requires industrial strength starting with manufacture and assembly of high-quality steels.

Guidance officials assure the State already has suppliers who can forge the ship grade steel to make the hull frames of ships. There is a plan to make the special grade steel for ships in the State.

Mr. Sehgal describes the operation of a top performing yard, saying they take only 15 months from steel cutting to the ship entering the water. "Yards work round-the-clock. At any point of time, there are some 2,000 people on a ship in China where the welding is done manually. In Korea, some 500 people work in a ship at any time since they use robotic welding. Shipyard work is an intense welding job along with painting, machinery installation and testing, safety system installation, as well as involved electrical work," he says, adding Hyundai would bring its own people initially and slowly hand over to Indians. "India's goal should be technology transfer," he adds.

The ecosystem of a yard functioning at its top capacity will need a township of several thousand employees. "An important reason for the state promoting shipbuilding is job creation. For every person working in a yard, the job creation is rate 6.5x," says Arun Roy, Secretary to the Industries Department, Tamil Nadu.

While yards in Korea and Japan reject some orders because of capacity issues, China tends to not pass up on orders so it stays the dominant force in shipbuilding. China today builds half of all merchant ships built in the world. "They give unbeatable 30% discounts straight off," says Mr. Sehgal.

Summary:

Tamil Nadu is set to become a leading shipbuilding hub with a new policy aimed at attracting investment and building modern shipyards. The government has signed an MoU with Korean Hyundai and is planning maritime clusters to support the industry, with the goal of technology transfer and job creation.

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Summary:

Tamil Nadu is promoting its shipbuilding industry with a new policy aimed at attracting investment and building modern shipyards. The government has signed an MoU with Korean Hyundai and plans to develop maritime clusters to support shipbuilding, with the goal of making Tamil Nadu India's most advanced manufacturing hub.

+ Ulsan in Thoothukudi: T.N.'s shipbuilding policy aims high

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Summary:

Tamil Nadu's shipbuilding policy aims to attract investment and facilitate the building of modern shipyards, with plans to develop shipyards in Thoothukudi and Cuddalore. The government has signed an MoU with Korean Hyundai and is focusing on creating a skilled workforce and a robust industrial ecosystem to support shipbuilding.

Ulsan in Thoothukudi: T.N.'s shipbuilding policy aims high

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Summary:

Tamil Nadu's shipbuilding policy aims to attract investment and facilitate the building of modern shipyards, with plans for shipyards in Thoothukudi and Cuddalore. The government has signed an MoU with Korean Hyundai and is focusing on technology transfer to Indians, with the goal of making Tamil Nadu a leading manufacturing hub.

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Mr. Sehgal describes the operation of a top performing yard, saying they take only 15 months from steel cutting to the ship entering the water. "Yards work round-the-clock. At any point of time, there are some 2,000 people on a ship in China where the welding is done manually. In Korea, some 500 people work in a ship at any time since they use robotic welding. Shipyard work is an intense welding job along with painting, machinery installation and testing, safety system installation, as well as involved electrical work," he says, adding Hyundai would bring its own people initially and slowly hand over to Indians. "India's goal should be technology transfer," he adds.

The ecosystem of a yard functioning at its top capacity will need a township of several thousand employees. "An important reason for the state promoting shipbuilding is job creation. For every person working in a yard, the job creation is rate 6.5x," says Arun Roy, Secretary to the Industries Department, Tamil Nadu.

While yards in Korea and Japan reject some orders because of capacity issues, China tends to not pass up on orders so it stays the dominant force in shipbuilding. China today builds half of all merchant ships built in the world. "They give unbeatable 30% discounts straight off," says Mr. Sehgal.

Summary:

Tamil Nadu's shipbuilding policy aims to attract investment and facilitate the building of modern shipyards, with plans to develop shipyards in Thoothukudi and Cuddalore. The government has signed an MoU with Korean Hyundai and is focusing on creating a skilled workforce and a robust industrial ecosystem to support shipbuilding.



Centre rolls out measures to shield exporters

OUR BUREAU

Calcutta: The government has rolled out a series of relief measures for exporters as the ongoing West Asia conflict disrupts global shipping routes, pushes up freight and insurance costs, and threatens the price competitiveness of Indian goods in overseas markets.

The Directorate General of Foreign Trade (DGFT) has extended the export obligation (EO) period for specified Advance Authorisations and Export Promotion Capital Goods (EPCG) authorisations expiring between March 1 and May 31, 2026, automatically up to August 31, 2026, without payment of the composition fee.

The measures have been taken in view of the prevailing geo-political developments affecting international shipping routes and global supply chains and to facilitate exporters, the public notice from DGFT said.

Exporters had been demanding the extension to help them meet their obligations, already grappling with high US tariffs and now facing challenges from the West Asian crisis triggered by the joint attack of the US and Israel on Iran, which has disrupted shipping movements.

Separately, the commerce ministry has assured exporters that full benefits under the Remission of Duties and Taxes on Exported Products (RoDTEP) scheme will be restored from April 1, according to the Federation of Indian Export Organisations (FIEO).

The government had halved RoDTEP rates for most

POLICY MOVES

- Extension for export obligations (Advance/EPCG) until August 31, 2026, with no composition fees
- Full RoDTEP rates to be restored from April 1, reversing the 50% cuts implemented in February
- New SoP allows ports to waive/reduce storage and vessel charges

sectors — barring agriculture and processed food products — from February 23.

“The current 50 per cent RoDTEP rates are applicable only up to March 31, 2026. The full restoration of RoDTEP rates will take effect from April 1,” FIEO president SC Ralhan said.

Meanwhile, the Union shipping ministry has issued a standard operating procedure (SoP) asking ports to facilitate exporters during the crisis. Ports may consider requests for reduction, waiver or remission of charges, including vessel charges and storage rent, on a case-by-case basis.

Each port will appoint a nodal officer as a single-point contact to address issues within 24-72 hours. Ports have also been advised to hold periodic meetings with stakeholders, permit temporary storage of West Asia-bound cargo as transshipment cargo, prioritise perishable shipments, facilitate return of export cargo from the region and coordinate closely with agencies such as Customs and DGFT.

Summary:

The Indian government has introduced relief measures for exporters due to the West Asia conflict disrupting shipping routes and increasing costs. These measures include extending export obligations, restoring full RODTEP rates, and allowing ports to waive or reduce storage and vessel charges to support exporters during the crisis.



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Summary:

The Indian government has introduced relief measures for exporters due to the West Asia conflict disrupting shipping routes and increasing costs. These measures include extending export obligations, restoring full RODTEP rates, and allowing ports to waive charges, aiming to support exporters facing challenges from geopolitical tensions and tariffs.

Work on Charging Points for Your Water Metro to Start Soon

प्रथम चरण में गांधी घाट और गायघाट पर पड़ाव होगा, चार और मार्ग में किया जाएगा विस्तार अपनी वाटर मेट्रो की सुविधा जल्द चार्जिंग प्वाइंट का काम शुरू हुआ



बदलता
पटना

पटना, हिन्दुस्तान ब्यूरो। गंगा किनारे कई जगहों पर चार्जिंग प्वाइंट का निर्माण कार्य शुरू हो गया है। इसकी मदद से वाटर मेट्रो के इंजन को परिचालन के दौरान चार्ज किया जा सकेगा। इसके साथ ही, पटना को वाटर मेट्रो की सौगात जल्द मिलेगी।

पटना के गांधी घाट पर चार्जिंग प्वाइंट के निर्माण का काम अभी शुरू हुआ है। कंगन घाट और दीघा घाट पर भी इसका निर्माण होगा। शनिवार को पर्यटन विभाग ने बताया कि वाटर मेट्रो का यह सफर 10.5 किमी लंबा होगा। प्रथम चरण में गांधी घाट और गायघाट पर मुख्य पड़ाव होंगे। इसके बाद दूसरे चरण में हाजीपुर, सोनपुर में भी वाटर मेट्रो चलने की योजना है।



10.5

किमी लंबा होगा वाटर मेट्रो का यह सफर, प्रथम चरण में गांधी घाट और गायघाट पर मुख्य पड़ाव होंगे

■ गांधी घाट पर चार्जिंग प्वाइंट का निर्माण किया जा रहा

■ हाजीपुर, सोनपुर में भी वाटर मेट्रो चलाने की योजना है

12 करोड़ रुपये से अधिक है बोट की कीमत

पटना वाटर मेट्रो के लिए जिस बोट का इस्तेमाल किया जायेगा उसका नाम "एमवी-गोमधर कुंवर" है। इस बोट की कीमत 12 करोड़ रुपये से अधिक है। पूरे पटना वाटर मेट्रो प्रोजेक्ट की लागत करीब 908 करोड़ रुपये है। यह प्रोजेक्ट इनलैंड वाटरवेज अथॉरिटी ऑफ इंडिया और बिहार सरकार का एक संयुक्त प्रयास है। इसमें कोचि जहाज निर्माण स्थल के इंजीनियरों से तकनीकी मदद ली जा रही है।

वाटर मेट्रो का पहला मार्ग 10 किलोमीटर लंबा होगा

पटना वाटर मेट्रो का पहला रूट दीघा और कंगन घाट के बीच 10.5 किमी लंबा होगा। वाटर मेट्रो का सफर कंगन घाट से शुरू होकर गायघाट होते हुए गांधी घाट, दीघा घाट, फरक्का महतो घाट, नारियल घाट, पानापुर, कौहरा घाट, काली घाट (सोनपुर) और छेहर घाटों तक पहुंचेगा। मिली जानकारी के अनुसार, भविष्य में योजनाओं को 10 टर्मिनल के साथ 4 रूट तक विस्तार किया जाएगा। इससे पटना और उसके आस-पास के जिलों (वैशाली, छपरा) के प्रमुख हिस्सों से संपर्क स्थापित होगा।

वातानुकूलित होगी मेट्रो

पर्यटकों के लिए दो पर्यावरण अनुकूल वाटर मेट्रो हाइब्रिड मोड में चलाई जाएंगी। आपातकालीन स्थिति के लिए 3-4 रेस्क्यू बोट रहेंगी। इन जहाजों में नई तकनीक की बैटरी का इस्तेमाल किया जाएगा। बैकअप के लिए बोट में जेनरेटर की व्यवस्था होगी। गर्मी के दिनों में यात्रा का आनंद लेने में परेशानी ना हो इसके लिए हर बोट को एसी युक्त बनाया जा रहा है। बोट को ऑटोमैटिक बोट लोकेशन सिस्टम से लैस किया गया है, जिससे इसकी निगरानी होगी। पर्यटकों की सुरक्षा के लिए बोट पर सीसीटीवी कैमरे लगाए गए हैं। बोट को इस तरीके से तैयार किया जा रहा है, जिससे हाई स्पीड में भी कम लहरें पैदा होंगी।

Summary:

Patna is set to launch its Water Metro service, with the construction of charging points underway along the Ganges. The first phase will cover a 10.5 km route with stops at Gandhi Ghat and Gaya Ghat, utilizing 'MV-Gomdhar Kunwar' boats costing over ₹12 crore each, as part of a ₹908 crore project by the Inland Waterways Authority of India and the Bihar government.

Relief to Exporters... Government Extends Target Deadline

निर्यातकों को राहत...सरकार ने बढ़ाई लक्ष्य की समय सीमा

निर्यात लक्ष्य की समय सीमा 31 मई से बढ़ाकर 31 अगस्त किया, नहीं देना होगा अतिरिक्त शुल्क

नई दिल्ली। पश्चिम एशिया में चल रहे संकट के बीच सरकार ने निर्यातकों को राहत दी है। सरकार ने कुछ योजनाओं के तहत तय निर्यात लक्ष्य पूरा करने की समय सीमा बढ़ा दी है।

विदेश व्यापार महानिदेशालय (डीजीएफटी) की ओर से जारी अधिसूचना के अनुसार जिन निर्यातकों की समय सीमा 1 मार्च 2026 से 31 मई 2026 के बीच खत्म हो रही थी, उन्हें अब 31 अगस्त 2026 तक का समय दिया गया है। इसके लिए उन्हें कोई अतिरिक्त शुल्क नहीं देना होगा। सरकार ने यह फैसला इसलिए लिया है क्योंकि पश्चिम एशिया में चल रहे संघर्ष के कारण अंतरराष्ट्रीय जहाजरानी मार्ग और वैश्विक आपूर्ति शृंखला प्रभावित हो रही है। इससे सामान की आवाजाही में दिक्कत आ रही है और माल दुलाई की लागत भी बढ़ गई है। यह राहत अग्रिम प्राधिकरण और निर्यात प्रोत्साहन पूंजीगत वस्तु (ईपीसीजी) योजना के तहत काम



शुल्क माफ करें बंदरगाह

मुंबई। शिपिंग मंत्रालय ने बंदरगाहों से कहा है कि वे पश्चिम एशिया संकट के कारण उत्पन्न समस्याओं को देखते हुए शुल्क में कटौती, छूट या माफी (जैसे जहाज शुल्क में बदलाव) के अनुरोधों पर विचार करें। साथ ही मंत्रालय ने बंदरगाहों के लिए एक मानक संचालन प्रक्रिया भी जारी की है। इसके तहत प्रत्येक बंदरगाह विभाग के प्रमुख या उपप्रमुख स्तर के नोडल अधिकारी की नियुक्ति करेगा। यह अधिकारी समस्याओं के समाधान के लिए एकल संपर्क बिंदु होगा। एजेंसी

करने वाले निर्यातकों को मिलेगी। इन योजनाओं के तहत कंपनियां मशीनें बिना शुल्क के आयात कर सकती हैं, लेकिन इसके बदले उन्हें तय मात्रा में निर्यात करना होता है। ब्यूरो

Summary:

The Indian government has extended the deadline for exporters to meet their targets from May 31 to August 31, waiving additional fees due to disruptions caused by the West Asia crisis. The Ministry of Shipping has also instructed ports to consider reducing or waiving charges to alleviate the problems faced by exporters, and has issued a standard operating procedure for ports.

Relief to Exporters... Government Extends Target Deadline

निर्यातकों को राहत...सरकार ने बढ़ाई लक्ष्य की समय सीमा निर्यात लक्ष्य की समय सीमा 31 मई से बढ़ाकर 31 अगस्त किया, नहीं देना होगा अतिरिक्त शुल्क

नई दिल्ली। पश्चिम एशिया में चल रहे संकट के बीच सरकार ने निर्यातकों को राहत दी है। सरकार ने कुछ योजनाओं के तहत तय निर्यात लक्ष्य पूरा करने की समय सीमा बढ़ा दी है।

विदेश व्यापार महानिदेशालय (डीजीएफटी) की ओर से जारी अधिसूचना के अनुसार जिन निर्यातकों की समय सीमा 1 मार्च 2026 से 31 मई 2026 के बीच खत्म हो रही थी, उन्हें अब 31 अगस्त 2026 तक का समय दिया गया है। इसके लिए उन्हें कोई अतिरिक्त शुल्क नहीं देना होगा। सरकार ने यह फैसला इसलिए लिया है क्योंकि पश्चिम एशिया में चल रहे संघर्ष के कारण अंतरराष्ट्रीय जहाजरानी मार्ग और वैश्विक आपूर्ति श्रृंखला प्रभावित हो रही है। इससे सामान की आवाजाही में दिक्कत आ रही है और माल दुलाई की लागत भी बढ़ गई है। यह राहत अग्रिम प्राधिकरण और निर्यात प्रोत्साहन पूंजीगत वस्तु (ईपीसीजी) योजना के तहत काम करने वाले निर्यातकों को मिलेगी। इन योजनाओं के तहत कंपनियां मशीनें बिना शुल्क के आयात कर



शुल्क माफ करें बंदरगाह

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सकती हैं, लेकिन इसके बदले उन्हें तय मात्रा में निर्यात करना होता है। ब्यूरो

Summary:

The Indian government has extended the deadline for exporters to meet their targets from May 31 to August 31, waiving additional fees due to disruptions from the West Asia crisis. The Shipping Ministry is also urging ports to consider reducing or waiving charges to ease exporter burdens, and has established standard procedures and nodal officers to address related issues.



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Shipping Ministry's Directives for Ports?

शिपिंग मंत्रालय का बंदरगाहों के लिए निर्देश?

केंद्रीय बंदरगाह, पोत परिवहन और जलमार्ग मंत्रालय ने संकट से निपटने के लिए एक विस्तृत मानक संचालन प्रक्रिया (एसओपी) लागू किया है: शुल्क में कटौती और छूट: मंत्रालय ने बंदरगाहों को निर्देश दिया है कि वे मौजूदा परिस्थितियों के आधार पर स्टोरेज रेंट (भंडारण किराया) और चेंज ऑफ वेसल चार्ज को कम करने या पूरी तरह माफ करने पर विचार करें। हर पोर्ट पर विभागाध्यक्ष (एचओडी) या उप-विभागाध्यक्ष स्तर का एक नोडल अधिकारी नियुक्त होगा, जिसकी जिम्मेदारी 24 से 72 घंटे के भीतर हितधारकों की समस्याओं का समाधान करना होगी। मध्य पूर्व जाने वाले माल को 'ट्रांसशिपमेंट कार्गो' के रूप में स्टोर करने की अनुमति दी जाएगी और जरूरत पड़ने पर अतिरिक्त जगह उपलब्ध कराई जाएगी। इसके साथ ही, खराब होने वाले माल और मध्य पूर्व से लौट रहे निर्यात कार्गो को प्राथमिकता के आधार पर हैंडल किया जाएगा। कस्टम्स के साथ समन्वय: कस्टम्स विभाग के साथ मिलकर पोर्ट परिसर में पड़े निर्यात कार्गो के 'बैक टू टाउन' मूवमेंट को तेज किया जाएगा। पश्चिम एशिया संकट के बीच सरकार द्वारा उठाए गए ये कदम बताते हैं कि नीति निर्माता लॉजिस्टिक्स बाधाओं के प्रति बेहद सतर्क हैं।

Summary:

The Ministry of Ports, Shipping and Waterways has implemented a detailed SOP to address the crisis, directing ports to consider reducing or waiving storage and vessel charges. Nodal officers will be appointed at each port to resolve stakeholder issues within 24-72 hours, prioritizing perishable and Middle East-bound cargo, and expediting export cargo movement in coordination with Customs.



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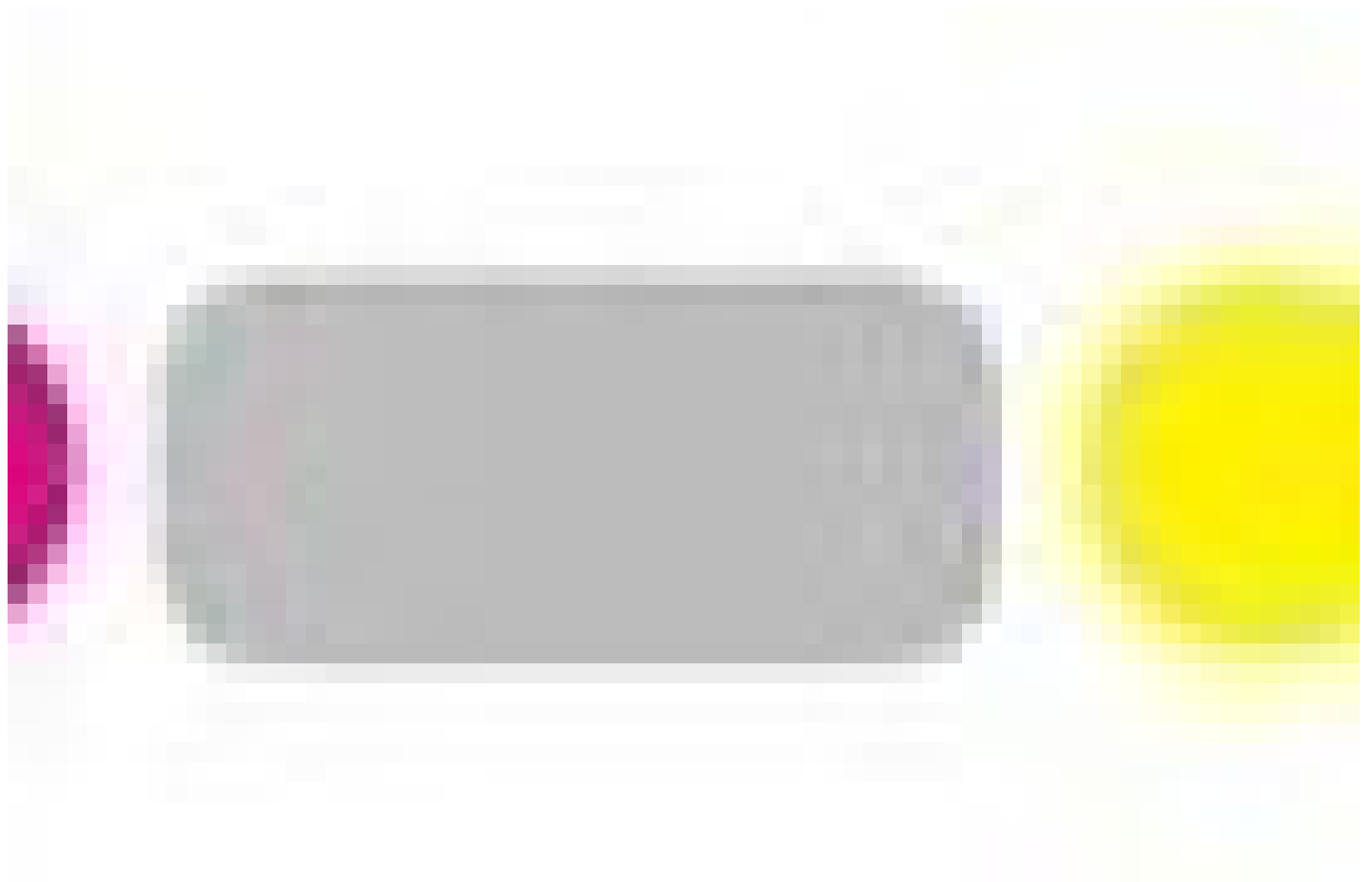
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India elected as member of IMO Council



Summary:

India has been elected as a member of the International Maritime Organization (IMO) Council for the 2024-25 biennium. Union Minister Sarbananda Sonowal expressed his satisfaction with India's election to this prestigious council.

Paradip Port Authority Chairman P.L. Harnadh Inaugurates 'Sai Nirmal Jhara' Project

ପାରାଦୀପ ବନ୍ଦରାଧିକ୍ଷ ପି.ଏଲ.ହରନାଦ ଙ୍କ ଦ୍ଵାରା 'ସାଇ ନିର୍ମଳ ଝର' ପ୍ରକଳ୍ପ ଉଦଘାଟିତ



ପାରାଦୀପ, ୭/୩ (ଡିକେ ନ୍ୟୁଜ): ଶ୍ରୀ ସତ୍ୟସାଇ ଜଗତସିଂହପୁର ଜିଲ୍ଲା ସେବା ସଂଗଠନ ସୌଜନ୍ୟରୁ କେନ୍ଦ୍ରାପଡ଼ା ଜିଲ୍ଲା, ମହାକାଳପଡ଼ା ବ୍ଲକ ଅନ୍ତର୍ଗତ ଯଦୁପୁର ଗ୍ରାମରେ ଶନିବାର ସକାଳ ୧୦.୩୦ ମିନିଟ ସମୟରେ ପାରାଦୀପ ବନ୍ଦର ପ୍ରାଧିକରଣ ଅଧିକ୍ଷ ପି.ଏଲ. ହରନାଦ ଙ୍କ କରକମଳରେ 'ସାଇ ନିର୍ମଳ ଝର ପ୍ରକଳ୍ପ' ଉଦଘାଟିତ ହୋଇଯାଇଛି । ଏହି କାର୍ଯ୍ୟକ୍ରମ ବନ୍ଦର ସିଏସ୍.ଆର ମାଧ୍ୟମରେ ହୋଇଥିଲା । ଏହି ପ୍ରକଳ୍ପ ପାରାଦୀପ ବନ୍ଦରର ଷଷ୍ଠ ଓ ଓଡ଼ିଶାର ୪୮ ତମ ପ୍ରକଳ୍ପ । ଏହି କାର୍ଯ୍ୟକ୍ରମରେ ଚୂଷ୍ଠ ଆବାହକ, ବରିଷ୍ଠ ଚୂଷ୍ଠ ଅନ୍ତର୍ଯ୍ୟାମୀ ପଟ୍ଟନାୟକ, ଜଗତସିଂହପୁର ଜିଲ୍ଲା ସାଇ ସଂଗଠନର ସଭାପତି, ଜିଲ୍ଲା

କର୍ମକର୍ତ୍ତା, ପାରାଦୀପ, ଯଦୁପୁର ଗ୍ରାମର ଭାଇଭଉଣୀ ଯୋଗଦାନ କରିଥିଲେ । ଏହି କାର୍ଯ୍ୟକ୍ରମରେ ମଞ୍ଚାସୀନ ଅତିଥିମାନଙ୍କୁ ଗ୍ରାମର ସଙ୍କୀର୍ତ୍ତନ ମଣ୍ଡଳୀ, ମା'ମାଉସୀଙ୍କ ହୁଳହୁଳି ଓ ଭାଇମାନଙ୍କ ହରିବୋଲ ଶବ୍ଦରେ ମଞ୍ଚ ଉପରକୁ ପାଛୋଟି ନିଆଯାଇଥିଲା । ଏହି କାର୍ଯ୍ୟକ୍ରମ କୁ ଗ୍ରାମବାସୀ ମାନେ ଉଚ୍ଚ ପ୍ରଶଂସା କରିଥିଲେ । ସୂଚନାଥାଉକି, ସମ୍ପ୍ରତି ସାଧାରଣରେ ବିଶୁଦ୍ଧ ପାନୀୟ ଜଳ ଯୋଗାଣ କଷ୍ଟସାଧ୍ୟ ହୋଇପଡ଼ିଥିବା ବେଳେ ଶ୍ରୀ ସତ୍ୟସାଇ ସେବା ସଂଗଠନ ର ପ୍ରଚେଷ୍ଟାରେ ଓଡ଼ିଶା ସମେତ ଜଗତସିଂହପୁର ଓ କେନ୍ଦ୍ରାପଡ଼ା ଜିଲ୍ଲାର ବିଭିନ୍ନ ଗ୍ରାମରେ 'ସାଇ ନିର୍ମଳ ଝର' ପ୍ରକଳ୍ପ ମାଧ୍ୟମରେ ଜନସାଧାରଣଙ୍କୁ ପାନୀୟ ଜଳ ଯୋଗାଣ ପ୍ରକ୍ରିୟା ଜାରି ରହିଛି ।

Summary:

Paradip Port Authority Chairman P.L. Harnadh inaugurated the 'Sai Nirmal Jhara' project in Yadupur village, facilitated by Shri Satyasai Seva Sangathan. The project, which aims to provide pure drinking water, is the 6th of its kind by Paradip Port and the 48th in Odisha, addressing the increasing difficulty in accessing clean water in the region.



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Sasoon Fisheries Port to be the best in the world - Nitesh Rane

ससून मासेमारी बंदराला जगातील सर्वोत्तम बनविणार - नितेश राणे

मुंबई, दि. ७: मुंबईस्थित ससून मासेमारी बंदर हे मोठ्या मासेमारी बंदरांपैकी एक आहे. ससून मासेमारी बंदराचा विकास हा राज्य शासनाचा प्राधान्याचा विषय आहे. ससून मासेमारी बंदराला जगातील सर्वोत्तम बनविण्यासाठी फिनलंड देशाच्या कंपन्यांसोबत सामंजस्य करार करण्यात आला आहे, असे मत्स्यव्यवसाय मंत्री नितेश राणे यांनी सांगितले.

हॉटेल ताज पॅलेस येथे फिनलंड देशातील हेल्वर, मिरासिस आणि रिक्हर रीसायकल कंपन्यांसोबत सामंजस्य करार करण्यासाठी कार्यक्रमाचे आयोजन करण्यात आले होते. यावेळी मत्स्य व्यवसाय विभागाचे सचिव एन रामास्वामी, मत्स्य व्यवसाय आयुक्त विजय सूर्यवंशी, महाराष्ट्र मत्स्योद्योग विकास महामंडळाचे व्यवस्थापकीय संचालक प्रकाश खपाले,

फिनलंडचे कॉन्सिलेट जनरल एरिक अफ हॅलोस्ट्रॉम, सहाय्यक सजू नायर, फिनलंडच्या परराष्ट्र मंत्रालयाचे राज्य सचिव जुका सोलोवारा आदी उपस्थित होते.

मत्स्यव्यवसाय मंत्री नितेश राणे म्हणाले, मुंबई पोर्ट ट्रस्टच्या मालकीखालील जुना ससून डॉक, महाराष्ट्र आणि भारत सरकारच्या अंतर्गत नवीन डॉक, आज आपल्या मासेमारी समुदायासाठी एक महत्त्वाचे आर्थिक केंद्र म्हणून उभे आहे. सुमारे १,९६० नोंदणीकृत मोटार चालवलेल्या मासेमारी नौका आणि सरासरी वार्षिक ५० ते ६० हजार मेट्रिक टन मासेमारी उत्पादनासह, ससून डॉक महाराष्ट्र तसेच भारताच्या मासेमारी अर्थव्यवस्थेत महत्त्वपूर्ण भूमिका बजावत आहे. गेल्या काही वर्षांत येथे नेट मॅडिंग शेड, वर्कशॉप, भूमिगत पाण्याची टाकी, पाणीपुरवठा पाईपलाईन, पंप

हाऊस, संरक्षण भित, सार्वजनिक शौचालये आणि सुरक्षा रक्षक घराचे नूतनीकरण, कचराकुंड्यांची व्यवस्था करणे, जुन्या संरचना पाडणे, इलेक्ट्रिकल सबस्टेशनसाठी बांधकाम आदी कामे करण्यात आली आहे. सध्या बर्फ संयंत्र, घाटाच्या भिंतीचे मजबुतीकरण, मच्छीमारांसाठी विश्रांती कक्षांचे बांधकाम आणि आधुनिक लिलाव हॉलची कामे प्रगतीपथावर आहेत. ससून गोदीला आधुनिक, कार्यक्षम, स्वच्छ आणि पर्यावरणीयदृष्ट्या शाश्वत मासेमारी बंदरात रूपांतरित करण्याचे शासनाचे ध्येय आहे. या आधुनिकीकरण उपक्रमाचे उद्दिष्ट तंत्रज्ञानाचा विस्तार करणे, डिजिटायझेशनला प्रोत्साहन देणे, सुधारणा करणे असल्याचेही मत्स्य व्यवसाय मंत्री राणे म्हणाले. मंत्री नितेश राणे म्हणाले, या तीनही कंपन्या ससून मासेमारी बंदराला सुरक्षित, स्वच्छ

आणि आधुनिक करण्यास काम करतील. प्लास्टिक कचरा पुनर्वापर, टाकून दिलेल्या मासेमारी जाळ्यांचे पुनर्वापर आणि क्षमता बांधणीद्वारे नेट दुरुस्ती प्रणाली मजबूत करण्यास मदत होईल. ही भागीदारी केवळ पायाभूत सुविधांच्या विकासाचे प्रतिनिधित्व करत नाही, तर मुख्यमंत्री देवेंद्र फडणवीस यांच्या संकल्पनेनुसार जागतिक मानकांनुसार ससून डॉकला आदर्श मासेमारी बंदर बनवण्याच्या दिशेने उचललेले पाऊल आहे. मच्छीमारांच्या कल्याणासाठी, मत्स्यव्यवसायाच्या पायाभूत सुविधांचे आधुनिकीकरण करण्यासाठी आणि शाश्वत किनारी विकासासाठी पूर्णपणे वचनबद्ध आहे. ससून डॉक मच्छीमार समुदायासाठी प्रगती, नावीन्य आणि समृद्धीचे प्रतीक बनविण्यासाठी एकत्र काम करण्याचे आवाहनही मंत्री राणे यांनी केले.

Summary:

Fisheries Minister Nitesh Rane announced that Sasoon Fisheries Port in Mumbai will be developed into the world's best fishing port through an agreement with Finnish companies. The modernization project aims to enhance infrastructure, promote sustainability, and improve the livelihoods of the fishing community, with support from the state and central governments.