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INDIAN NATIONAL SHIPOWNERS' ASSOCIATION

A non profit industry association incorporated u/s 8 of the Companies Act to promote Indian Shipping

International online conference

«Prospects of cooperation between Russian and India in the field of shipbuilding – 26th February 21»

Point made by Mr. Anil Devli, CEO, Indian National Shipowners Association, Mumbai, India

Good afternoon. My name is Anil Devli. I am the Chief Executive Officer of the Indian National Shipowners Association. We represent close to 80% of the Indian flag fleet. Presently our members carry India's EXIM cargo – and close to about 80% of India's Coastal movement. I welcome the efforts of the Russian government to engage with the Indian industry. It will be my effort today to try and give you some thoughts as a shipowner and a possible user or your services and a consumer of the products that you will create and manufacture.

As you are probably aware the government of India has been paying special attention in respect of promoting movement of cargo along the coastal waters of India and the inland waterways.

Currently the following movements are carried out on the Indian coast

Movement of crude oil, movement of product liquid, movement of dry bulk cargo such as coal, steel production and movement of cargo in containers. Attempts have been made to move cars along the coast but these attempts have not yielded the kind of profit that would sustain development.

In the short term, there is a great scope for developing coastal shipping and inland waterways. We currently note that similar type of cargo has the potential to be moved intrastate and within nearby ports thereby precluding the need to use roadways which are already congested. In addition to the traditional cargo there is also scope for vessels that would be used for supply of bunkers and also for LNG and LPG distribution through coastal waterways.

Ships and shipping systems of different kind will be needed by Indian shipping companies if they are able to provide a competitive method of Movement of cargo using multimodal route containing the sea route. All these movements will of course be subject to the drafts available at various ports. India has several small state-owned ports which are operated by the state itself or by private enterprise. These ports hold the potential to be the next in line for additional moment of postal cargo. However most of these ports suffer from two major deficiencies, the first being the lack of deep drafts at these ports and the other is the lack of shoreside handling facilities. Many of the ports also suffer from lack of infrastructure in terms of road and rail connectivity.



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However, such ports will offer and can offer potential shipping solutions.

It is our opinion that therefore that there will be a demand for such kind of vessels which would be able to operate in such ports, carry such cargo and work within these infrastructural restraints.

What would movement of such cargo require?

1. shallow drafted, tankers to carry clean and dirty product, container carriers ferry boats, Ro-Ro vessels and car carriers.
2. In addition to this there is a requirement for vessels which will cater to the requirement of the offshore trade such as crew boats, petrol boats and other supporting supply service vessels.
3. It would be necessary and important that these vessels are self-sustaining and geared since lack off on gear could increase the cost of handling at ports and would thereby make the entire operation unfeasible. Care would have to be taken to ensure that the vessels which are used on such trades have your own gear to handle cargo. Lack of self sustained vessels would require sourcing of handling equipment at the port which may not be available easily and at all times. This could disrupt the overall cost and feasibility of transportation of cargo.