Impacts on Fishers, Ocean and Coastal Environment

Jesu Rethinam, Convenor, Coastal Action Network
BLUE ECONOMY - SUSTAINABLE GROWTH ECONOMY


The “BLUE ECONOMY” concept seeks to promote economic growth, social inclusion, and preservation or improvement of livelihoods while at the same time ensuring environmental sustainability. At its core it refers to the decoupling of socioeconomic development through oceans-related sectors and activities from environmental and ecosystems degradation.

The Blue Economy has diverse components, including established traditional ocean industries such as fisheries, tourism, and maritime transport, but also new and emerging activities, such as offshore renewable energy, aquaculture, seabed extractive activities, and marine biotechnology and bioprospecting.  [http://hdl.handle.net/10986/26843]

• Oceans as Shared Economic (Commercial) Development Spaces

• UN/WB/FAO /IFI’s/ Coastal States/ MNCs

Promote and Ensure the adoption of BE for the Sustainable Growth of Nation
The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health. The Blue Economy encompasses many activities...

- **Renewable Energy**
  Sustainable marine energy can play a vital role in social and economic development.

- **Fisheries**
  Marine fisheries contribute more than US$270 billion annually to global GDP. More sustainable fisheries can generate more revenue, more fish and help restore fish stocks.

- **Tourism**
  Ocean and coastal tourism can bring jobs and economic growth. Coastal, Least Developed Countries and Small Island Developing States receive more than 41 million visitors per year.

- **Climate Change**
  The impacts of climate change on oceans—rising sea-levels, coastal erosion, changing ocean current patterns, and acidification—are staggering. At the same time, oceans are an important carbon sink and help mitigate climate change.

- **Maritime Transport**
  Over 80% of international goods traded are transported by sea, and the volume of seaborne trade is expected to double by 2030 and quadruple by 2050.

- **Waste Management**
  80% of litter in the ocean is from land-based sources. Better waste management on land can help oceans recover.

To learn about other aspects of the blue economy, visit [www.worldbank.org/oceans](http://www.worldbank.org/oceans)
SNEHA - B.E Action Research
Voices of Sea, Coast and Fishers
Blue Economy Growth – Dispossession of Ocean and Coast

1. Sagarmala Programme - Port-led for Economic prosperity (Rs. 8 Lakh Crores)

1. National Coastal Mission - ICZM Project Phase II (Rs. 4000 Crores)

Deep Ocean Mission (DOM) - (Rs. 8000 Crore)

Swadesh Darshan Scheme - Integrated Development Theme Based Tourist Circuits (Rs. 89,594 Lakhs)

106 - Coastal and Marine Sites as Conservation Reserves

Naval Base and Berths – Marine Security and Surveillance
Project Sagarmala

A Port-led Prosperity Program. Powered by Ministry of Shipping.

Harnessing
7,500 km Coastline
14,500 km potentially navigable waterways

Project Plan
Sagarmala aims to modernize India’s Ports. 12 major ports and 185 minor ports are targeted alongside new port development, port connectivity enhancement, port-linked industrialization, connecting coasts to hinterland and coastal community development from 2015 to 2035.
The Sagarmala Programme

“The reduction of logistics cost for EXIM and domestic trade with minimal infrastructure investment”

Port-led Development

Port Modernisation
- Capacity augmentation
- New ports
- Efficiency improvement

Port Connectivity
- New road / rail connectivity
- Up-gradation of roads / railway
- Coastal Shipping
- Inland water transport
- Logistics parks

Port-led Industrialisation
- Industrial clusters
- Coastal Economic Zones
- Maritime Clusters

Coastal Community Development
- Skill development
- Coastal tourism projects
- Development of fishing harbors, fish processing centers

Potential logistics cost savings of INR 35,000 to 40,000 crores per annum by 2025

http://sagarmala.gov.in/about-sagarmala/vision
### Impact from Sagarmala – 2025

<table>
<thead>
<tr>
<th><strong>INR 4 lakh cr</strong></th>
<th><strong>Double</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure investment mobilisation</td>
<td>Share of waterways – inland and coastal – in modal mix from 6%</td>
</tr>
<tr>
<td>Port modernization: ~65,000 INR crores</td>
<td></td>
</tr>
<tr>
<td>Connectivity: ~220,000 INR crores</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>INR 35,000-40,000 cr(^1)</strong></th>
<th><strong>USD 110 bn</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Logistics cost saving per annum</td>
<td>Boost to exports</td>
</tr>
<tr>
<td>Optimise modal mix for existing capacities: ~21,000-27,000 INR crores</td>
<td></td>
</tr>
<tr>
<td>Reduce time to export by 5 days: 5,000-6,000 INR crores</td>
<td></td>
</tr>
</tbody>
</table>

| **40 lakh** | | **New direct jobs, and 60 lakh indirect jobs** |

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\(^1\) Savings from coastal shipping of coal – 17,000 to 18,000 Cr  
Savings from coastal shipping of steel, cement, food grains and fertilisers – 11,500 to 13,500 Cr  
Savings from modal shift and time and variability reduction of containers – 7,000 to 9,000 Cr

The Sagarmala Development Company Limited (SDCL) has been incorporated (on 31st August 2016) under the Companies Act, 2013, after obtaining approval of the Union Cabinet on 20th July 2016. SDCL has been set up under the administrative control of Ministry of Shipping with an initial Authorized Share Capital of Rs. 1,000 Crore and a Subscribed Share Capital of Rs. 250 Crore.

SDCL will provide equity support for the project Special Purpose Vehicles (SPVs) set up by the Ports / State / Central Ministries and funding window and /or implement only those residual projects which cannot be funded by any other means / mode.

Implementation of the projects identified under the Sagarmala Programme will be taken up by the relevant Ports, State Governments / Maritime Boards, Central Ministries, mainly through Private or PPP mode.

Objectives of SDCL

- Develop & formulate projects emanating from the National Perspective Plan (NPP)
- Assist project SPVs set up by Central Line Ministries / State Governments/State Maritime Boards/Ports etc. for projects in alignment with Sagarmala objectives
- Provide funding window for residual projects that cannot be funded by any other means/mode
- Prepare the Detailed Master Plans for the Coastal Economic Zones (CEZs) identified as part of the National Perspective Plan
- Raise funds from multi-lateral and bilateral agencies as debt/equity (as long term capital), as per the project requirements

http://sagarmala.gov.in/about-sagarmala/sagarmala-development-company-limited-sdcl
<table>
<thead>
<tr>
<th>Project Theme</th>
<th>2018-19</th>
<th>2019-20</th>
<th>2021-25</th>
<th>2025-35</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.of Projects</td>
<td>Project Cost (Rs.Cr.)</td>
<td>No.of Projects</td>
<td>Project Cost (Rs.Cr.)</td>
<td>No.of Projects</td>
</tr>
<tr>
<td>Port Modernization</td>
<td>133</td>
<td>49,678</td>
<td>74</td>
<td>25,286</td>
<td>37</td>
</tr>
<tr>
<td>Port Connectivity</td>
<td>110</td>
<td>76,829</td>
<td>63</td>
<td>52,180</td>
<td>60</td>
</tr>
<tr>
<td>Port Led Industrialization</td>
<td>18</td>
<td>147,332</td>
<td>6</td>
<td>4,789</td>
<td>31</td>
</tr>
<tr>
<td>Coastal Community Development</td>
<td>36</td>
<td>2,622</td>
<td>29</td>
<td>4,597</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>297</td>
<td>276,461</td>
<td>172</td>
<td>86,852</td>
<td>130</td>
</tr>
</tbody>
</table>
Ocean (Fishing)Spaces – Major and Minor Ports

http://sagarmala.gov.in/
Inclusion of Greenfield Ports

New Port Development

To fill the demand gap, 6 new major ports are planned which will bring in significant capacity expansion. The locations of these new ports are deliberated after detailed origin-destination study of cargo commodities and there are mainly three levers that propel the need for building new ports: New port locations have been identified based on the cargo flow for key commodities and the projected traffic:

Greenfield ports are proposed to be developed at

- Vadhavan (Maharashtra)
- Tajpur (West Bengal)
- Paradip Outer Harbour (Odhisha)
- Cuddalore/Sirkazhi (Tamil Nadu)
- Belikeri (Karnataka)
- Enayam (Tamil Nadu) – Transshipment Port

http://sagarmala.gov.in/
Coastal (Villages) Spaces – CEZ

PORT-LED INDUSTRIALISATION

- Steel/Cement Clusters
- Electronic Clusters
- Gas-based petrochemical plants and power complexes
- Apparel Clusters
- Refinery and Petrochemical Clusters
- Marine Clusters (Ship-Building, Marine Services)
- Agro-processing Clusters
- Leather/Furniture Clusters
- Automotive Clusters

The East Coast Economic Corridor (ECEC) is India’s first Coastal Economic Corridor covering 2500km of India's coastline, financed by the Asian Development Bank (ADB).

The ECEC running along the entire east coast of India from Kolkata to Kanyakumari i.e Visakhapatnam–Chennai Industrial Corridor, Chennai–Kanyakumari Industrial Corridor, Odisha Economic Corridor and West Bengal Economic Corridor.

Phase 1 of the ECEC is the Visakhapatnam-Chennai Industrial Corridor (VCIC) (Project Number : 48434-003, 48434-005, 48434-002; Status : Completion Stage) which covers 11 districts in Andhra Pradesh and Tamil Nadu. was approved by the ADB Board in September 2016. The Program comprises a multi-tranche financing facility (MFF), a grant, and a policy-based loan (PBL) for a total investment amount of $631 million. (https://www.adb.org/projects/documents/loan-3430-and-grant-0495-ind-vcicdp-andhra-pradesh-mpr1 and https://pib.gov.in/newsite/PrintRelease.aspx?relid=159935)


It is a Multimodal Regional Maritime Corridor to integrate the Indian economy with the dynamic global value chains of Southeast and East Asia.

The Government of India’s (GoI) Make in India campaign and also supports the port-led industrialization strategy under the Sagar Mala initiative and the Act East Policy by linking domestic companies with the vibrant global production networks of East and Southeast Asia.
Skill Development – Fishers as Wage Earners
Projects under Implementation & Development:

As 31 July 2019, a total of 542 projects were under various stages of implementation, development and completion:

<table>
<thead>
<tr>
<th>Project Theme</th>
<th>Total Projects</th>
<th>Projects by MOS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Projects</td>
<td>Project Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Rs.Cr.)</td>
</tr>
<tr>
<td>Completed</td>
<td>118</td>
<td>24,926</td>
</tr>
<tr>
<td>Under Implementation</td>
<td>201</td>
<td>310,349</td>
</tr>
<tr>
<td>Under Development</td>
<td>223</td>
<td>140,149</td>
</tr>
<tr>
<td>Total Completed/Under Implementation/Under Development</td>
<td>542</td>
<td>475,424</td>
</tr>
</tbody>
</table>
Sagarmala nothing but a MARINE EXPORT TRADE LOGISTIC NETWORK to exploit Cheapest Maritime Transport and Trade based on the strategic maritime trade route
Adani’s Monopoly Port Empire – Reality of Sagarmala

https://www.adaniports.com/
Mundra Port, Gujarat | India's largest commercial port
- Bulk & Break Bulk
- Liquid Cargo
- Container Cargo
- LPG/LNG Cargo
- Crude - Single Point Mooring

Tuna Terminal, Gujarat
- Bulk & Break Bulk

Dahej Port, Gujarat
- Bulk & Break Bulk

https://www.adaniports.com/Ports-and-Terminals
Hazira Port, Gujarat
- Bulk & Break Bulk
- Liquid Cargo
- Container Cargo

Mormugao, Goa
- Bulk Cargo

Vizhinjam Port, Kerala
- Container Cargo

https://www.adaniports.com/Ports-and-Terminals
Kattupalli Port, Tamil Nadu
- Bulk & Break Bulk
- Container Cargo

Ennore Terminal, Tamil Nadu
- Container Cargo

Vizag Terminal, Andhra Pradesh
- Bulk Cargo

Dhamra Port, Odisha
- Bulk & Break Bulk
- Liquid Cargo - STS

https://www.adaniports.com/Ports-and-Terminals
Logistics: End to End Connectivity

Transportation
- Rail
- Road
- Inland Waterway
- Air
- Coastal Shipping

Facilities
- Logistics Parks
- Warehousing
- Inland Waterway Terminals
- Air Cargo Complex
- Sea Ports

Other Services
- Stuffing / De-stuffing
- Cargo Aggregation
- Customs Clearance
- Other Value added services

End-to-end Integrated Logistics Services

Creating Value

Example of Customer Centric End to End Logistics Offerings Ensuring Maximum Synergies

Developing fully integrated logistics model for servicing diverse range of cargo
### Our Reach

**Mundra**
- Total Installed Capacity: 249 MMT
- **Key Highlights**:
  - Reaching New Heights
  - Mundra Port was ranked first in terms of total cargo handled across all Non-Major Ports and Major Ports in India for FY19

**Hazira**
- Installed Capacity: 30 MMT
- **Key Highlights**:
  - All Cargo Segment Grows
  - Continues to register robust growth and complement nearby Dahej port by handling liquid bulk cargo and container cargo

**Dahej**
- Installed Capacity: 14 MMT
- **Key Highlights**:
  - Continues to Register Double Digit Growth
  - Close to a cluster of chemical, textile, industrial and agricultural manufacturing facilities and power plants

**Dhamra**
- Installed Capacity: 45 MMT
- **Key Highlights**:
  - Well Located to Benefit from Resource Rich Hinterland
  - Acquired on 22 June 2014 and turned around in the 1st year of operations – Grew at a CAGR of 11.0% from FY13 to FY19
  - Driving efficiency through rationalizing of operating cost, reducing dredging cost and corporate expenses

**Kattupalli**
- Installed Capacity: 18 MMT
- **Key Highlights**:
  - Gaining market share due to congestion at Chennai port
  - Started as Q&I M operator for LBT in Nov 16 – Acquisition completed in June 2018
  - Strategy in place to convert it from container handling to becoming multi commodity port

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**Port Assets At Optimal Utilization Of Existing Capacity**

<table>
<thead>
<tr>
<th>Port</th>
<th>Installed Capacity</th>
<th>Utilization(2)</th>
<th>Cargo Mix</th>
<th>Key Highlights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mundra</td>
<td>249 MMT</td>
<td>137 MMT (55.2%)</td>
<td></td>
<td>Reaching New Heights</td>
</tr>
<tr>
<td>Hazira</td>
<td>30 MMT</td>
<td>20 MMT (65.3%)</td>
<td></td>
<td>All Cargo Segment Grows</td>
</tr>
<tr>
<td>Dahej</td>
<td>14 MMT</td>
<td>9 MMT (67.4%)</td>
<td></td>
<td>Continues to Register Double Digit Growth</td>
</tr>
<tr>
<td>Dhamra</td>
<td>45 MMT</td>
<td>21 MMT (46.0%)</td>
<td></td>
<td>Well Located to Benefit from Resource Rich Hinterland</td>
</tr>
<tr>
<td>Kattu-</td>
<td>18 MMT</td>
<td>9 MMT (50.8%)</td>
<td></td>
<td>Gaining market share due to congestion at Chennai port</td>
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**The Company has achieved its capex cycle and is ideally positioned to exploit its capacity for accelerated growth**

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**Note:** (1) Does not include Ennore, Tuna, Goa, Kandla and Vishakhaport terminals
(2) Actual cargo volumes in FY19, and percentage utilization: calculated as actual volumes in FY19 / installed capacity
Port based industrial development

**Mundra**
- **Land bank**: 15,000 Ha. (For SEZ and Industrial Parks)
- **Location Benefit**:
  - Shortest logistics connectivity to the North & Western India
  - Well connected to all major global locations through sea
- **Multi modal Connectivity** through Port, Rail, Road & Air
- **Fiscal Benefits of SEZ**
- **Target Industries**: Chemicals, Ceramics, Heavy Engineering, Aerospace & Defence, Textiles and Electronics

**Kattupalli**
- **Land acquisition is in progress**
- **Direct Rail & Road Connectivity to be developed**
- **Target Industries**: Chemicals, Petrochemicals, Auto components & Heavy engineering
  - Phase I: 2021
  - Phase II: 2022

**Dhamra**
- **Land acquisition is in progress**
- **Attractive destination for mineral-based industries**
- **Target Industries**: Chemicals, Pharma, Engineering, Auto components, Food Processing & Fertilizers
  - Phase I: 2021
SDCL disclose Sagarmala Programme will be taken up by the relevant Ports, State Governments / Maritime Boards, Central Ministries, mainly through Private or PPP mode.

In March this year, it was revealed that the Adani Group would be investing a whopping Rs 53,031 crore into the Kattupalli port on the outskirts of Chennai, to expand its existing capacity. Classified as a minor port by the Tamil Nadu Maritime Board, the Kattupalli port was acquired with 97% stake by the Adani Group in July 2018 from Larsen and Toubro Limited (L&T) and named Adani Kattupalli Port Private Limited. [https://www.thenewsminute.com/article/explainer-what-rs-53000-crore-kattupalli-port-expansion-project-103201]

Adani Ports to raise Rs 15,000 cr via overseas bonds

PTI New Delhi | Updated on January 24, 2018 Published on June 10, 2015

We hear that Adani Ports had signed a 99 years lease in some terminals in major ports such as Kamarajar Port

Adani Group to revive Coal terminal in Vizag

After shutting down its operations for over two years, Adani Vizag Coal Terminal Private Ltd (AVCTPL), a special purpose vehicle floated by Adani Ports & SEZ Ltd, will reopen its greenfield fully automated berth in the inner harbour of Visakhapatnam Port on July 1.

The SPV, which signed the concession agreement with the port in 2011 for constructing the east quay-1 berth in place of old EQ-1 and 2 at a cost of ₹323.18 crore by August 2014, had claimed that it had completed the work eight months ahead of schedule with an investment of about ₹400 crore.

Still waters at Ennore terminal rock Adani’s boat

TE Raja Simhan Chennai | Updated on April 24, 2018 Published on April 24, 2018

The Adani Ennore Container Terminal at Kamarajar Port - Ennore LNG terminal may begin operations by Sept. Container terminal lies idle as port refuses to grant discounted tariffs to shipping lines.

Last year, when the Adani group invested ₹800 crore to set up a container terminal at the Kamarajar Port (KPL) in Ennore, it would never have visualised a predicament in which the terminal would be idle.
State Sponsor-Crony Capitalism

Sagarmala Benefits Adani Group and Companies

https://www.adani.com/businesses
Cleansing of Fishers Identity
Systematic Legal Dispossession of Fisher Customary Rights

- *Fishing is Business for profit*- Not Way of Life and Livelihood for Fishers
- Sea and Coast is *Open and Common for all*
- Commercial and Corporate Investors in Fishing Sector – Uproot Fishers
- Promotion of Culture Fisheries *Fish Farmers* - Diminish the Marine Fishers
- *Port Led Growth* - Habitats are considered as Coastal Economic Zones
- Ocean Based Sustainable Exploration Projects – No Fishing Grounds
- Coast Based Industries Cheap & Profitable Business- No Land for Fishers
- Marine Policy and Legal Reforms- Coast and Ocean for Profiters
- Fisher *Women and Children are more Vulnerable* – No Place for survival
- Coastal Disasters – Opportunity for BE Corporates to “*Portray Coast are unsafe to Live*”

*Development and Disasters* Induced Forced Relocation and Resettlements for *Blue Economic Growth*