



The Association of
Shipping Interests in Calcutta
(Estd 1971)

PORTSIDE CALCUTTA

THE ASIC UPDATE

A Bi-monthly Newsletter of the Association of Shipping Interests in Calcutta (Estd 1971) | November 2025

STEERING THOUGHTS



Words from the President

Navigating the Currents of Global and Indian Shipping in 2025

The year 2025 finds the global shipping industry navigating contrasting tides — steady cargo growth alongside persistent logistical and geopolitical disruptions. Despite Red Sea risks, port congestion, and regional strikes, international trade continues to expand, showcasing the sector's resilience and adaptability.

Freight rates, though below last year's peaks, remain above pre-crisis levels. On the key Asia-Europe route, rates average around **\$2,100 per 40-foot container**, while port delays — from Rotterdam to Singapore — have stretched voyage times and increased operating costs by nearly 50%.

Amid global challenges, **India's maritime outlook is distinctly positive**. The **Syama Prasad Mookerjee Port, Kolkata**, reported **16% year-on-year cargo growth**, handling **28.2 million metric tonnes** between April and August 2025. Both the **Haldia Dock Complex** and **Kolkata Dock System** registered robust gains, driven by efficiency measures, infrastructure upgrades, and stakeholder collaboration. Expansion projects like the **Balagarh terminal** and **riverbank revitalization** with IIT-Kharagpur promise further growth and tourism potential.

Globally, shipping demand is projected to rise by **1.5–2.5%**, led by Asia-Pacific and the Middle East. The industry's evolution is now anchored in **digitalization, decarbonization, and smart port technologies**, as operators adopt AI, IoT, and green practices to sustain competitiveness.

The **first issue of the ASIC Newsletter, "The ASIC Update,"** received widespread appreciation. We now present this **second number (November 2025 issue)** in the hope that its reach will be broader, its readership more engaged, and its dialogue more interactive.

Warm regards,

Ashok Janakiram
President, ASIC



₹62,000 Crore Youth Initiative Inaugurated by Prime Minister

Boost to Skill and Entrepreneurship

In a landmark move reflecting India's renewed commitment to empowering its youth, **Prime Minister, Narendra Modi**, launched a **₹62,000 crore** national initiative aimed at promoting **skill development and entrepreneurship** in the logistics, shipping, and maritime sectors. The programme, unveiled at New Delhi's **Bharat**



Mandapam in early October 2025, focuses on equipping young Indians with advanced technical skills in shipbuilding, port operations, logistics management, and supply-chain innovation - the critical drivers of India's next phase of economic growth.

The initiative, aligned with **Maritime India Vision 2047** and the **PM Gati Shakti National Master Plan**, is designed to create a skilled workforce capable of supporting India's expanding maritime and logistics infrastructure. It includes the establishment of dedicated training hubs in major port cities such as Kolkata, Chennai, and Mumbai, along with financial support schemes for youth-led startups in coastal and inland logistics.

Addressing the audience, Prime Minister Modi emphasised that India's maritime sector is not only central to its trade and commerce but also a pillar of its employment generation strategy. "The youth of India," he said, "must become the captains of our growth voyage - driving innovation, sustainability, and global competitiveness." The programme is expected to benefit nearly one million young professionals over the next five years, reinforcing India's role as a maritime and logistics powerhouse in the Indo-Pacific region.

(Contd.)

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The Prime Minister noted that the Coastal Shipping Act has been crafted to streamline trade processes and reinforce supply-chain security. He underscored that the legislation promotes balanced growth across India's vast coastline. Referring to the 'One Nation, One Port' initiative—which seeks to harmonize port procedures and substantially cut down documentation—Shri Modi emphasized that these measures mark a further milestone in India's ongoing decade-long reform journey in the maritime sector.

Excerpts from the speech delivered by Hon'ble Prime Minister, Shri Narendra Modi, at the event:



The maritime sector is driving India's growth. Over the last decade, it has transformed significantly, boosting trade and port infrastructure: PM

India's ports are now counted among the most efficient in the developing world, and in many cases, are outperforming ports in the developed world: PM

India is accelerating efforts to reach new heights in shipbuilding, we have now granted large ships the status of infrastructure assets: PM

When the global seas are rough, the world looks for a steady lighthouse, India is well poised to play that role with strength and stability: PM

Amid global tensions, trade disruptions and shifting supply chains, India stands as a symbol of strategic autonomy, peace and inclusive growth: PM

This is the right time to work and expand in India's shipping sector: PM





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Legal & Policy



Bills of Lading Act 2025

What Shipowners, Bankers, and Carriers Must Know

India's maritime legal framework received a historic update with the Bills of Lading Act, 2025, replacing the colonial-era 1856 statute. The new legislation streamlines the transfer of ownership and risk in maritime trade, introduces digital documentation provisions, and provides clarity on disputes between shippers, carriers, and banks. Together with the Carriage of Goods by Sea Act, 2025 and the Indian Ports Act, 2025, it marks a coordinated modernization of India's maritime commercial law.

The Act authorizes the Central Government to issue detailed guidance for implementation, ensuring uniformity across ports. Maritime legal experts anticipate smoother resolution of bill-of-lading disputes and greater compatibility with international conventions such as the Hague-Visby Rules.

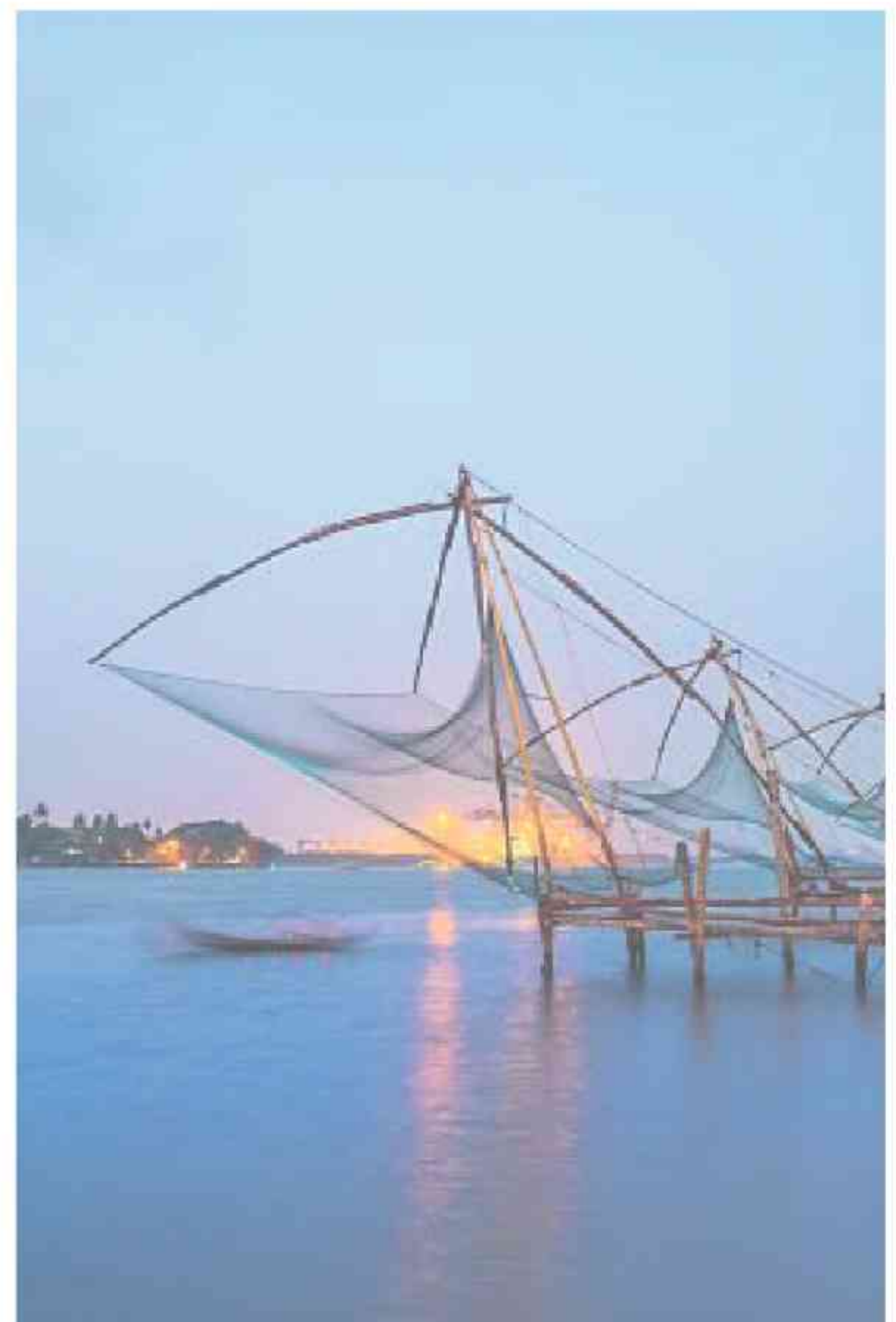
Quick Take for Shippers: 5 Key Points

1. Legal recognition of electronic Bills of Lading (eBL).
2. Clearer liability clauses for multimodal transport.
3. Simplified dispute resolution framework.
4. Central Government's power to issue clarifications.
5. Harmonisation with global maritime law trends.



Technology & Green Finance

The **Shipping Corporation of India** hosted its "**Financing the Future of Maritime India**" roadshow, focusing on green investments and alternate fuel retrofits. The Government of India also unveiled a **250-tonne slipway cradle at Kochi**, strengthening coastal repair facilities under the Blue Economy initiative.





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Industry Snapshot - Global & National

India's shipping sector maintained its growth trajectory in 2025, supported by policy reforms and robust cargo movement through major ports. Freight rates stabilised after two years of volatility, and the Syama Prasad Mookerjee Port, Kolkata (SMPK) continued to perform strongly. Globally, shipping lines shifted toward dual-fuel vessels, and consolidation continued among major carriers.

President Ashok Janakiram noted that this year represents a critical turning point as India aligns its port infrastructure and policy vision with the Maritime India Vision 2047. "Efficiency, sustainability, and innovation," he said, "will remain our compass points."



Port & Terminal News - Syama Prasad Mookerjee Port, Kolkata

SMPK Cargo and Container Performance

For the period April–September 2025, **SMPK handled 33,320 MMT of cargo**, registering a 16.58% growth over the previous year. Container traffic rose to **470,258 TEUs**, a 21.33% increase. Growth was driven by coal, iron ore, and containerised cargo.

Concessions & Mechanisation

The port issued a **Letter of Award** to Ganges Bulk Terminal Pvt. Ltd. for the mechanisation of Berth 5. The operator has been appointed as a **Customs Cargo Service Provider (CCSP)** under standard bond and insurance conditions. SMPK also signed a **DBFOT concession with JSW Infrastructure Ltd.** for mechanisation of Berths 7 and 8.





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BRAVO ZULU!

Visakhapatnam (VPA) Breaks Record in Manganese Ore Handling

A total of 12003 MT of Manganese Ore was loaded into NV Helen Bulker at WQ-4Berth with a hookput of 1,333 MT, breaking the Port's own record of 2013. The vessel, agencied by Navship Marine Services was stevedored by Synergy shipping Pvt Ltd



Paradip Port Sets New Throughput Record

The Paradip Port Authority (PPA) has achieved a record 75 million metric tonnes (MMT) of cargo throughput in the current fiscal year — the fastest 75 MMT ever handled by any Indian major port. This milestone reflects PPA's rising operational efficiency and steady growth, with cargo volumes up 5.03% over the previous fiscal as of 26 September 2025.



Awards & Safety Initiatives

SMPK Sources indicate that the Haldia Dock Complex (HDC) achieved a new milestone on 8 September 2025 with the arrival of MV SITC ZHI. According to Port sources, it is the deepest-draft container vessel to call at the port under the direct China service.

The vessel, measuring 171.9 metres in length with an arrival draft of 9.2 metres, handled 1,265 TEUs during its stay. This achievement marks a major step forward in HDC's capacity to handle larger vessels, reaffirming its position as a reliable and efficient cargo and container hub for global trade.



Awards for Port

SMPK received the Maritime Safety Excellence Award and the Sustainable Maritime Initiative Award at the Maritime Excellence Awards 2025. At Haldia Dock Complex, the innovative Safety Man Cage and Road Train System were introduced to improve worker safety and cargo handling efficiency.





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Articles in Focus



HORIZON LIGHTING UP ?

India Moves Closer to Duty Free Access in EU Markets

*Based on a report by Rajeev Jayaswal,
Hindustan Times, 15 October 2025*

India is nearing a landmark Free Trade Agreement (FTA) with the European Union, which could grant duty-free access to the EU's \$25 trillion market by the end of 2025. According to a Hindustan Times report by Rajeev Jayaswal, negotiations have reached an advanced stage, with both sides resolving most sensitive trade issues and aiming for a formal conclusion by December.

The proposed FTA is expected to substantially boost India's exports by removing or reducing tariffs on key sectors such as textiles, seafood, and engineering goods. Officials involved in the talks described the progress as a "significant convergence" on long-pending differences related to non-tariff barriers and regulatory standards.

India has already finalized similar trade agreements with the United Kingdom and the European Free Trade Association (EFTA). Together, these three FTAs could expand India's exports to Europe by over two-and-a-half times, adding an estimated \$1.4 billion in trade value.

Commerce Secretary Rajesh Agrawal recently led a two-day visit to Brussels, where discussions focused on finalizing modalities and aligning standards for mutual market access. As a goodwill step, the EU has also approved 102 Indian fishery establishments for export, signaling a cooperative trade environment ahead of the deal's conclusion.

Experts cited in the report said the upcoming FTAs will diversify India's export markets, reduce dependence on the United States, and strengthen overall trade resilience. They also emphasized that greater integration with European markets will enhance India's competitiveness in high-value sectors such as pharmaceuticals, technology, and precision engineering.

In 2024-25, bilateral India-EU trade was valued at \$136.8 billion, with India's exports accounting for \$60.6 billion. The European Union remains India's second-largest trading partner, representing nearly 17% of total exports.





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Views on News

A short article by **Jayanta Sen**

Sr GM, YML and Executive Member, ASIC

Rail & Hinterland Connectivity



Indian Railways launched its first assured transit time container train service on a pilot basis between Delhi and Kolkata on October 1, 2025. The inaugural train departed from ICD Tughlakabad Terminal, Delhi, bound for CTC Kolkata, passing through the Agra and Kanpur terminals operated by Container Corporation of India Ltd. (CONCOR). This pioneering service guarantees a fixed transit time of 120 hours, setting a new benchmark in reliability and speed for Indian freight operations.

According to Indian Railways, the service will initially operate on a bi-weekly schedule, with departures every Wednesday and Saturday. The pilot is designed to assess operational feasibility and customer response before scaling the service nationwide. The initiative brings several benefits to shippers: dependable delivery schedules for time-sensitive cargo, cost competitiveness with road transport, and priority allotment for early adopters. Moreover, the fixed-transit model enhances predictability in supply-chain planning, enabling industries to synchronise production and distribution cycles more efficiently.

From a sustainability perspective, the initiative promotes a modal shift from road to rail, helping reduce carbon emissions and roadway congestion. Each train is estimated to remove hundreds of trucks from the highway, cutting logistics-related emissions substantially. The programme aligns with India's National Rail Plan 2030 and PM Gati Shakti framework, which emphasise integrated, green logistics corridors.

CONCOR officials highlighted that real-time tracking, electronic documentation, and dedicated terminal slots will further enhance transparency and service quality. The success of this corridor could pave the way for additional assured-transit services linking major industrial hubs such as Mumbai, Chennai, and Ahmedabad.

Through this initiative, Indian Railways and CONCOR reaffirm their commitment to a customer-centric, reliable, and environmentally responsible logistics ecosystem - a transformative stride towards the next generation of Indian freight mobility.

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My Vision for Kolkata Port as a Private Port

By **Probir Mitra**

Founder Director, Capstan Shipping,

Author "Indian Port and Shipping Industry"

My vision is to transform Kolkata Port–Haldia Dock Complex into a privatized corporate entity and the true multimodal gateway of Eastern India and neighbouring countries including Bangladesh, Nepal, Bhutan and Myanmar. This integrated port system will combine deep-sea anchorage, riverine terminals, rail-road connectivity, and national waterways, offering source-to-destination logistics solutions for importers and exporters.

The corporate structure will be driven by a 10-year CEO-led mission with decentralized, entrepreneurial teams capable of delivering innovative service products through state-of-the-art terminals, mechanical jetties, and logistics systems. Operations may be outsourced or executed in-house after rigorous commercial assessment to ensure productivity, cost-efficiency and scalability. Bulk, POL, and container cargo will all be maximized to their full potential.

India's overseas trade rose nearly 7-fold from the late 1980s to 2010, and 3-fold more by 2020. Global container trade grew over 10% annually till 2010, stabilizing at ~9% through 2020. India's merchandise trade grew 10-fold between 1990–2009, and 5-fold between 2014–2020. Mega container ships above 10,000 TEU are now standard, with global round-the-world services and feeder networks expected to connect even inland river ports. With world trade exceeding 8 billion tonnes by 2010 and rising, Kolkata-Haldia has enormous opportunity to serve the expanding non-OECD energy-driven markets where India alone will contribute over 30% of coal and oil demand growth in the next two decades.

Private ports in India have already demonstrated faster growth, and by 2020 are projected to overtake major ports. Thus, corporatizing Kolkata Port–Haldia will unlock its strategic advantage.

A core pillar will be Mobile Virtual Ports (MVPs) – deep-draft anchorage hubs for trans-loading at sea, supported by custom-built barges operating through the Hooghly and National Waterways up to Allahabad and Guwahati via Bangladesh.

Private players may invest in MVPs and rivercraft, while the port invests in capital and maintenance dredging, pilotage, and night navigation to guarantee navigable draft.

A holistic private dredging model will replace the current fragmented approach, introducing global contractors and innovative silt management – reclaiming land rather than dumping spoil back into river mouths. This will create a world-class dredging industry, enabling startups, training institutions and employment across Eastern India.

Modern jetties at Sagar, Haldia, Diamond Harbour, Budge Budge, Kulpi, and terminals along NW-1 and NW-2 will be built via PPPs with full rail-road connectivity. Supply-chain planning will support bulk, container, POL, pipelines, and Single Buoy Moorings.

This port vision will serve as a launch platform for SMEs and start-ups, supported by IIT/IIM-linked incubation and AI-driven logistics systems. ERP, PortNet, EDI, data-centric maritime platforms, and customer-focused digital services will define a modern port ecosystem.

Additionally, the port will champion water security through desalination partnerships, making Kolkata-Haldia a leader in water-energy-logistics convergence. Revenues will derive from cargo growth, dredging, shipbuilding, water projects, and tourism, supported by global port partnerships such as Rotterdam.

Finally, a mission-driven HR culture, inspired by Swami Vivekananda's Man-Making philosophy, will build ethical, skilled, and purpose-driven talent.

With Sagarmala investments and corporatization momentum, Kolkata-Haldia can become a deep-draft ocean-river global logistics showcase over the next decade—unlocking peace, productivity and national growth.





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National Shipbuilding & Shiprepair

India's shipbuilding ambitions advanced with **Cochin Shipyard Limited (CSL)** signing an MoU with **HD Korea Shipbuilding & Offshore Engineering (HD KSOE)** for joint development of large vessels. The partnership will use CSL's 310 m drydock to construct Suezmax tankers and large containerships.

CSL also received a **Letter of Intent from CMA CGM** to build six 1,700-TEU dual-fuel LNG containerships. The project, slated for delivery between 2029 and 2031, marks a milestone in India's emergence as a builder of clean-fuel vessels.

International Maritime News

- **HMM** placed a \$2.8 billion order for 14 LNG-fuelled ships, reaffirming its decarbonisation strategy.
- **Anschütz** Autonomics introduced an advanced autonomous navigation suite for deep-sea vessels.
- **DeepOcean** chartered the Glomar Supporter to expand offshore wind and oil & gas service capacity.



LNG fuelled vessel

Maritime Security



A recent **Sea-Watch International** report documented over **60 violent attacks at sea by Libyan militias since 2016**, targeting refugee and humanitarian missions. The findings highlight persistent security risks in the Central Mediterranean, prompting renewed calls for coordinated international patrols and legal accountability under maritime law.

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Marine Ecology



Invisible Pollutants: Tire Microplastics and the Hooghly's Fragile Ecology

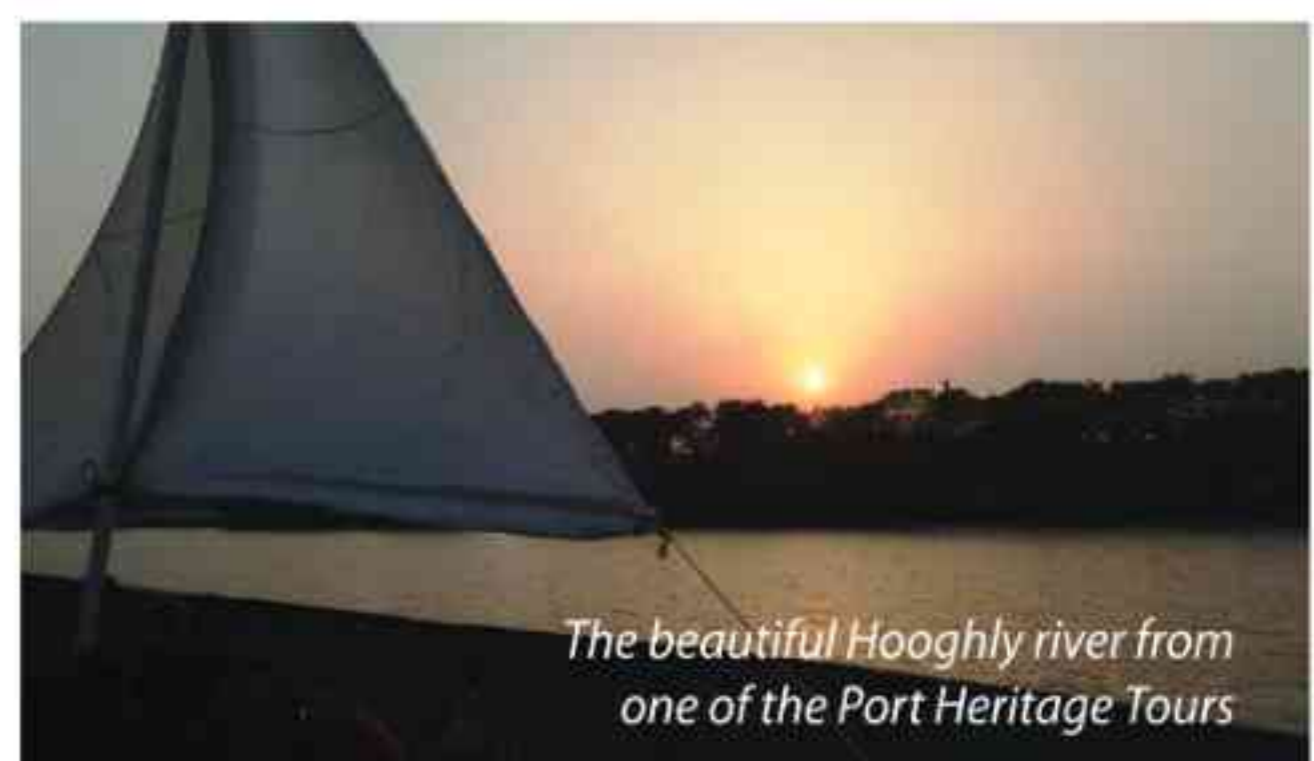
Microplastics from tire dust have emerged as a significant but overlooked pollutant in riverine systems. Studies by the **Plymouth Marine Laboratory** and the **University of Exeter** reveal that micro-rubber particles are entering aquatic food chains, with the **Hooghly River** facing similar threats due to dense urban runoff.

These pollutants accumulate in sediments, harming benthic species and the endangered **Ganges River Dolphin**. The 2019 **Swachhta Mission Initiative** by the Port of Kolkata had already flagged this issue, earning top marks among Indian ports.



What Ports Can Do:

1. Install stormwater filtration at key drainage points.
2. Support eco-friendly tire R&D initiatives.
3. Deploy sediment interception barriers in estuarine zones.



The beautiful Hooghly river from one of the Port Heritage Tours



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Notifications

Customs Notification No. 74/2025 (Port of Kolkata) - Mechanisation and Custodianship of Berth No. 5

The **Commissioner of Customs (Port, Kolkata)** has granted Ganges Bulk Terminal Pvt. Ltd. custodianship and **Customs Cargo Service Provider (CCSP)** status for Berth No. 5 under Section 45 of the Customs Act, 1962. The appointment allows the company to operate and manage the mechanised berth for bulk cargo handling. The approval is valid for two years from the date of issue and is subject to compliance with all security, insurance, and procedural requirements under the Customs Act and Regulations, including execution of a bond and maintenance of prescribed infrastructure. This notification marks another milestone in public-private partnership initiatives at **Syama Prasad Mookerjee Port, Kolkata**, ensuring improved efficiency in bulk cargo handling and cargo documentation processes.

(Document reference retained for full text access - Notification No. 74/2025 dated 11.09.2025)

SMPK : Promotional Measures

The Board of Trustees for the Port of Kolkata has passed the following Resolution targeted at promoting active Container Trade through this Port .

Proposals dated 16-10-25 -

1. 50% waiver on SSR charges for ICD borne export containers
2. 50% waiver on LHC & TC for any ICD Rail container
3. 50% waiver on LHC, TC & consolidated charges for bulk cargo handled at EJC & GCD
4. Composite rate of Rs. 16/- per MT for fly ash handling inside the docks (dock toll, permit charges inclusive)



TRENDS IN GREEN OR RED? TURAROUND KOLKATA – Last two months

SEPT'2025

Geared Vessels

AVG. TRT INSIDE PORT – 68 HRS (2.8 DAYS)

AVG. TRT S'HEADS TO S'HEADS – 99 HRS (4.2 DAYS)

AVG. BERTHING DELAY – 22 HRS (0.9 DAYS)

Gearless Vessels

AVG. TRT INSIDE PORT – 103 HRS (3.9 DAYS)

AVG. TRT S'HEADS TO S'HEADS – 192 HRS (8 DAYS)

AVG. BERTHING DELAY – 126 HRS (4.1 DAYS)

OCT'2025

Geared Vessels

AVG. TRT INSIDE PORT: 84.33 hrs (3.4 days)

AVG. TRT S'HEADS TO S'HEADS: 138.41 hrs (≈5.8 days)

AVG. BERTHING DELAY: 48 hrs (≈2 days)

Gearless Vessels

AVG. TRT INSIDE PORT: 104.2 hrs (4.3 days)

AVG. TRT S'HEADS TO S'HEADS: 230.5 hrs (9.6 days)

AVG. BERTHING DELAY: 156 hrs (6.5 days)

Note : GEARED CONSTITUTES ONLY AROUND 20% OF ALL CONTAINER VESSELS VISITING THIS PORT.

Info :

As on 3rd Nov 2025, Kolkata Dock System had 9 working vessels and 11 waiting to berth.

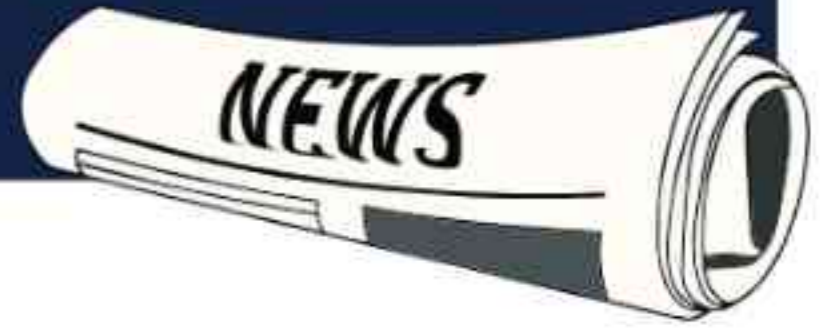
Haldia Dock Complex had 11 working and 12 waiting.

Paradip had 19 working and 4 waiting

Visakhapatnam had 15 working and 9 waiting

Source : IPA

Corridor Watch: Local News



• Haldia Multi-Modal Terminal Handed Over to PPP Operator

Source: Press Information Bureau (PIB), Government of India | 17 October 2025

The **Inland Waterways Authority of India (IWAI)**, under the **Ministry of Ports, Shipping and Waterways**, has officially handed over the **Haldia Multi-Modal Terminal (MMT)** in West Bengal to **IRC Natural Resources** for operation and maintenance under a **15-year Public-Private Partnership (PPP) concession**.

Constructed with **World Bank assistance** under the **Jal Marg Vikas Project (JMVP)** on **National Waterway-1 (Ganga-Bhagirathi-Hooghly)**, the terminal has a handling capacity of **3.08 million metric tonnes per annum (MMTPA)**. It was inaugurated by **Prime Minister Narendra Modi** in January 2023. Strategically located with direct access to **National Highway 41** and proposed **rail connectivity**, the terminal strengthens multimodal logistics for eastern India.

Selected through a transparent bidding process, **IRC Natural Resources** offered a **royalty of ₹105.03 per metric tonne** of cargo handled, payable to IWAI. The operationalization of the Haldia MMT marks a major step toward **enhancing cargo movement via inland waterways**, offering a **greener, cheaper, and faster** transport alternative for goods destined for **northern and northeastern India as well as Bangladesh**.

This milestone reflects the Government's commitment to expanding **Inland Water Transport (IWT)** under the **Jal Marg Vikas Project**, which is enhancing infrastructure across the 1,390 km NW-1 corridor through fairway maintenance, modern terminals, and new navigational facilities.

• **Metro Coaches for Kolkata** - MV Spring Shine berthed at Netaji Subhas Dock with 16 metro coaches. SMPK coordinated efficient handling, underscoring port agility in specialised cargo.



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Obituary



DR A K CHANDA

(06/08/1953 - 07/10/25)

*"Don't walk behind me; I may not lead.
Don't walk in front of me; I may not follow"*

These words, famously attributed to Albert Camus, were a favourite of Dr. Anup Kumar Chanda, who passed away on 7 October 2025 in Kolkata. The sentiment reflects the inner strength, quiet optimism, and humane conviction that defined his life. A distinguished civil servant, scholar, and visionary maritime administrator, Dr. Chanda served as Chairman of Kolkata Port from 2002 to 2009, leaving a legacy that continues to shape the institution's identity.

A member of the Indian Administrative Service (1976 batch), Dr. Chanda combined intellectual rigor with public purpose. He topped the IAS training programme, winning the Director's

Medal, and completed his Ph.D. in Economics at the University of Florida, where he received the Graduate Council Fellowship, was named the most outstanding graduate student, and was inducted into the Phi Kappa Phi Honor Society.

His chairmanship of Kolkata Port was marked by thoughtful modernisation and a deep regard for its heritage. He re-anchored the institution's identity within Bengal's riverine maritime history, while advancing computerisation and digital systems during a crucial phase of port reform. He championed market-oriented policies and collaborative ties with trade, restoring financial viability and confidence in the Port's future.

A man of cultural sensibility, he illuminated the iconic Howrah Bridge by engaging legendary lighting designer Tapas Sen - transforming it into a radiant emblem of Kolkata's identity.

Admired for intellect, humility, and warmth, he commanded deep respect across public life. Hon'ble Justice Soumitra Pal (Retd.), Calcutta High Court, who

shared the bench with him at the Administrative Tribunal, recalled: "He was not only a man of outstanding administrative precocity, but his interests also ranged across diverse topics, displaying great vision and depth."

Shri Jwahaar Sarkar, former IAS officer and Member of the Rajya Sabha, wrote: "An outstanding officer, a great statistician, a connoisseur of Western classical music, straightforward, wonderful to argue with - I've been doing it with him since 1973, even before we entered the IAS - and a warm, trusting friend."

Even as illness shadowed his later years, Dr. Chanda's study lamp burned past midnight. Between 2023 and 2025, he produced a set of meditative works titled *The Life and Last Words*, exploring figures who stirred his imagination - Keats, Schubert, Sartre, and the enigmatic Mata Hari.

The maritime community salutes his service and mourns the passing of a scholar-administrator who led with dignity, intellect, and grace.

Editor



SHAILEN PRASAD CHAUDHARY

Shri Shailen Prasad Chaudhary, who passed away on 1st October 2025, at the age of 62 at his parental home in Patna was a respected figure in Kolkata's shipping fraternity.

A graduate from Patna, he joined Seahorse Ship Agencies Pvt. Ltd., Kolkata, on 4 January 1988. Beginning as a trainee

in the Port Operations Department, he rose steadily through dedication and capability, becoming Vice President - Operations after serving in roles including those of Trainee Executive, Senior Manager and General Manager over a career spanning more than 36 years.

Paying a rich tribute to Shri Chaudhary, Capt Sujit B Mazumder, Executive Director of Seahorse said, "Shri. Chaudhary built deep expertise across container, break-bulk and bulk operations, container control, and empty-yard management for multiple principals. He played a pivotal role in managing Seahorse's port operations not only in Kolkata and Haldia, but also at Paradip, Dhamra, and Visakhapatnam, earning the

trust of clients, colleagues, and port authorities alike. Known for his professionalism and warm relationship with the entire maritime community, he was regarded as a dependable pillar of Seahorse's operational leadership. We pray for eternal peace for his soul and strength for his loved ones in this difficult time".

Shri Chaudhary's long-time colleagues too were unequivocal in mourning his loss. Shri Suvabrata Basu, Dy Manager Operations remarked, "Chaudharyda was my boss, but more than that he was like my elder brother cum mentor. I shall miss him every step of the way"

Editor





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A Musical Salute to the Nation's Defenders

A joint event by Eastern Command and ASIC at the Dhano Dhanyo Auditorium featured Usha Uthup and The Rhino Boys, drawing a packed audience.



GOC-in-C Eastern Command, Lt General Ram Chander Tiwari, handing over the Lifetime Achievement Award to Padma Shri, Padma Bhushan Usha Uthup



ASIC President, Ashok Janakiram presenting a Memento to GOC-in-C Eastern Command, Lt General Ram Chander Tiwari



From the Editor's Desk



The reception to our August issue has been most reassuring, reaffirming the purpose of this publication as a meaningful forum for informed and responsible dialogue within Kolkata's maritime and logistics fraternity. We remain committed to strengthening this platform with clarity, balance, and industry insight.

The recent Maritime Summit marked a significant moment for the eastern maritime region. With active participation from the eastern ports SMPK, Paradip, and Visakhapatnam. The deliberations reflected a shared recognition that the east - with its riverine systems, multimodal gateways, and expanding Indo-Bangladesh-Northeast linkages - is steadily assuming a more strategic position in India's maritime vision. The Summit reinforced three priorities, namely, modern digital systems and transparent processes, coordinated regional planning, and strong talent development through structured skilling and maritime entrepreneurship.

These themes align well with the Government's ₹62,000-crore logistics and maritime skill initiative, the introduction of the Bills of Lading Act 2025, and harmonisation under "One Nation, One Port". Operational advances - including SMP Kolkata's sustained cargo growth, mechanisation initiatives, the PPP operationalisation of the Haldia Multi-Modal Terminal, and the new assured-transit service between Delhi and Kolkata - further underscore the momentum in eastern ports and corridors.

This issue also carries a note of remembrance for men we lost. We pay special tribute to Dr A.K. Chanda, former Chairman of Kolkata Port, whose leadership combined institutional discipline with a deep understanding of the unique operational and ecological character of the Hooghly. He restored the citizen's remembrance for the oldest operational port through the first Maritime Museum and Archives to be set up in any Port in India. His tenure elicited new areas of functionality, like Marketing and Customer Relations. His focus on improving day to day service through computerization is remembered by all users. His contribution to Kolkata's maritime legacy is lasting and deeply respected.

We also remember Shri S.P. Chowdhury, a senior industry professional valued for his integrity and quiet mentorship. His steady service enriched the fraternity and guided younger colleagues across many years.

As always, we welcome wider participation from colleagues across all segments of the maritime chain. Your insights and field experience are vital to this collective endeavour.

Gautam Chakrabarti
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We welcome your feedback and any news or article that you may wish to share or contribute. Please contact us at asiccom72@gmail.com

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