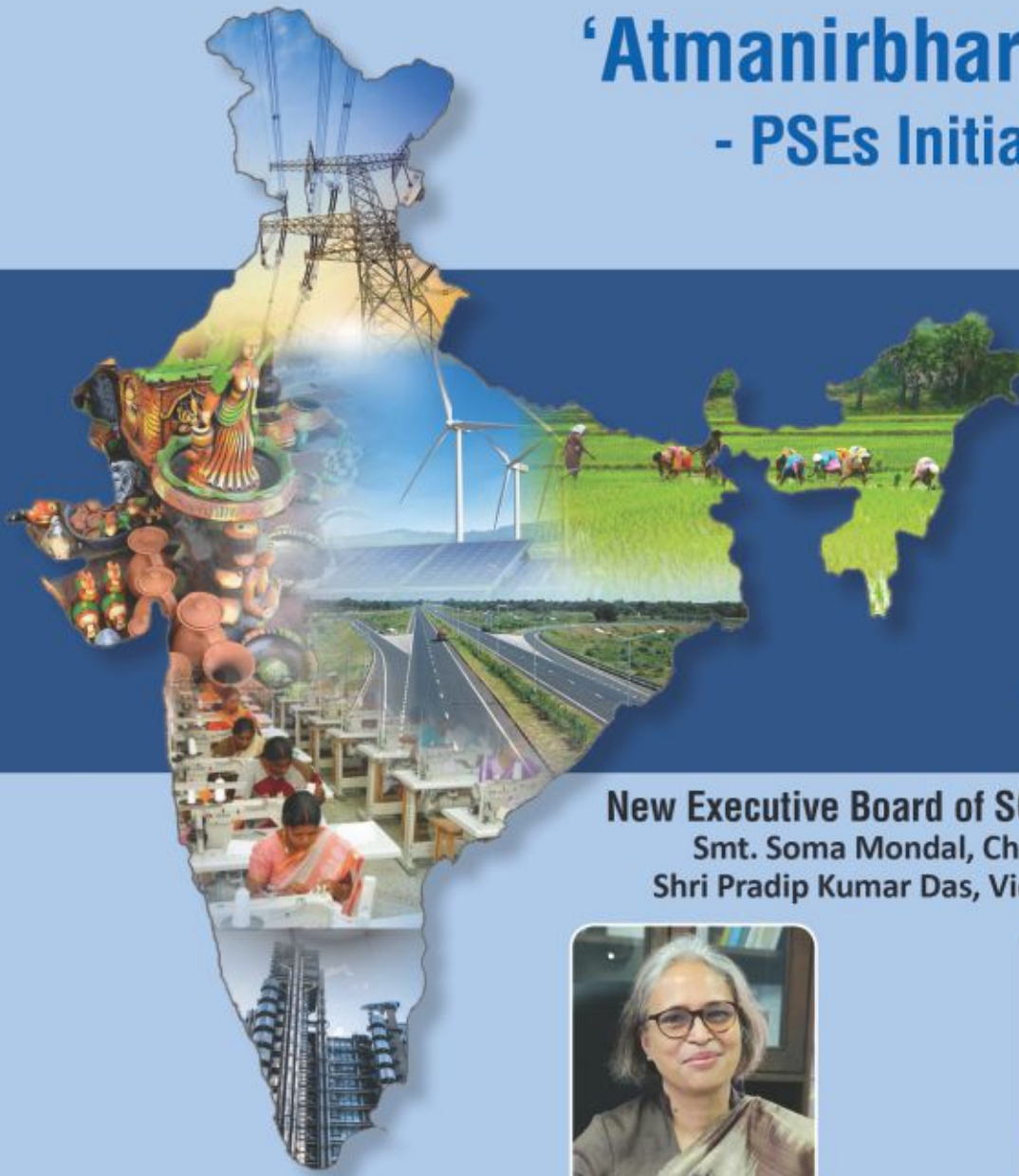




KALEIDO SCOPE

STANDING CONFERENCE OF PUBLIC ENTERPRISES

'Atmanirbhar Bharat' - PSEs Initiatives



Secretary, DPE compliments Public Sector and SCOPE on the occasion of Public Sector Day

New Executive Board of SCOPE Elected:

Smt. Soma Mondal, Chairperson
Shri Pradip Kumar Das, Vice Chairman



Smt. Soma Mondal
Chairperson, SCOPE & Chairman, SAIL



Shri Pradip Kumar Das
Vice Chairman, SCOPE & CMD, IREDA

SCOPE and PSEs Celebrate Public Sector Day

- Weeklong Celebrations (10th - 16th April, 2021)

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SCI's Initiatives towards making India – “Atmanirbhar Bharat”



H. K. Joshi
CMD, SCI

Maritime transport is the backbone of global trade and the global economy. It is rightly said that “Without shipping half the planet would starve and the other half would freeze”. The importance of shipping in supporting and sustaining today’s global society makes it indispensable to the world and to meet the challenge of the 2030 Agenda for Sustainable Development, a consensus of all global leaders for people, peace, planet prosperity and partnership. Hence the importance of shipping for a self-reliant India - an AtmaNirbhar Bharat cannot be emphasized enough.

Inter-relationship between shipping and economy

Around 90% of the global trade is carried through the sea. Shipping provides the low-cost, environment friendly, efficient and sustainable means of transportation. The jobs and livelihoods of billions of people in the developing world, and standards of living in the industrialized and developed world, depend on ships and shipping. The shipping industry has

played an important part in the dramatic improvements in global living standards that have taken millions of people out of acute poverty in recent years. India is blessed with an extensive coastline of over 7500 Km and its maritime prowess is well known since ancient times. In the modern times, the maritime trade covers 95% of India’s total trade by volume and 70% by value.

Shipping Corporation of India- its growth trajectory

The Shipping Corporation of India (SCI) was formed in 1961 by amalgamation of Eastern Shipping Corporation and Western Shipping Corporation which envisaged better co-ordination of policies, greater economy and efficiencies of operations between the two companies and providing shipping service for overseas transportation of goods and promoting EXIM trade. “Transporting Goods, Transforming Lives” has transcended beyond a mere corporate slogan, to become an integral part of the SCI’s vision, mission and objective. Efficient, cost-effective

and sustainable transportation of goods is paramount to SCI – a flag bearer of the Indian Maritime Sector since the past six decades.

SCI today on the eve of its Diamond Jubilee Year

SCI continues to be the country’s premier Shipping Line, owning a fleet of 59 vessels aggregating to 5.3 Million DWT tonnes presently with a share of about 28% (27.36) (in DWT terms) of the total Indian tonnage and thus being the largest Indian Shipping company in India. SCI’s owned fleet includes Bulk carriers, Crude oil tankers, Product tankers, Container vessels, LPG/ Ammonia carriers and Offshore Supply Vessels. In addition, SCI presently mans/ manages 51 vessels of 0.387 Million DWT tonnes and 0.537 million GT on behalf of India LNG Transport Companies (JVCs), Andaman & Nicobar Administration, Geological Survey of India (Ministry of Mines), Ministry of Earth Sciences (Department of Ocean Development), Oil and Natural Gas Corporation (PSU). SCI’s managed fleet includes LNG Tankers, Research Vessels, Ocean Research Vessel, Fishing &

Oceanographic Research Vessel, Offshore Supply Vessels, Well Stimulation Vessel, Geotechnical Vessel, Multi Support Vessel, Mobile Offshore Drilling Units (MODU). Unlike conventional cargo carrying vessels, these managed vessels perform specialized functions and require expert skills for their operations. SCI is the only Indian company having expertise in LNG operations and manning.

SCI's contribution to the Atmanirbhar Bharat

"AtmaNirbhar Bharat", a term coined by Hon'ble Prime Minister of India, to ensure self-sufficiency through self-reliance became the shining beacon for all to follow, an umbrella concept about making India a crucial, inseparable part of the global economy. COVID-19 pandemic with various geo-political factors has made it imperative for India to become self-reliant and the AtmaNirbhar Bharat campaign aims to make the country and its citizens independent and self-reliant in all aspects.

The COVID-19 pandemic brought the global economy to a standstill and growing uncertainties fogged the vision of businesses worldwide. In spite of the manifold restrictions, imposed time and again through the year in various forms by the Governments and Government bodies across the world in an effort for containment of the spread. The maritime industry continued to ply and brave the choppy waters of uncertainty and disruption. SCI being the representative of the Indian Maritime sector did not cease operations for even a single day

throughout the lockdown period and had implemented a Business Continuity Plan which had been drafted well in advance to meet the eventuality of a restricted work environment which would be necessitated due to a lockdown. This imparted confidence amongst the stakeholders, in turn imparting confidence in the nation's economy which was moving then at a snail's pace.

SCI has always been well-aligned to the concept and has through its uninterrupted shipping services, especially during the pandemic times, despite constraints, ensured the continuity of transportation of goods and services and the vital trade links so essential for the sustenance of the Indian and global economy. It is also committed to the implementation of various initiatives being announced by the Government of India to make India self-reliant.

MSME support

The vision of AtmaNirbhar Bharat encompasses promotion of local industries and economy, and presupposes support to MSME (Micro, Small and Medium Enterprises) vendors. SCI has taken various steps to increase procurement from MSME vendors especially in the last one year; the number of MSME vendors registered with SCI has increased from 523 (end of March 2020) to 769 (as on 29th Feb, 2021). SCI does not limit itself to only registration of MSME Vendors, but ensures their gainful employment, again reflected by the steady increase of procurement from MSME vendors with every passing year. Currently for FY 2020-21 (till date), procurements from MSME

vendors accounts to about 45% of SCI's total eligible procurements, an increase from 33% in the FY 2019-20. Informatively, the annual target set by Government for PSEs for procurements is 25%. All efforts are made for MSME Procurement as per guidelines issued from time to time. SCI's proactive policy of supporting the local MSME vendors is well aligned with the Government's vision of AtmaNirbhar Bharat.

Apart from the procurements, SCI has been performing voyage repairs on board vessels trading in Indian waters through the Indian workshops. MSMEs are being promoted for carrying out repairs on Vessel in Indian Ports or at Anchorage. Contracts/Agreements are in place with these MSMEs for carrying out repairs as per the tariff.

Procurement through GeM

SCI makes conscientious efforts to support the Government's initiatives in encouraging procurements from the Government online platform for public procurement viz. Government e-Marketplace (GeM). SCI encourages and urges its vendors to get themselves registered on the online platform and does a regular review and follow up with them. Although methods are being explored for ship-based procurements, SCI has made all out efforts to increase its shore-based procurements from this platform, which has resulted in SCI almost doubling its procurement from GeM as compared to the previous year. Settlement of their bills is accorded due priority and done expeditiously to ensure highest efficiency of services from them.

Aligning to the public procurement policy despite the nature of procurements peculiar to the shipping industry

A shipping company's assets constitute ships viz. floating assets, plying across the globe and therefore the nature of its procurements is peculiar and different from that of other land-based industries having a geographical area of operation. More often than not, the procurements are required to be done while the vessel is in foreign waters so crucial to meet with the statutory/regulatory and commercial requirements. SCI, in line with the revised DPE guidelines for Public Procurement, to float domestic tenders for contracts upto Rs.200 Crore, continually explores all possibilities of procuring ship-specific services from the local service providers, despite facing procedural and other constraints in effecting supply of the procurements on its ships. Accordingly, domestic tenders have been issued for identification and award of contracts to local vendors for providing goods and services at various ports. Suitable modifications and clauses that have been necessitated for compliance with the guidelines have been designed and introduced in SCI tenders to maximize the participation of Indian vendors and promoting them. In case of construction of new-build vessels too, SCI has been encouraging Indian shipyards to explore the market for availability of Indian Makers for various equipment and materials, so that the same can thereafter be incorporated in the Makers List for new vessels being constructed for SCI or for clients to whom SCI provides

technical consultancy services.

The entire offshore fleet of SCI is chartered to Indian clients/Government agencies. In case of dry-dock (maintenance) of offshore vessels, the contracts have been awarded only to the Indian shipyards. Not only are dry-docks of SCI owned vessels awarded to Indian yards, but for vessels managed by SCI also, the dry-dock contracts are being awarded to local yards. Further, in case of global tender, for acquisition/Dry-dock/repairs, SCI tenders already have provision giving preference to Indian players by way of Right of First Refusal (RoFR). Routine maintenance/machinery repairs of offshore vessels are carried out by Indian empanelled workshops and also the services of OEM authorized workshops in India are availed for maintenance of foreign origin equipment/ machinery on board vessels.

Support to the Indian PSU refineries and Power generation and Steel manufacturing industries (Bulk Carrier & Tanker operations)

Energy and industries form a vital aspect of nation's economic growth. As a part of the Industry Working Group (IWG), SCI has been providing logistical support to Indian PSU's refineries. SCI has been actively deploying its vessels in transportation of vital commodities like crude oil, petroleum products, coal, fertilizers etc. to and around the coast of India, thus giving the required support to various indigenous businesses. SCI's Tankers have helped carry about 7.5 MMT of crude around the

coast and import about 14-17 MMT of crude during the three quarters of FY 2020-21, thereby playing a key role in the nation's crude oil transportation requirement. Likewise, SCI's Bulk Carriers have catered to the transportation requirements of the power generation and steel manufacturing industries of India. SCI's Bulk carriers have helped transport about 3.4 MMT of Coal, Iron etc. around the Indian coast and also helped import about 4.5 MMT of Coal, Fertilizer, Limestone etc. during the three quarters of FY 2020-21.

Liner Services

SCI is the only diversified Indian Shipping company which continues to provide liner and coastal services. It has under the umbrella of Ministry of Shipping, Govt. of India commenced direct shipping service between India and Maldives on 21st September, 2020 with an aim to provide an alternate, direct and less expensive means of transport for passengers and goods and to enhance economic, social and cultural ties between the two countries.

Foray into the Inland Waterways – an outreach expected to benefit the Indian hinterlands

India's vast coastline is the buzz center for all the EXIM trade. This misconception has long led to the potential of the vast hinterlands being ignored. India's hinterlands have the capacity and the capability to churn the nation's economy to yield tremendous economic growth. With Hon'ble Prime Minister's clarion call of "AtmaNirbhar

Bharat”, the manufacturing sector of these long-ignored hinterlands are picking up pace and are making significant contribution in accelerating the economic growth of the country. Bearing in mind the importance of India’s vast hinterlands to the growth of the economy, SCI’s wholly-owned subsidiary, viz. Inland & Coastal Shipping Ltd. (ICSL) signed a Memorandum of Understanding with the Inland waterways Authority of India (IWAI) for operating and managing 3 of their cargo vessels viz. MV Rabindranath Tagore, MV Lal Bahadur Shastri and MV HomiBhabha. With this historic Memorandum of Understanding, SCI has ventured into the inland waterways sector in the Indian maritime industry. ICSL has taken delivery of two of the three vessels so far viz. MV Rabindranath Tagore on 22nd January, at Kolkata and MV Lal Bahadur Shastri on 26th February, at Patna. Through the operation and management of these vessels, ICSL intends to establish a scheduled liner service on NW-1, an effort expected to provide much needed substance and boost to the Government’s AtmaNirbhar Bharat Vision.

Offshore services

SCI has been providing vital offshore logistic support services to the Indian oil industry in its indigenous oil exploration activities for the last 3 decades and apart from operating its owned vessels, gained expertise in manning, managing and operating specialized vessels for oil industry and various Government Departments/Organizations.

Education & Training for Seafarers and building the foundation for a seafaring nation

The Maritime Training Institute (MTI) of the Shipping Corporation of India Ltd., poses a perfect example for SCI’s boundless commitment towards being a self-sufficient organization as also augurs well for an AtmaNirbhar Bharat. MTI was set up by SCI for meeting the regulations of International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW), 1978 as amended in 1995 and later in 2010, which sets minimum qualification standards for masters, officers and watch personnel on seagoing merchant ships.

Due to acute shortage of training facilities in India, MTI was set up in approx. 45 acres of land in Mumbai with latest technologies and equipment required for quality training in Indian maritime industry. MTI not just helped SCI in training its sailing officers and staff for STCW but also started doling out officers for SCI ships, enabling SCI to meet growing demand for sailing officers at an unmatched pace. The aspiring candidates handpicked by MTI every year through stern entrance procedures are trained meticulously by the best-in-class faculty at MTI. SCI has been nominating its officers for various courses nationally (at IIM Ahmadabad, AIIMA etc.) and internationally (World Maritime University) who later takes responsibility of imparting training at MTI as Faculty/Principal.

MTI is a remarkable example of a responsible institution that exhibits and encourages green initiatives of Government of India

in becoming sustainable and environment cautious. Its campus became FIRST Wi-Fi enabled GREEN CAMPUS in Maritime Education Industry of the country, with inauguration of its solar plant (with current capacity of 0.5 MW) in January, 2017. In addition, MTI collects and compost the dry leaves waste for making manure that is used for gardenizing in the campus, which is a house to millions of trees, shrubs and vines. The future plans of the Institute are ambitiously in line with SCI vision of becoming self-sufficient and will soon be commencing the highest competency level of Master (Foreign Going) at MTI. SCI not only promotes, encourages men and women from diverse backgrounds to join the maritime profession, but also provides various concessions to them in their training at MTI. Today, SCI is proud to be an equal opportunity employer of women seafarers. In a recent historic and landmark achievement, an “All Women Officers’ Sailing” was executed on board its tanker m.t. Swarna Krishna demonstrative of a shift in perception of the shipping industry being seen as male oriented to an inclusive profession giving equal employment access to the women candidates aspiring to join the coveted profession. In this inclusivity, Indian women should also feel empowered to take on the challenges and contribute to a self-reliant economy.

SCI serves as a facilitator for the AtmaNirbhar Bharat Vision of the Government, imparting confidence amongst the local manufacturers and producers to engage in manufacturing goods, as the responsibility of their safe, efficient and cost-effective transportation lies with SCI. ■