

Editorial

Something worrying

The idea of nation having one identity, one religion, one culture, one language promulgated by some self style son of mother India has created fear psychosis to various ethnic communities in the country. At a time when chauvinistic idealism of creating a nation of only one community is seen marching ahead, it is natural that each and every ethnic communities of the nation have reason to be feared. Because it is family first then come the society then it is the nation.

India was and is a nation of diverse people. The beauty of India is the existences of different ethnic people with diverse cultural people. It is important that if India has to prove the world as the most successful democratic country, the leaders and the so called self style son of the soil should try to become real son of the soil by accepting that the concept of one religion, one culture and one language should not be followed in the Nation called India.

During Kargil war, two soldiers from this region, that too from a border village between Myanmar and India in the state of Manipur were martyred while fighting the Pakistani troops. Family of the two did not know the common language that their sons spoke with their fellow soldiers and moreover, the villagers of the two soldiers are fighting tough safeguarding their villages from intruders of the neighbouring villages. Yet they pray for the success of India.

The Indian administrators of the time was not the one which brought victory to the Kargil war, but it was the prayers of those thousand parents, whose sons were fighting for the country, but who never see Delhi, or who never understood the common language (Hindi) that make India success. Indeed, many critics are of the views that India is still in the process of nation building. But the reality is that India is already a nation. A nation of imagine community living under the same roof.

The peaceful co existence and communal harmony was put in dead danger with the rise of communal centric feudalism classes. They spew venom of hate feeling among the various communities for their mere selfish gain. Last few decades showed rise of many such feudalists and the rise of this class raises the feeling of enmity among the various community.

Coming back to the state of Manipur, the problem facing right now has similar roots. The force annexation is often pin point as the root of all sort of trouble here, but the reality is that the root of the entire problem facing in the state of Manipur is the chauvinistic attitude of the ruling government in the mainland India.

Instead of looking on the problem, the then ruler of the mainland India had sideline the real issue submitted by the then expert officials deputed by their government, they never tried anything to put a halt to the rise of the armed opposition group. But rather the then government incited hate feeling among various communities thinking that the same technique adopted the British ruler can suppressed any movement in the region.

Instead of taking into consideration and finding a means to end all sort of violent activism, all is eyeing to the solution of the problem of some UGs through appeasing policy.

Well Mikhail Sergeyevich Gorbachev, the last President of USSR had understood the important of safeguarding each community and USSR was separated into various independent nations. Problem will be there as long as human kind exists. Because they think and act and those act are sometime negative from one's view point even if he or she thought it right from his viewpoints.

The fear factor right now is felt to everyone. Man dies and sacrifices for their children and nation. If the fear factor grows no one can guarantee any untoward incident.

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I have lost my Mobile handset Vivo V3 with Jio Sim bearing sim no 7005097774 and IMEI No. 862738032700892 on the way between Pallel to Imphal on 13/10/2017.

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Sd/-
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Langthabal Mantrikhong Mayai Leikai

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Ro-Ro Ferry Service & Its Impact on Transportation and Logistics

By : Amitabh Kant

Prime Minister Narendra Modi's launch of the first of its kind, state of the art Ro-Ro Ghogha-Dahej and subsequently Hazira project (in phase-2) marks the beginning of a radical transformation of the transportation and logistics sector in India. The logistic costs in India are extremely high and tapping the full potential of waterways will provide a huge impetus to movement of people, goods, commodities and vehicles. By reducing cost and time this will have an immensely beneficial impact on India's manufacturing and exports. For example, the highly challenging infrastructure project of Ro-Ro ferry plying the Gulf of Khambhat between peninsular Saurashtra and South Gujarat will reduce the time of travel from 8 hours to a mere 1 hour and the distance would be reduced to 31 km from the current distance of 360 km.

India has nearly 14,500 Km of navigable Inland Waterways and around 7,517 Km of coastline, which on being developed effectively for transportation purpose, shall help decongest roads and rail networks and offer multiplier effect to the overall economic development of regions. Coastal shipping and inland water transport are fuel efficient, environment friendly and cost effective modes of transportation, especially for bulk goods. Emissions from container vessels range from 32-36 g CO2 per ton-km while from heavy duty road transport vehicles it ranges from 51-91 g CO2 per ton-km. Also the road transportation on average costs Rs. 1.5 per ton-km, for railways it is Rs. 1.0 per ton-km, for waterways it would be 25 to 30 paise per ton-km only. One litre of fuel can move 24 ton-km cargo through road transport and 85 ton-km through rail transport, while it can move as much as 105 ton-km through water transport. These figures strengthen the assertion that waterway offers a much more economical and environmentally friendly mode of transportation vis-à-vis surface transportation. Country can save \$50 billion per year if logistics costs reduce from

14 per cent to 9 per cent of GDP. Reduced logistics costs would in return bring down prices of products.

Out of total stretch of navigable inland waterways in India, nearly 5,200 Km (36%) of major rivers and around 485 Km (3%) of canals are conducive to the movement of mechanized vessels. Inland waterways provide several advantages over rail and road transportation by virtue of their operational cost effectiveness (60-80% lower per ton-km), lower environmental impact, convenient interoperability and fewer issues in relation to land acquisition and infrastructure development. Currently only 4,500 Km of inland waterways is being commercially utilized and waterways carry less than 1% of domestic cargo in India. Government's objective has been to develop and operate inland waterways transportation by working towards harnessing this tremendous potential under National Waterways Act 2016. For the holistic development of India's coastline, the Government has launched 'Sagarmala' program in March 2015 and a National Perspective Plan (NPP) for the comprehensive development of India's coastline has been prepared under it.

Roll-on & Roll-off ("Ro-Ro") waterways projects comprise of Ro-Ro ships/vessels which are designed to carry wheeled cargo, such as cars, trucks, semi-trailer trucks, trailers and railroad cars that are driven on and off the ship on their wheels or using a platform vehicle. It also comprises of jetties, with related port terminal and approach connectivity infrastructure. While passenger jetties are used solely to ferry passengers, Ro-Ro jetties have built-in or have shore-based ramps that allow the cargo to be efficiently rolled on and off the vessel when in port. The Ro-Ro project in Gujarat will be able to carry up to 100 vehicles (cars, buses and trucks) and 250 passengers between the two terminals. Historically with limited alternatives available road transport in the region has always been

congested and packed. Also as the Ro-Ro ferry operator have proposed fares which are at par with prevalent bus fares, the facility shall provide the much needed respite to the passengers in the region.

In India, various Ro-Ro projects in Assam, Gujarat, Karnataka, Maharashtra and Kerala have the potential to fully open-up the vast potential of India's interior areas which have been geographically disadvantaged. Linking up with waterways will transform this disadvantage into a massive advantage.

Most of these Ro-Ro projects in India are being implemented either on EPC mode, with operation and maintenance being undertaken by the State Government or, with more recent projects like the one in Maharashtra, on Public Private Partnership (DBFOT) mode with construction, along with operation and maintenance being undertaken by the private concessionaire. In view of the global competition for pricing of goods and the need to bring about social and economic prosperity to regions, it is imperative that the Government develops integrated and efficient modes of transportation system comprising of several layers, each of which needs to be developed in a vibrant and efficient manner. One such layer of transportation is waterways.

One of the key attributes of the investment in water based transportation is that, unlike many land-based transport systems which require complex land acquisition, rights-of-way, resettlement and other issues, the water based transportation project proposal is a relatively straightforward initiative. It also steers clear of many legal, regulatory, social and environmental issues which normally affect other transport projects. Further, under a PPP-DBFOT model the concessionaire receives berthing charges from ferry operators, and parking revenue at terminal. A Ro-Ro project in India, due to infrastructure constraints and overall population and economic growth, generates a project IRR in excess of 10% and is thereby financially viable on a stand-alone level. However,

these projects have huge multiplier impact and should therefore be looked at from the perspective of economic and social rate of return. The State Governments can therefore consider awarding of new Ro-Ro projects to private parties on PPP-DBFOT model, while the existing operational projects can be awarded under PPP-Reverse-BOT model. Under a suitable PPP model, the Government retains the ownership and control of critical national infrastructure, while at the same time it reduces the financing burden on the Government and improves the operational efficiency of the asset. In green field projects the terminals need to be constructed by the government so as to make operations commercially feasible for private sector.

Ro-Ro services are also planned to be implemented by Indian Railways on rails too. Indian Railways is launching Ro-Ro service in Bihar for cargo vehicles and in Tripura for petro product. In all these Ro-Ro projects the Government is simultaneously also planning and preparing itself for provision of concrete bridge infrastructure in due course as and when the traffic volume justifies the investment. The latest, World Bank report 2016, on Logistic Performance Index ("LPI"), now ranks India at 35th position as against 54th rank it occupied in the previous report published in early 2014. In order to improve on its LPI ranking further, provisions of integrated mobility across different modes are being prioritized. It is also proposed to adopt superior standard engineering consultancy services and a suitable model for project implementation in order to optimally allocate risks and rewards among the stakeholders. With this the government shall be able to increase the efficacy of transport project implementation across the nation. As the Prime Minister said this will reduce India's dependence on import of diesel and petrol and take India to a new trajectory of growth. It will create over one crore job opportunities and give a boost to tourism and transport sector.

The Author is CEO, NITI Aayog.

National & International News

Terror funding case: NIA arrests Hizb chief Syed Salahuddin's son

TNN

New Delhi, Oct. 24: In a major swoop, NIA has arrested Hizbul Mujahideen chief Syed Salahuddin's son Syed Shahid Yusuf, a J&K government employee, in a 2011 terror funding case.

Yusuf was found to be in touch with Saudi Arabia-based Hizbul Mujahideen operative Aijaz Ahmad Bhat, who is also an accused in the case, and had received money to allegedly fuel and fund secessionist and terrorist activities in the Valley+.

The arrest of Shahid Yusuf, who works with the J&K agriculture department as village agriculture extension assistant and has a family home in Soibugh village, Budgam, comes barely a day after the Centre appointed a representative+ to initiate dialogue in J&K.

This makes it clear that terror funding investigations undertaken by NIA will not be affected by the dialogue process.

An indication to this effect was given yesterday by home minister Rajnath Singh when he insisted that NIA was an autonomous agency that would continue to decide the course of its investigations.

Sources said Yusuf had accepted money transferred via Western Union by Aijaz, who is on the run. The NIA has got documents confirming the funds transfers both from Saudi Arabia as well as India. Money allegedly meant to fund Hizbul Mujahideen's terrorist

activities in J&K was reportedly sent in four instalments to Yusuf in 2011, 2012, 2013 and 2014.

The NIA also has call records confirming multiple conversations between Aijaz and Yusuf, allegedly pertaining to the money transfers. "We have all the documents on money transfers as well as call details. It is on the basis of this irrefutable evidence that we have gone ahead with Yusuf's arrest," said a senior NIA officer.

Yusuf was arrested soon after he reached the NIA office on Tuesday in response to summons sent by the agency asking him to appear for questioning. He had appeared for an initial round of questioning by NIA a few days ago.

The 2011 terror funding case, which had been lying dormant following the arrest of four accused in 2011 against whom NIA has filed a chargesheet, pertains to alleged terror funding through hawala channels by terrorists based in Pakistan and Saudi Arabia to the state of J&K, via conduits based in Delhi.

While the four accused — Ghulam Mohd Bhat, Mohd Sidiq Ganai, Ghulam Jeelani Liloo and Ferooq Ahmad Daggā — are currently lodged in Tihar Jail, two others named Mohammad Maqbool Pandit and Aijaz Bhat are on the run.

Maqbool is an active trained member of the Hizbul Mujahideen and is accused of having supplied, in connivance with Aijaz Bhat and others, terror

funds raised in Pakistan and Saudi Arabia to terrorist gangs, terrorist organisations, separatists and others to wage war and support unlawful activities in J&K.

Aijaz Ahmad Bhat, originally from Srinagar, had illegally crossed over to Pakistan in 1990 and underwent training with Hizbul Mujahideen there. He later stayed at a house in Sialkot before shifting to Saudi Arabia. He was in touch with the arrested accused Ghulam Ahmad Bhat in 2011, as per phone records unearthed by NIA.

The NIA probe also revealed that Aijaz and Maqbool Pandit sent funds through hawala channels for the promotion of Hizb terrorist activities in the state. The funds

were sent from Saudi Arabia and Pakistan to Mohammad Sidiq Ganai.

Ganai received these funds through his Delhi-based conduits Raj Kumar and Rajeev, who in turn received them from international hawala operators, and delivered them for further distribution to terrorist organisations like Hizbul Mujahideen and Lashker-e-Taiba. The funds were received on behalf of these outfits by Ghulam Mohd Bhat through Ghulam Liloo and Ferooq Daggā following the standard modus operandi of using mobile phones subscribed in other names and use of coded language in phone conversations.

Man dies after falling from train in J-K

PTI

Jammu, Oct 24: A pilgrim travelling to Vaishnodevi with his family died after falling from a train in Jammu and Kashmir's Udhampur district, police said today.

Anand (35), from Uttar Pradesh, was standing at the door of a

general coach in the train yesterday when he slipped and fell near the Miyabagh area, they said.

He was rushed to a nearby hospital where he was declared dead, officials said, adding that the body was handed over to his kin who were travelling with him.

Lost

I, the undersigned, have lost my widow pension card, driving license, ATM card of the Central bank and Voter Identity card on the way between Uripok to Paona Bazar on October 20, 2017.

Finders are requested to hand over it to the undersigned.
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Thiyam Ongbi Dhaneshori Devi
w/o (Late) Thiyam Sharat Kumar Singh
Uripok Huidrom Leikai
P.O. Imphal West, Pin - 795001