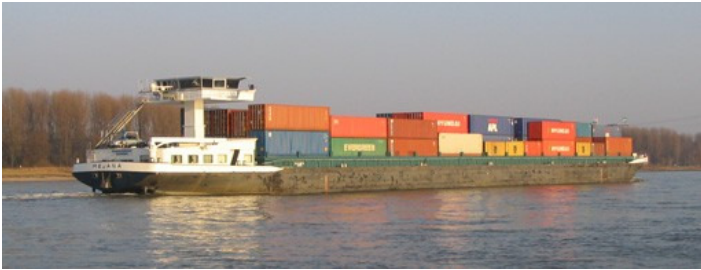


**All India Seminar
On
Environmental Aspects of Coastal &
Inland Water ways
3rd & 4th March 2016**



Organized by



**The Institution of Engineers (India)
Pune Local Center
In association with**



Tolani Maritime Institute, Induri

At

**Tolani Maritime Institute, Talegaon-Chakan Road,
Induri, Pune, India 410507.
Tel: +91-2114-242017, 242067**

The Institution of Engineers India

The Institution of Engineers (India) is the pioneer body to introduce, starting from 1928, non-formal engineering education program, successful completion of which is recognized as equivalent to a degree in engineering by the Government of India, the Union Public Service Commission, the State Governments and many Public / Private Sector organizations in the country. The Institution of Engineers (India), with its headquarters in Kolkata, India, is administered by a National Council with the President as its Head, and operates through 105 State and Local Centres, located at capital cities and towns of industrial and academic importance all over the country, and five Overseas Chapters. The Secretary and Director General is the Chief Executive of the Institution

Maharashtra State Centre

The Maharashtra State Centre, of the Institution was founded in September 1921 (as Bombay Association) just a few months after the formal inauguration of the Institution on 23rd February 1921. In 1943, the Bombay Engineering Congress was amalgamated with the then Bombay Centre. In 1976 with the realignment of the Institutions Centres on the basis of the state boundaries, jurisdiction of Bombay Centre was extended to encompass the whole of Maharashtra State. The Centre's name was changed from Bombay Centre to Maharashtra State Centre. Currently, Maharashtra State has 10 Local Centres viz. Ahmednagar, Amravati, Aurangabad, Belapur, Chandrapur, Kolhapur, Nagpur, Nashik, Pune and Solapur.

Pune Local Centre

It is popularly known as PLC- was established on 29th November 1958 – first local Centre established by the Council of the IEI. The Council at its 409th meeting held on November 20th, 1958 at Shillong unanimously decided to grant Local Centre (earlier Centre was functioning as Paper Centre) to Pune. Before this period only State Centres were functioning at the capital cities of the states.

Over the years Pune has justified the faith reposed by the Council and has become major, active, efficient & popular Centre of the IEI.

Pune's rich heritage on historical, social, educational, political, industrial & cultural fronts gives an insight into the growth of the region and indirectly into that of Pune Local Centre. It has always remained the largest local centre of the IEI

ABOUT TMI, INDURI, PUNE

Tolani Maritime Institute is one of the largest in the country with over 1,500 students enrolled in its campus-based and distance learning programmes. The institute

has state of the art facilities including full mission ship handling and engine room simulator and own thermal power plant. The Institute is dedicated to delivering high quality engineering education and training to prepare its students for rewarding careers in the shipping industry. It offers degree programmes as well as a variety of short-term courses covering both the engineering and nautical disciplines. The institute has been awarded Grade 1 (outstanding) by CRISIL and is an ISO 9001:2008 certified institute approved by DG of shipping. TMI graduates are awarded degrees by the well-established Birla Institute of Technology and Science (BITS) Pilani, a deemed university widely recognized as one of India's pre-eminent centres for technology education. Interdisciplinary research, consultancy and continuing education programmes are important components of academics at TMI.

How to reach TMI Induri

The institute campus is just beyond Induri village near Talegaon-Dabhade, which is approximately halfway between Lonavla and Pune. Talegaon-Dabhade is well connected by rail and bus to Pune and Mumbai. All the local trains between Pune and Lonavla stop at Talegaon. You can reach Talegaon by taking either National Highway No. 4 or the new Mumbai-Pune Expressway. The Institute campus is located on Talegaon-Chakan road. Pick up from Talegaon railway station can be arranged.

About Theme

India is blessed with 7,551km of coastline and about 14,500km of navigable inland waterways. Yet this sector has remained neglected despite universal acceptance that transportation through waterways, both coastal and inland, is fuel efficient, environment friendly and more economical than rail and road. Of the navigable inland waterways, 4,503km are national waterways, the development and maintenance of which is the responsibility of the Indian government, while the responsibility for the rest lies with the state governments where they are located. Currently, 65 per cent of the cargo is transported via road and the rest through rail and other modes.

Recently Finance Minister Arun Jaitley announced several steps to promote coastal and inland water transport - a sector that has been neglected for years and has the potential to emerge as one of the cheapest and most environment-friendly modes of transport logistics to a great extent. This can indirectly help boost the GDP (gross

domestic product), which is the ultimate aim of the government. Noting that development of ports is also critical for boosting trade, the government proposed to set up 16 new port projects to be awarded this year with a focus on connectivity. No details have been given about where these ports are coming up. So, it is difficult to say how good or bad the move is. More clarity needs to come on this front. However, if it is set up at right locations, it can reduce the turnaround time of ships and boost trade volumes in the long-term.

Mr. Jaitley said in the Union Budget 2014-15 that sixteen new port projects are proposed to be awarded this year with a focus on port connectivity. Development of inland waterways can improve vastly the capacity for the transportation of goods and so a project on the river Ganga called 'Jal Marg Vikas' (National Waterways-I) will be developed between Allahabad and Haldia to cover a distance of 1,620 km. This would enable commercial navigation of at least 1,500 tons vessels.

Navigation infrastructure and operations can also impact the ecological character and functions of waterways. Likewise, a degradation of waterway conditions from any of the above factors might diversely impact the suitability of that waterway for navigation uses. Navigation should ideally be undertaken in a fashion that is in consonance with the other needs of the waterway, including the full range of physical, chemical, and biological functions as well as the social constraints and requirements placed on the system. To achieve sustainability, navigation development and operations must consider long-term impacts to the ecosystem. Navigation has the potential to offer a cleaner and more energy-efficient means of transportation than other alternatives; however, to address the challenge of integrating economic, environmental, and social aspects in terms of sustainable development, guidelines for sustainability must be developed and employed.

Subthemes

The Seminar is calling for papers focusing on the following areas

1. Coastal and Inland vessel navigation environment for transport of goods and passengers
2. Coastal & Inland water ways vis-a-vis Road & Rail transport – Losses & Benefits for Economy & Environment
3. Navigation through eco-sensitive coastal & inland water ways like wetland & mangroves & aquatic Life as per IMO mandate, criterion
4. Case for modal shift of cargo and Sagarmala and connection of national rivers to bring water closer to consumer to reduce CO2 emission

5. Consideration of ISO 14000 Standard with respect to typical domestic ship environment aspect impact register - ship's life cycle
6. Energy Efficiency Design Index as a measure to reduce shipping carbon emission.
7. Emissions of waste, impact & mitigation in water vis-à-vis rail & road
8. Environment aspects of Reception facilities (harbor & Jetty) as a State responsibility

Seminar will provide a platform for the Ship builders, planners, Consultants, Academicians, Maritime Institutions & navigator, Marine engineers & environment Engineers to understand the impact & mitigation of the proposed exploration of Coastal & inland water ways transport. Each session will begin with the Theme speech by the eminent person working in the field.

The delegates will interact with resource persons at end of the session. There will be Group discussion on various issues of Storm water drainage. The delegates will discuss the issues pertinent to their site conditions. Efforts will be made to resolve the issue in the discussion. This will enable organizer to understand the needs & requirements. It will be compiled along with recommendations and the action plan for further follow up.

Call for Papers

Technical papers on the sub themes are invited for presentation in the conference as per the date schedule given below.

Submission of Abstract (250 Words)	15 th Dec 2015
Intimation of Acceptance of Abstract	1 st Jan 2016
Submission of Full Text of Paper	30 th Jan 2016
Intimation of Acceptance of Paper	10 th Feb 2016

The author has to register as delegate for inclusion of Paper in Proceedings and presentation during seminar. All communication regarding paper shall be with Convenor for the Seminar.

Registration

All the delegates must register in advance for participation in this seminar. Duly filled in registration form along with registration shall be sent to The Institution of Engineers (I), Maharashtra State Centre, Mumbai. **Registration Form attached separately.**

Catagory	Before 30.1.2016	Spot registration
Members of IEI	2000	2500
For Non Members / Others	2500	3000
Students	1000	1500

Extra Service Tax 14.5%

(Registration Fees includes Proceedings, tea, coffee, and lunch during the Seminar)

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