



REPORT ON:
INTERNATIONAL CONFERENCE
PURVODAYA PERSPECTIVES
(2ND EDITION)

**RECLAIMING INDIA'S MARITIME HERITAGE:
PERSPECTIVES, PROSPECTS AND PROGNOSIS**

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Taj Vivanta, Bhubaneswar, Odisha





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International Conference Purvodaya Perspectives- 2024

(Second Edition)

Title-Reclaiming India's Maritime Heritage: Perspectives, Prospects and Prognosis

Inaugural Session

The inaugural session of Purvodaya Perspectives began with an introduction to the central theme of the conference: repositioning India as a maritime power in keeping with its heritage and with a view towards creating prospects for economic growth, collaborations, and regional stability.

Welcome Address-

Shri Sidhartha Pradhan, IRS (retd.) Trustee, The Energy Forum

Shri Pradhan provided a brief overview not only of India's historical and geographical role as a maritime state but also the crucial role played by Kalinga which constitutes present day Odisha over more than a millennium. They had created an integrated maritime trading system looking the Indian Ocean by sea route that linked East Asia through the Malacca Straits and the South China Sea to present day Malaysia, Indonesia and countries bordering the Gulf of Thailand. The early historical linkages between Kalinga and the western Pacific were characterized by collaboration based on the exchange of commodities and culture and occasional naval fights. There existed strategic homogeneity across the region through interlocking networks of social and economic interactions through maritime links, which overlooked element of its contributions on a



civilisational level to the Asiatic rim islands. Owing to its strategic location between the Arabian Sea, the Bay of Bengal, and the Indian Ocean, the peninsula's maritime influence dates back to ancient times, with evidence of seafaring cultures like the Indus Valley civilisation, which had active trade networks with Mesopotamia around 3000 BCE as well as pivotal nodes of regional trade and military expeditions such as the Mauryas empire and the Chola kingdom. These acted as a central hub for global maritime trade, with India serving not just as an important destination in its own right but also as a bridge between East Asia, Africa, and the Middle East. Even though there was a period of decline under British colonial rule, India regained its maritime focus post-independence, with the development of modern naval capabilities and infrastructure to thus reaffirming its role as a key player in the geopolitics and economy of the region.

Shri Suvendra Kumar Behera, President Eastern region, CII

Mr. Behera began by elaborating upon recent steps taken by the government to further solidify this position and the growing importance of the Eastern states in this regard. Not only did they represent a vast pool of untapped potential in terms of resources, manpower and geographical proximity to vital allies, their development would also serve to boost economic growth and address regional security concerns. Using the example of the Paradip-Hyderabad petroleum product and Bokaro-Angul gas pipelines, the foundation stones for which were laid down by the Prime Minister on 24th December 2018, he pointed out that not only would they cater to the demands of a growing domestic industrial sector but also lead to tremendous growth in the areas they traverse.



Shri R. Mukundan, Vice President, CII and MD, Tata Chemicals Ltd.

While India's maritime heritage has so far been underplayed in international fora, its strategic location presents unique opportunities. Discussing the Sagarmala Programme, Shri Mukundan pointed out how simply improving logistics along this

coastline could have manifold returns in terms of economic growth, addressing environmental concerns and even improving India's security strategy. In order for all of these to take place, the government's efforts alone would not suffice without the collaboration of industry. For the latter in particular, the region could represent a great deal of untapped potential in terms of both expanding current operations as well as investments towards future growth.



Ms. Anu Garg, IAS, Development Commissioner cum Additional Chief Secretary, Govt of Odisha

Ms. Garg focused on how India could boost growth. Beginning with initiatives to engage with regional counterparts, she advocated a policy that combined Virasat (heritage) with Vikas (development) i.e. emphasised historical linkages while presenting a shared vision for future growth and

development. Along with the central government, state administrations too had a role to play in shaping this vision as seen in a slew of recent programmes to boost port-led development in eastern states such as the planned completion of NW-5 in Odisha in collaboration with Inland Waterways Authority of India to connect Dhamra and Paradip Ports to Talcher. This would also provide a more sustainable method of transporting goods in the region, addressing environmental concerns. The distinctive flora and fauna of the state also represented another economic opportunity in the form of tourism particularly along the coastline. But key challenges remain: disaster management is prominent of these, especially with respect to cyclones. But by working with both the latest technological solutions like disaster resilient canal building practices as well as taking into account ecological niches that provide natural barriers like coastal embankments and mangrove forests, these can be overcome. In order for structured growth, keeping such concerns in mind, policy planning is vital. The Odisha Maritime Perspective Plan is currently under development to meet this need. Further, to ensure its effective implementation, skill development is also required. Towards this end, there are multiple avenues that need to be explored further including signing MOUs with prominent higher education institutions to open new campuses as well as expanding existing institutions at Paradeep and Chandbali.



Shri Indra Mani Pandey, IFS, Secretary General, BIMSTEC

Shri Pandey examined the geopolitical landscape of the Indo-Pacific in greater detail. He began with a historical overview from the wide-ranging naval activities of the Chola and Chera dynasties in the ancient period and the spice trade that attracted merchants from all over the world to the subcontinent up to the decline that set in during the mediaeval period

and India's eventual colonisation by European powers with superior maritime capabilities. While India had already put in a great deal of effort and resources into rebuilding its naval capacities since Independence, there remained a great deal to be done to re-establish its maritime heritage and secure its future on the seas. In these plans, coastal states would necessarily be both the key drivers of this growth as well as its primary beneficiaries. Inter-governmental organisations like BIMSTEC have a vital role to play in connecting major actors and providing a much-needed platform for collaborative actions to be organised between regional players. The benefits from this would not only accrue to the region as a whole, but be especially useful for north-eastern and eastern Indian states given their geographical proximity to major trading routes and centers. A slew of current policies including India's Neighbourhood First, Act East and SAGAR programmes are already addressing many of these rapidly transforming geopolitical realities and working towards expanding opportunities for further development.



Shri Jaideep Mazumdar, IFS, Secretary (East) MEA, Govt of India

Mr. Mazumdar, the Secretary (East) MEA, spoke on some of the major principles that needed to be kept in mind while seeking such collaborative growth i.e. inclusivity, resilience and shared development. Policy planning need not

remain sequestered in New Delhi; conversations about it needed to go further to regional hubs from where fresh perspectives and ground realities could emerge and inform

development agendas. The involvement of states was crucial in this regard, especially those along the eastern coast. He later expanded on these aspects further in his keynote address where he delved into the ideals that formed the various initiatives which fall under SAGAR. These represented not just the policy agendas mentioned earlier but also India's overall commitment to ensuring safe seas. In the unified strategic space of the Indo-Pacific, India's participation in multiple bodies such as Indo-Pacific Oceans Initiative, Colombo Security Conclave and others exemplified this. Beyond these as well, through its recent exploration of Arctic shipping routes for instance, India was attempting to forge ahead with innovative strategies for a prosperous future.



Shri Suryabanshi Suraj, Hon'ble Minister of Higher Education, Sports & Youth Services, Odia Language Literature & Culture, Government of Odisha

As an Odia Commoner, Shri Suraj, the Minister, Govt of Odisha believed that Odisha is the only state that has never engaged in politics beyond Indian

nationalism, nor has it allowed regionalism or social divisions to take root. The former glory, valor, and courage of this Jati (nation), which was once known as, Kalingaha Sahashikaha (the bravery of Kalinga), seem to have diminished since the great famine and the subsequent attacks on the Odia language. The belief that Odias are backward, insignificant, and all such stereotypes need to be changed from this day forward. We are discussing the maritime history of our past and its relevance to Odisha. We need to make our future generations understand and remember that this Jati (nation), thousands of years ago, had connections with many countries in South East Asia and established relations with numerous nations. At a time when other nations were yet to begin their journey toward civilization, the light of Odia civilization was illuminating others. We talk about the Mesopotamian civilization, which began 3,000 years ago, but the age of Anangagarh in Jagatsinghpur is more than 3,000 years old. At a time when civilizations were just beginning elsewhere, we were already building forts and establishing empires. It is essential for Odias today to remember this heritage. Between 618 and 906 CE, the dynasty that ruled Java, known as the Holing, has now been identified as originating from word Kaling which refers to Kalinga. The habitants of Kalinga migrated and established their rule in Java. Today, Indonesia's airline is called Garuda. The name of Burma or

Brahmadesh during 7th century was Kalingarat. The word Kalingarat is not different from Kalinga Rashtra. This is something that even their scholars and researchers have acknowledged and discussed. At the mouth of the Mahanadi, since pre-Christian times, there was a port known as Manot Port. In the Manot port, the princess of China used to visit Pushpagiri. Pushpagiri was the oldest university in India, alongside Nalanda and Takshashila, each with its own legacy of honour. However, those who studied at Nalanda and Takshashila went to Pushpagiri for higher education. At that time, the Mahanadi was very prosperous and the Manot port was an important hub. Meanwhile, the princess of China crossing the Manot port, and after traveling by boat would reach banks of Chelitola from where, she would continue her journey to Pushpagiri University in Palinki. Today who is known as the second Buddha, Master Rinpoche or Padmasambhava, was studying at Pushpagiri University. Today, there is a need for us to spread these facts, this history to the global community with proof and credibility. According to history, the first ruler of Bali was Kaundinya. It is also confirmed that Kaundinya had connections with the Kalinga kingdom, as per evidences. In the later period, it is said that a ruler named Bali from Odisha who once ruled there, and in the subsequent times, the nation got its name Bali from his name. And today as we are discussing about Maldives, five to seven percent of the words in the Maldivian language, Malay are similar to Odia words. Talking about Bali Jatra, one festival is celebrated in Bangkok, Thailand called Loy Krathong. In this celebration, the ritual is to float a small boat made out of banana stalk with lamp on it. We follow the same ritual here in Odisha on the eve of Kartika Purnima. They celebrate the same festival. What is most fascinating about it is that the date of Kartika Purnima in Odisha coincides with date of Loy Krathong celebration in Thailand. When people of Thailand were asked why do they celebrate this festival? They responded that “In some distant land beyond the seas, there are people who came to us and taught us the ways of civilization and quotes. Shri Manoj Das mentioned in his book that while strolling in Hanoi, Vietnam, he came across Lota (copper vessels) that resembled those made in Odisha. When he asked the locals what they were called, they replied that they were Cancelo pots. Later on, when he came back and researched about it, he realised originally it was called Kontilo Pots. These pots and other copper materials were actually traded through the routes along the banks of the Mahanadi River near Kontilo and reached Vietnam. So it was called Cancelo Pot, Kontilo Pot or Kontilo Lota. When Manoj Das must have seen this, the sense of Odia identity and pride that must have been deeply rooted in his mind serves as a reminder for us even today. Our connections were extended to Africa as well. Even today, in the Konark temple built by Langula Narasingha Deva in the 13th century, one can see the image of a giraffe carved on the stones as part of the intricate craftsmanship. If Odia people had not traveled to Africa in the 13th century, how could they have carved the image of a giraffe on the stone? The Kalinga War, which took place between 261 BCE and 262 BCE, was the turning point

when Chandashoka (Ashoka the Cruel) was transformed into Dharmashoka (Ashoka the Compassionate). Historians today explain that one of the reasons for this war was that the Kalinga kingdom did not reduce the custom taxes on its major ports such as Konark, Toshambi, and the Pala ports. Just as fighter planes are in demand today, elephants served as the war machines of that time. The kings of Odisha had many elephants, which is why they were called Gajapati (Lord of Elephants). Then the Kalinga kingdom refused to give elephants to Ashoka and did not reduce custom taxes, leading to Ashoka's invasion. There is much work to be done, and it is important to communicate these facts to the global community. We wish for the support of the global community and all of India, but alongside that, we must uphold and demonstrate the Odia identity and its connection to Odia nationalism. Kalingaha Sahashikaha is not a futile statement. From the time of the Great Famine to the present day, this community has never relied on Magana Chaula (charity rice). Nor has it ever believed in 'Magana Jojona' (Charity Government schemes). Finally, he concluded with two lines from the Jatiya Kabi Banchhanidhi's poem before ending his speech.

Kaha keun Jati Paechi Mukati kari Hari Hara guhari.

(Tell me which nation has ever got its freedom by begging for it.)

Kaha keun Jati libhaichi dukha magi magi patha bhikari

(Tell me which nation has ever survived the hardships after begging for help along the way)

We shall once again reflect upon our glorious past and envision the dream of 2036.

Track 1.5 Business Dialogue

Chair: Shri R. Mukundan, Vice President, CII and MD, Tata Chemicals Ltd.

The chair welcomed the participants to the international conference and said that India has got a long heritage of maritime movement. This business dialogue is fundamentally on the connectivity to neighboring countries and has a great impact on future trade and commerce. The Look East policy of Government of India is crucial in light of the fact that Indo-Pacific has now become much more strategic in geopolitical sense because of the global security concerns. As a part of the Budget 2024-25, Government of India formulated a plan for human and infrastructure development of the Eastern States which would emerge as one of the important pillars for Viksit Bharat encompassing green economy, green ports and green power plants. MEA and The Energy Forum in collaboration with CII have done a yeoman service on bringing to the fore all the issues and creating the framework for connectivity with multiple stakeholders including Ministry of Commerce. We need to cover unexplored possibilities on the Eastern Seaboard, the current and future needs and concerns of industry will be a key theme.



Mr. Sashi Shekhar Mohanty, MD and CEO of SR Minmet

Mr. Mohanty said that India's eastern coast, positioned at the heart of the Indo-Pacific, is on the brink of becoming one of the pivotal hubs for both economic and technological innovations. The Purvodaya states Andhra, Odisha, and West Bengal account for 21% of the Indian coastal belt and is already home to many of the industries. The maritime trade sector is crucial, the blue economy has even given the estimation of almost more than 4 percent of India's GDP. There is a dire need of green economy primarily to decarbonize shipping. The shipping industry contributes more than 2.2 percent of the carbon



emission for the entire globe. For a sustainable approach we need to harness green fuels, hydrogen and ammonia to reduce the load of carbon emissions. Incorporating green technologies into the port infrastructure is not only a forward-thinking approach to climate responsibility, but also an opportunity to create cleaner and efficient trade corridors.

The eastern states of West Bengal, Odisha, Jharkhand and Andhra Pradesh produce almost more than 55 to 60 percent of the India's total steel. The steel industry contributes almost 2 percent of India's GDP. Steel Industry is critical for India due to the fact that for every dollar invested in steel production, there is a downstream value addition of 2.5 dollars in other part of the ecosystem. Importantly, 13 more ancillary jobs are created when we create two more jobs in the steel industries. There has been a tremendous change in the energy consumption and also the environmental standards of making steel. Recently, Ministry of Steel, Government India released a document of taxonomy in terms of green steels. By supporting sustainability of maritime practices, the metal and mining sectors are ensuring that they are not only profitable but also responsible stewards of the environment.

To truly harness the potential of India in eastern seaboard, we must adopt a multi-faceted approach. First and foremost, we must focus on strengthening the infrastructures. Modern high-tech ports equipped with green technologies can facilitate faster, cleaner and more efficient trade. Secondly, fostering the collaboration between the key sectors, such as steel, metals and shipping. The Indo-Pacific is home to several key global players and by forging a stronger trade relationship with countries in this region, India can establish itself as a key player in global supply chains. Innovation and technological advancement must be at the core of our strategies by leveraging the cutting-edge technologies like artificial intelligence, blockchain, big data, streamlined port operations, enhanced safety and optimized logistics. Furthermore, encouraging the development of maritime tech startups and promoting R&D in green fuels can ensure that India stays ahead in the global pace of sustainable and technological advancement for maritime solutions.

Shri Sunil Gupta, CEO of Vedanta Group

Track 1.5. is a business dialogue focused to enhance collaboration amongst government, policy makers, trade, business houses, and particularly in a dynamic and strategic positioned state like Odisha which has 60% of minerals, and it is the place where we have most of the steel and the aluminum industries located, and where we need to have lot of bulk transportation. The business dialogue represents a critical interaction for formal government discussion and stakeholder engagement. It provides a unique platform for creating synergies between policy frameworks, business strategy and intellectual.



Odisha with its natural resources, strategic location and robust industrial base is well positioned to emerge as a center for regional and global trade. Through track 1.5, we can effectively showcase Odisha's strength on international platforms, thereby strengthening our economic ties with global markets and facilitating collaboration across sections. Moreover, Odisha can embrace innovative approaches to tackle challenges and harness emerging opportunities. For instance, the integration of sustainable practices within industrial growth and the advancement of deep tech startup can become tangible outcome of such collaborative endeavors. The dialogue also amplifies the voices of MSMEs, women entrepreneurs and communities aligning with the state's vision for industrial development and a Viksit Bharat 2047. Furthermore, it paves the way for partnerships, renewable energy, circular economy initiatives and skill development program. Strategically located along the Bay of Bengal, Odisha serves as India's gateway to Southeast Asia and plays a vital role. Around 80 percent of India's aluminum is getting produced in Odisha through producers such as Nalco, Hindalco, Vedanta, etc. To cater for the growing aluminum demand we need to give impetus to the logistics infrastructure in the state by developing the skill to manage our entire goods transportation and in a sustainable manner.

Mr. Manikant Naik, Tata Steel, SEZ, Gopalpur, Odisha

Purvodaya, is primarily going to provide certain visibility to the five eastern states of the country. Odisha is significantly placed in terms of its location and the mineral resources. China is the highest consumer of energy and India is the third highest consumer of energy after United States. But the per capita energy consumption of India is very low.



The government of India has initiated the green hydrogen mission. By 2030, the government targets to produce 5 million metric tons at an investment close to 8 lakh crore rupees, which can also generate more than 6 lakhs employment. This shall reduce the dependency on the fossil fuel import and also decarbonize our efforts as per our commitment at the COP26 summit. The Tata Steel Special Economic Zone is coming up with an industrial hub at Gopalpur and is committed to produce more than 10% of the envisaged production of the entire country, at an investment cost of Rs. 30,000 Crore, thereby making Gopalpur as the hydrogen hub of the country with the active support of MNRE. At this stage there is little opportunity of usage of green hydrogen within the country and thus the government is also encouraging its export. The challenges in production at Gopalpur is the requirement of 4000 megawatt of energy and the transportation of hydrogen. It needs to be converted into ammonia and has to be transported at a temperature less than minus 30⁰ Celsius. and for that a dedicated corridor is being created to connect the manufacturing facilities up to the Gopalpur port. Second challenge is that ammonia is cryogenic, we have to have the right means to transport it through the right kind of pipeline up to the port and subsequent shipment. The third challenge is getting the only raw material that is water. The government needs to come up with inland waterway transportation as we have all-season rivers in the region and we need to take the advantage of their presence.

Ms. Subhashini Abeysinghe, Research Director, Verite Research, Sri Lanka

Ms. Abeysinghe expressed that Sri Lanka, an island nation, where the key focus area is the maritime sector, is at the center of this geopolitical contestations. India and rest of the countries in the Indian Ocean Region need to be mindful of the growing power competition in the region. The danger for all of us, the countries in the region, who are unfortunately part of it and the danger for the maritime sector and the business community is the divergence between priorities of the policy makers and business sectors policy makers need to give priority to the business sense aligning it with economic fundamentals as well as security. Port and maritime sector are critical for India's manufacturing aspirations to become connected to global supply chains and boost in bringing more investments and creating more resilient supply chains. The robust, secure and stable maritime sector, especially maritime transport and maritime logistics remain critical. The prosperity of the region and the people should be the prime focus of the policy makers also ensuring alignment with the business community. If we look at everything from the prism of security, we tend to see a lot more threats in the maritime sector than opportunities. But when we look at it through the prism of a prosperity, we see a lot more opportunities and threats become things that we need to overcome to unleash prosperity. Just like Singapore was in East Asia, Sri Lanka can become the regional maritime logistics hub that can facilitate growth and prosperity in the region, not just in Sri Lanka. So, it is important that we stay focused on our end goal of prosperity and not allow security concerns to undermine our collective prosperity in the maritime sector which we can achieve through regional cooperation and coordination in the maritime sector.



Key Note Address by Secretary (East), Ministry of External Affairs



**Shri Jaideep Mazumdar, IFS,
Secretary (East), Ministry of
External Affairs, Govt of India**

India stands at the crossroads of the global order and there is a need to strengthen the maritime security in the region. India's history highlights wide evidences corroborating India's tradition of maritime linkages. Project Mausam initiative of the Ministry of Culture and cultural linkages like Bali Jatra are key forces in strengthening ties of India with neighbouring nations. The Indian Ocean Region is responsible for two thirds of the oil shipments of the world. In order to strengthen partnerships with the countries in IOR and to enhance the India's maritime capabilities, India engages through joint exercises and maritime partnerships. Security and Growth for All in the Region (SAGAR) initiative of the Government of India is the embodiment of the India's commitment to maritime cooperation in the Indian Ocean region through engagement with the countries in the region. Indian Ocean Region holds a significant importance in India's geo political outlook. India has strategic partnership with ASEAN and has a blueprint of shared future through various key maritime projects and connectivity. The maritime space is being leveraged for a shared prosperity among the member countries. Through various maritime exercises such as ASEAN-India Maritime Exercise, Japan-India Maritime Exercise, Singapore-India Maritime Exercise, India has strengthened the ties with the littoral nations and gained the important ability to respond to the crisis. India has an ambition of port led development and efforts are underway to make India a trade hub and a coastal economic zone. The government is working relentlessly to increase the regional connectivity through development of waterways. It is our ambition to facilitate shipping between India and Thailand. India is a driving force in the BIMSTEC forum. India has been the first responder during crisis in the neighbouring countries. The STITCHED SHIP project initiative of the Government of India aims to trace the historic ship building techniques and its revival. India is also exploring the Arctic Shipping routes and its development. Several ship management companies have started their operation in India and we are striving to excel in ship building.

Session- I

Situating Purvodaya within the Indo Pacific Security and Economic Construct



**Chair: Shri Satyajit Mohanty, IRS,
Joint Secretary, Ministry of Defence**

Shri Mohanty began with a pertinent set of questions that the speakers which followed attempted to answer in various ways, shaping the session around the central theme of situating Purvodaya within the Indo-Pacific security and economic construct. The key perspectives that

emerged discussed whether Purvodaya represented a realistic set of goals for the immediate future, investigated whether integration was the conditional precedent for driving growth, examined the impact of terrestrial connectivity on its maritime counterpart, the extent to which economic groupings and security alliances could help, and to what were the priority areas where focus was needed.



**Prof. Shankari Sundaraman, Professor,
Centre for Indo-Pacific Studies, JNU**

Prof Sundaraman argued that there were key areas within which India needed to seek the answers to the above questions from its strategic viewpoint: history, context and relevance. Historically, she cited several well-known scholars and works ranging from Sugata Bose's The

Indian Ocean in the Age of Global Empire to Philip Browning's Empire of the Winds to characterise the South East Asian waters are defined by intense integration whose Indian ties could be traced as far back as Chola trading systems. Contextually, in the present-day scenario this meant that the ocean needed to be seen as a set of geopolitical priorities. These priorities are now undergoing a functional rescaling process from economics to security, and therein lies a new set of opportunities for an emerging India. The relevant factors that

we must focus on to take advantage of these are maritime, inter connectivity the evolution of new norms and the emergence of China as a major player.



**Captain Sarabjeet Singh Parmar,
Distinguished Fellow, Council for
Strategic and Defence (CSDR)**

Research followed up on these broad outlines for future policy with statistics that illustrated the areas where major gaps linger. Chief among these is India's maritime dependency rate, which remains high at 93% affecting both our avenues for

future growth as well at the engagement style that we need to adapt while dealing with regional partners. Among the latter, ASEAN deserved the greatest priority given that 55% of India's trade continues to utilise routes along the South China Sea. This region in particular requires growth, peace and stability to ensure a prosperous future for all. Under the umbrella of SAGAR, India can lead the way by emerging as a preferred security partner and first responder in the area. We can take further concrete steps to achieve this by collaborating with more allies in achieving the 7 Pillars already outlined under the Indo-Pacific Ocean Initiative as well.



**Ms. Shwetha B Rao, Director,
National Security Council Secretariat**

This engagement could be rendered more complicated by the differing conceptions of the Indo-Pacific itself. From the Indian perspective thought, the Act East policy provides an opportunity for Purvodaya states in particular to conceive of and utilise the Indo-Pacific to fulfil their

economic goals. She spoke not merely of the increasing geopolitical focus on critical minerals but also suggested that the tail end of the mineral industry in Odisha presents crucial opportunities for growth that are currently under-utilised due to technological gaps. ASEAN states can be crucial in filling these. Global partners and vital local resources if

connected can lead to mutual enrichment, emphasizing the value of going ‘global’-thinking global while acting local.

**Shri Soumya Chattopadhyay,
Programme Specialist, ADB, India
Resident Mission**

Shri Chattopadhyay added to this broader regional-level understanding through his experience with the ADB approach towards economic corridor development. From the delineation of the corridor to node identification, industry assessment, infrastructure challenges and institutional development, he outlined the entire



process of setting up such arrangements within the specific context of the Corridor Development in Odisha and West Bengal. He also drew upon the Sri Lankan experience in identifying priority sectors and suggested that they be integrated into regional value chains through enhancing subregional connectivity. Towards this end, multimodal transport routes including rail, inland waterways and roads all needed to be developed further to serve the maritime sector. In terms of policy actions, he laid out a detailed plan: involving multi-stakeholder partnership, optimising FTAs in the region, addressing NTBs through mutual recognition agreements, using digital tools for seamless cross-border trade and transport movement, improving multimodal transport routes and subregional corridors of critical importance, increasing IWT by developing capacities at critical river ports, facilitating cross-border rail cargo flow through key routes such as the Agartala-Akhaura rail link, leveraging synergy between overlapping projects and programmes such as BIMSTEC connectivity master plan and SASEC and other initiatives, and promoting greater involvement of the private sector and other stakeholders.

A lively question and answer session followed in which the panelists discussed whether integration could be seen as a goal or continuous process, the degree of convergence or divergence that might result from growing regional rivalries and the extent to which the dynamic between India and China might shape the Indo-Pacific in the decade to follow.

Session-II

Role of Regional Organizations: BIMSTEC, ASEAN, IORA, BBIN and CSC



Chair: Dr Smruti S Pattanaik, Research Fellow, Manohar Parrikar Institute for Defence Studies and Analysis

Dr Pattanaik began with a brief introduction by discussing the role of regional organisations such as BIMSTEC, ASEAN, IORA, BBIN and CSC, she remarked that the future of Purvodaya

would inevitably be a collaborative one. Indeed, the panelists that followed represented a diverse set of organisations and perspectives.

Shri Indra Mani Pandey, IFS, Secretary General, BIMSTEC

The Secretary General charted out the organisational history of The Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation from the landmark signing of the Bangkok Declaration in 1997 onwards. Drawing on his own experiences as a witness to its institutional growth, he emphasised that regional cooperation was vital to reinforcing bilateral relations for India and vice-versa. It also enabled the harnessing of the sector-specific expertise of each member as seen in the sectoral groupings within BIMSTEC. He also mentioned the congruence between the goals of Purvodaya and BIMSTEC, with the organisation due to start ministerial talks with many of the partner nations in the near future.



Shri Rajan Sudesh Ratna, Deputy Head and Senior Economic Affairs Officer, United Nations ESCAP South and South-West Asia Office

Shri Ratna pointed out that despite the work put in by regional organisations so far, South Asia remained one of the least integrated regions on the world map at the moment and this had led us to miss out on many of the benefits and opportunities that closer cooperation offers. He described ESCAP's work on the oft-ignored soft issues of infrastructure connectivity. With a focus towards enhancing multi-modal connectivity for cross-border trade, ESCAP was looking not merely towards traditional infrastructure but also growing digital connectivity across such routes and advocated for their expansion.



Ms. Bhawani Rana, Co-Chair, India Nepal Joint Business Forum and Former President, FICCI, Nepal

Ms. Rana followed this speech with several examples of such benefits. From the viewpoint of a landlocked nation such as Nepal, the Purvodaya route represented an avenue through which they could potentially strengthen ties with East Asia. Leveraging existing platforms to deal

with the wide variety of common issues ranging from security to the environment could mark a vital step forward. However, the continued lack of integration both in terms of trade agreements and logistical issues presented key challenges to this. To overcome them, governments would need to collaborate not only with one another but also industry experts and private players keen to invest in a growing South Asia.

Ms. Suhasini Abeysinghe, Research Director, Verite Research, Sri Lanka

Ms. Abeysinghe noted that while several such collaborative efforts have drawn much interest in the region over the years, progress on the ground has remained relatively slower. Moreover, with a global economic slowdown that has left national economies struggling as well as rising tensions world over, geopolitics today poses an even greater challenge to cooperation than in the past. But it also represents a unique set of opportunities. The economic slowdown has meant that investors from the global North are increasingly interested in South Asia both as a venue for new supply routes as well as an investment destination. At the same time, India's own foreign policy goals have led it to take a renewed interest in its own neighborhood. From the perspective of the region as a whole much hinges on the question of adaptability. Essentially, if India is able to use the current scenario to its advantage with rapid policy pivots that put the necessary systems in place it can not only advance its own economic interests but also pull its neighbors along and establish itself as a decisive power within South Asia.



Dr. Temjenmeren Ao, Associate Fellow, South-East Asia and Oceania Centre, MP-IDSA

Dwelling at length on similar geopolitical concerns, Dr Ao analysed how India's security concerns have shaped its foreign policy. With a significant population living along the coastline, India needs to prioritise the safety of its people, environment and borders. Moving towards these goals

requires strengthening existing platforms for regional cooperation such as BIMSTEC and CSC as well as further alignment with ASEAN and other like-minded groupings. Even as multiple disruptions such as rising global tensions due to multiple wars, Donald Trump's victory in the recent US elections and an increasingly unpredictable global environment approach, talks remain the best way to work through these.

In the question and answer that followed, a central focus of the discussion remained the degree of interest that key players in the global North could be expected to take in the South Asian region in the decade to follow. Panelists and audience members alike felt that key variables such as evidence-based policymaking, bilateralism, the enhancement of existing trade routes and infrastructure among others would be deciding factors although opinions differed as to the extent of the importance of each.

Session- III

SAGAR: Maritime Security, HADR & Capacity Building



**Chair: Prof Shankari Sundaraman,
Professor, Centre for Indo-Pacific
Studies, JNU**

The third session started off with a brief introduction to the theme. India's policy of maritime cooperation in the maritime region, SAGAR, is a multi-faceted one encompassing maritime security, humanitarian assistance and disaster

relief, as well as capacity building across all allied states. Each of the speakers that followed had extensive experience working with these focus areas and they brought their expertise to the table with detailed overviews and plans for further development.



**Vice Admiral Rama Kant Pattanaik
(Retd.), PVSM, AVSM, YSM;
President, Navy Foundation (Odisha);
and former Deputy Chief of Naval
Staff**

With his impressive credentials and vast knowledge of maritime security, Admiral Pattanaik spoke at length about the major challenges that India continues to face as it forges ahead with various initiatives

under SAGAR. One particular challenge that he dwelled upon at length was the issue of piracy. Not only does piracy present a serious problem to the establishment and maintenance of maritime security and peace in the Indo-Pacific, its persistence also threatens the further growth of the maritime industry as it disrupts vital supply chains, causes distrust and panic among investors, increases insurance premiums and costs of doing business in the region and overall acts to inhibit development from taking place in this sector. India faces not only practical issues in dealing with this but also legal

constraints. The United Nations Convention on the Law of the Sea often complicates matters when it comes to boarding and inspecting suspicious vessels of foreign origin, limiting the range of actions available to naval officers in dealing with these. To play the pivotal role of preferred security partner and first responder in the region, India needs greater multilateral cooperation. Pooling efforts not only presents a method to achieving success in this regard but also related ventures such as maritime disaster aid and capacity building towards humanitarian ventures. Measures such as joint naval exercises have already assisted in enhancing inter-agency cooperation in recent years and need to be accorded a greater focus to further build trust and promote stability in the region.



**ADG Donny Michael, PTM, TM,
Commander, Eastern Seaboard,
Vishakapatnam, Indian Coast Guard**

From the deep blue seas, the next speaker took the conversations further towards land by speaking of India's coastal waters. ADG Donny Michael followed up with a detailed review of the role played by the Indian Coast Guard. He

spoke of the maritime threats unique to these waters. Beginning with our current capacities to deal with external threats, he drew attention to the International Maritime Boundary Lines between India and its neighbors and the inherent threats to such vast stretches. These included vulnerabilities such as important ports on the Eastern Coast, trade routes connecting them to the rest of the world, offshore installations, nuclear power plants, and environmental risks such as oil and chemical spills due to heavy marine traffic. A further complication was also posed by the ever-present possibility of natural disasters such as recurrent severe cyclonic storms and tsunamis. With 15-16 ships and 4-5 aircrafts deployed daily, the maritime and coastal security administration did attempt to keep a close eye on possible developments among these. The Integrated Coastal Surveillance Network further assisted them in this regard. Essentially, a three-tiered surveillance pattern was currently being followed with the marine police keeping an eye up to 5 NM from the coast, the Indian Coast Guard taking over until 12 NM and the Navy handling all issues beyond this point. Second, he suggested that extreme weather conditions, climate goals and HADR missions could potentially be leveraged to create a coalition of interests between various players in the region. ICG had already taken some steps in this regard by aiding civil authorities in the rescue and evacuation of people in distress, taking pre-emptive measures during

cyclonic storms such as issuing alerts/warnings in local languages and broadcasting through NAVTEX/ISN warning fisheries, ports and oilfield operators as well as pursuing inter-agency cooperation at various levels. Not only did the ICG assist in mass search and rescue operations, they had also taken concrete steps to build congruence in environmental disaster relief by responding to 98 oil spills in AoR of Friendly Foreign Countries. In terms of capacity building, their current agenda included a range of programmes including leading HADR operations with NDMA, embarkation of specialised team from NDRF and other stakeholders during ICG ship visits and pursuing bilateral and multilateral ties with neighboring coastal agencies. The way ahead for maritime security essentially lay in strengthening coastal surveillance, enhancing maritime domain awareness and pursuing an Indo-Pacific maritime strategy centered around common ground with organisations like the QUAD. Through this we could hope to develop, strengthen and maintain all time operational readiness to mitigate impending disasters in the maritime and coastal domains through a collaborative and integrated approach.



Ms. Durapada Sapokota, Minister Counsellor, Embassy of Nepal, New Delhi

Ms. Durapada outlined the future prospects for cooperation between India and Nepal. Rather than envisioning Nepal as a landlocked state, policy makers needed to consider it land-linked via the trade routes and supply chains that connected it to the seas via India. Such

linkages have multiple aspects to them but three broad areas can be identified as sites for further collaboration over the next decade. First, with the growing urgency and impact of climate change it is vital to consider how the environment across the subcontinent is connected and the effects of transformations from the mountains to the seas affect one another. Second, there is a need for greater capacity building within landlocked areas such as Nepal to enable them to benefit from a mutual partnership with India in the utilisation of the emerging supply routes and to become valuable partners within such supply chains. Such partnerships need not be limited to officials and governments but also presents an opportunity for the private sector to step in. Finally, in order to correct the ‘marine-blindness’ that has marked previous policies, especially around environmental issues and trade, there is a need to leverage existing platforms such as BIMSTEC to create a broader regional consensus.



Shri J D Patil, Member of the Executive Committee of Management, Larsen & Turbo and Advisor to Chairman & Managing Director, L&T's Precision Engineering and Systems & Semiconductor Businesses

With reference to possible collaborations with the private sector in particular, Mr. Patil brought with him a wealth of experience. With a focus on understanding India's current capabilities in a maritime context, he began with a brief historical overview of shipbuilding in India from the ancient period to colonial times. He pointed out two major hindrances in the post-Independence period that had hindered further growth: policy neglect and not keeping up with the latest technologies. These problems and their solutions were deeply interlinked. Technological updating requires capital. However, we remain a high-cost capital nation due to existing policy challenges. The barriers to new entrants in shipbuilding do not end here: with delays in policy implementation, complicated tax structures that often vary across state boundaries, a lack of automation and a lack of skilled labour, there remain myriad issues that need to be addressed. In order to boost growth, we first need to deal with these structural problems. Only then will the private sector be able to emerge as an effective player in its own right.



Comdt. Pankaj Mishra, OSD, RRC, MEA, Govt of India

Comdt. Mishra began by describing India's commitment to being a responsible first responder and aid provider in the region with an emphasis on the core principles of sovereignty, humanity and independence. Its strategic location had enabled it to provide aid to its own neighborhood, the Indo-Pacific and beyond. India has demonstrated its capabilities in terms of providing timely assistance as well as its dedication to regional stability and cooperation. Within such ventures, the RRC was established in July 2021 as the nodal division in MEA for undertaking humanitarian aid and disaster relief operations.

Its mandate also went beyond these to crises management, health diplomacy and multilateral engagements. Essentially, it undertakes complex inter-agency operations embodying a ‘whole of government’ approach. The aid provided has included in-kind (such as disaster relief materials, vaccines, medicines, grains and so on) as well as personnel (NDRF for search and rescue missions, medical teams). The growing footprint of its HADR operations can be across the world map with initiatives in 2024-25 spanning across multiple nations including but not limited to Fiji, Kenya, Papua New Guinea, Cuba and Haiti as well as missions such as the provision of SAR assistance to neighbors like Nepal and health diplomacy within multilateral fora like the QUAD. Its engagements across HADR WG, QUAD Health WG, ASEAN, SCO, IPOI and BIMSTEC provided multiple opportunities for such involvement as well as capacity building. Operation Dost conducted across Turkey and Syria in the aftermath of an earthquake in February 2023 provides another illustrative example. Comdt, Mishra concluded by assessing current achievements and highlighting the way forward. This lies in further strengthening regional and global partnerships, capacity building and trainings, participating in global knowledge exchanges, upgrading infrastructure and technologies for rapid mobilisation and enabling expert exchanges.

Session IV

Port led Development and Blue Economy



Shri P L Harnadh, Chairman, Paradip Port Trust (PPT)

In the opening remarks of the session the Chair shri Harnadh said that the seas are the roots of trade and wealth. Entire Indian maritime trade by volume happens through the sea to the tune of about more than 90%. There are around 12 major ports in the country to handle

the traffic and about 200 non-major ports which are handling a substantial portion of the logistics. On the eastern side, there are six major ports as well as a number of non-major ports, like Dhamara port, Gopalpur, Krishnapatnam, Gangavaram, Kattupalli etc. The economy has grown rapidly growing from \$2 trillion in 2016 to \$3.9 trillion. It is expected to grow to \$7 trillion by 2025 and more than \$30 trillion by 2047. The current volume of EXIM trade is about 1.6 billion tons and is expected to grow up to 2.2 billion tons by 2025. To handle the future potential volume of EXIM trade we need to focus on green economy and port capacity. Hon'ble Prime Minister, during the Global Maritime India Summit last year, announced that the Indian port capacity both major and non-major is about 2.7 billion and will rise to 10 billion tons by 2030. Connectivity is very crucial to handle the capacity growth. The timely evacuation, aggregation, and the cost of movements from the hinterland to the ports also matter a lot in finally checking up a customer-centric ecosystem. We have to take measures on the pollution issues and carbon footprint to make the Indian port sector competitive. For ease of doing business, we need to improve the single-window format and it is being put into operation through the national logistic portal which is a common e-platform and will take care of all kinds of operations and transactions in the maritime sector thereby providing the ease expected in the maritime trade.

**Shri Debashis Dutta, Director, BG
Sommaddar & Sons Ltd.**

Shri Dutta emphasized that Odisha and Bengal are very strategically located and states like Bihar, Assam and other North Eastern states depend on Bengal and Odisha for their ports, hence making port development crucial. Western and Southern part of the country are now a little bit saturated thereby giving an opportunity to the Eastern region to grow primarily in the port sector. There has been significant port led development in Odisha especially in Paradip, and also in other port areas such as Gopalpur and Dhamra. There is a critical need to develop the inland water connection with the ports in Odisha, also in other eastern and northeastern states. IWAI is working on inland water movement and its development, joining the Subarnarekha port. This development will be incredible for the growth of Odisha. There is a need to develop better road connectivity from Odisha to the eastern and northeastern parts of the country. The growth of India can only be ascertained through concerted efforts with focus towards the eastern region. The state governments and the central government have to work in tandem along with private stakeholders in order to ensure sturdy growth and development.



**Shri Girish Thomas, General Manager,
Jawaharlal Nehru Port Authority (JNPA)**

Shri Thomas began by saying that the container business is growing in India and has grown by 6-7%, almost equal to the GDP growth. The total container traffic in India, is approximately 21 million TEUs. Out of this 21 million being handled in India, almost 14 million i.e. 60% of the container is being handled at the west, northwest ports of India, at Mundra, JNPA, Pipavav and Hajira. The balance 40% is handled by other ports in India. Primarily because the containerized cargo mostly is getting generated and transacted in the northwest region of Maharashtra, Gujarat and NCR. JNPA, in last 35 years, started with a modest 0.3 million and has now touched 70 lakh containers per year. The present capacity of JNPA is 7.7 million which will be increased to its maximum capacity of 10 million by 2027-28. The



government has aimed to increase India's capacity to 10 billion tones. Only Mundra and JNPA ports of India are among the top 100 ports globally. There is a need to develop mega ports in India. The government has embarked on this journey by approving the Vadhavan Port project, which is being developed by Jawaharlal Nehru Port Trust in collaboration with Maharashtra Maritime Board. Maharashtra Maritime Board has got 24% stake and 76% stake is with JNPA. The final capacity will be 24 million TEUs and ton wise it will be 300 million tonnes capacity. This port will be around 5 km into the sea from the coast. There will be a dedicated road and rail connectivity to the national highways as well as Dedicated Freight Corridor, which will connect from Dadri in Delhi to JNPA. The first phase will be finished by 2030, and the second phase will be over by 2035. It will be a PPP model project and will be offered to world class operators. JNP has signed MoU with international operators like DP World, PSA, MERSK etc. The total cost of the entire project comes to around 74,000 crores rupees. Out of it, 40,000 crores will be borne by the government sector and balance 30,000 by the private sector. Once fully functional, this will be one among the top 10 container ports in the world. With this India will be able to handle the biggest ships afloat which none of the ports in India are able to handle presently.

Shri SV Anchan, Chairman, Safe Sea Group

Shri Anchan said importance of blue economy cannot be undermined. China has grown after putting their shipping policy in fast track. Ocean transportation is a major contributor to the growth of the blue economy. India's stake of 1.6 billion tons is handled at the major ports. With such a high volume of traffic cargo, we must elevate and boost Indian ships. Out of 7,500 kilometers, about 6% of the coastline is in Odisha, thus, it can play an important role in the blue economy. Paradip port has become an important port after the commissioning of the IOCL refinery. Odisha can also look at setting up a ship recycling yard and repair facilities and compete with Bangladesh in this sector. India needs to reshape its maritime trade policy including the custom rules. China is building about 45% of the world's fleet. India's doesn't have the technology and is dependent on countries like Japan, Korea and the United States. India produces some of the finest seafarers in the world. We have 350,000 Indian seafarers as against 3 million global seafarers which is very less as compared to our population percentage. We need to have Indian Maritime Services just like IAS, IPS, IRS etc. Ports and shipping are varied subjects but come under one



Ministry. Ports have been given infrastructure category, but shipping is still under the logistics facility. There is a need to relook the policy governing the maritime industry in order to ensure the growth of India.

Shri Jay Mehta-MD, Mercantile Ports & Logistics Ltd.

As one of the most significant economic corridors of our nation, Shri Mehta said that the Eastern Seaboard offers immense potential to transform regional development, drive global trade, and advance sustainable practices for our maritime resources. The strategic importance of the Eastern Seaboard lies in the fact that it encompasses states like West Bengal, Orissa, Andhra Pradesh, and Tamil Nadu. With a coastline of approximately 2,500 kilometers, it is home to 13 major and non-major ports, including Paradip, Kolkata, Vishakhapatnam, Chennai, and others. This region handles a substantial share of India's maritime trade and is a gateway to Southeast Asia, East Asia, and beyond. Paradip Port has surpassed the Deendayal Port in becoming the port handling the highest throughput in India at more than 140 million tons, ranking amongst the busiest ports in India. The Vizag Port handles approximately 81 million tons, Chennai handled 52 million tons in 2023-24, and the Kamarajar Port approximately 45 million tons, with Chennai facilitating approximately 20% of India's container cargo, serving as a critical hub for manufacturing exports. The Eastern Seaboard is not just a transit zone, but a strategic area that holds immense potential for driving India's port-led development and blue economy ambitions. The port-led development focuses on creating efficient port infrastructure, industrial clusters, and seamless connectivity to promote overall economic growth. The government's flagship program, Sagarmala, has been pivotal in this regard. Under Sagar Mala, over 153 projects worth 4 lakh crores are currently being implemented along the Eastern Seaboard. Some of the key initiatives include port modernization, which is upgrading the capacity and efficiency of major ports like Paradeep, Chennai, and Vishakhapatnam to handle larger vessels and greater cargo volumes. Second is the industrial clusters, development of coastal economic zones in Orissa, Andhra Pradesh, Tamil Nadu, fostering industries like petrochemicals, steel, and electronics. The third is connectivity improvements, enhancing road and rail and inland waterway connectivity to ports, including the National Waterway 1, which is the Ganga-Bhagirathi line, and the National Waterway No. 5 along the Brahmani river. These efforts are expected to save 35 to 40,000 crore annually in logistics cost and increase India's export competitiveness and create over 10 million jobs by 2035.



The blue economy represents a sustainable approach to utilizing ocean resources for economic growth, improved livelihoods, and environmental health. The Bay of Bengal is a treasure trove for research supporting fisheries, energy potential and tourism. Contributing significantly to India's seafood export, which stood at 63,000 crores in FY 2023-24, Andhra Pradesh alone accounts for 25% of India's marine exports. Offshore wind energy projects and exploration of oil and gas reserves, especially in the Krishna Godavari Basin, are driving the energy economy. Coastal destinations like Chennai, Vishakhapatnam, and the Sunderbans attract millions of tourists annually, contributing to the local economy. However, the sustainability of these resources is crucial. Over fishing, marine pollution, and climate change pose significant threats. Initiatives like the National Maritime Fisheries Policy and investments in coastal ecosystems are essential to mitigate these risks. While the eastern seaboard holds immense potential, several challenges must be addressed viz. infrastructure gaps at ports like Kolkata that face draft limitations, thereby impacting their ability to handle larger vessels. This region is prone to cyclones, rising sea levels, and habitat loss, which threaten both development and marine biodiversity. Coastal communities must be integrated into development plans to ensure inclusive growth and livelihood security. Port-led development and the blue economy, if pursued with foresight and responsibility, can transform this region into a global maritime powerhouse.



Shri Manish Gupta, Ex-Vice President, JSW Infrastructure

Shri Gupta said Ports are the gateway to the growth of the economy of the country. The focus today in Sagarmala is towards improving the existing capacity by mechanization and building new ports both through PPP and through the state government. Ports aid in getting the foreign

investment through dedicated trade corridors where a lot of foreign investment is required. Logistics costs in India is almost 13 to 14% of the total GDP, which is one of the highest in the world. And we need to bring it down to 8 to 9% which is fairly an average cost in order to compete with the world. Ports and port-made industry needs to have a dedicated trade corridor along with the right mechanisms to bring the cargo through inland waterways, railways or roads in order to bring down the cost of logistics. There has been increase in tourism at major ports who have opened up the cruise terminals with a view to improve the inflow of the traffic, tourist and thereby benefit the economy of the country. JSW Infra is a subsidiary of JSW Steel and has one steel plant in the west side in Dolvi and

it is a 10 million steel plant which is soon going to be 15 million steel plant. In a steel plant, the major raw material is iron ore, coal and limestone. To make one ton of steel, four tons of raw material is required along with provision for outflow of the finished product. If the plant is very close to the coast, it actually helps in the logistic cost and is financially sustainable due to coast-based power sources. JSW has an energy plant and port in Jatadhari Muhana South of Paradeep Port. Dolvi steel plant and Dharamtar port, the biggest riverine port, handles 25 million cargo and Jatadhari handles around 3 million tonnes for energy coal plant and Dolvi steel plant. JSW is going to sign a concession agreement for Jatadhari Odisha to make the Utkal JSW steel plant along with a port nearby. Sagarmala initiative shall aid in generation of 10 million jobs by 2025 and is a big achievement for the country. To ensure sustainable operations, steel production should be done in a green way. Use of hydrogen-based energy and renewable energy in big plants will certainly help in sustainable operations.



Shri Sanjay Gupta, Strategy & Policy Advisor

Shri Gupta said Blue Economy is scheduled to grow at roughly double the rate of our normal economic growth and we need to be sustainable in our efforts. In green shipping for every rupee or dollar that we invest, we get four times the returns. Similarly, in fisheries, we get ten times the returns if we invest into sustainable fisheries.

For blue renewable energy, the ratio is again four is to one. Eco-tourism is under leveraged in the country. Only three places in India have a beach culture, despite our excellent beaches, spread across, thousands of kilometers of length. We have beach culture in Goa, some in Kerala- Varkala and Kovalam and then we have a part in Andaman & Nicobar Islands. Due to lack of beach culture, there are limited tourism avenues in the Eastern coast. There is a need to develop blue flag beaches with international eco-certification through community support, better hospitality services and transport services. The focus should be on the development of economic corridors on the eastern side along with modern jetties and this will certainly lead in generation of millions of jobs. India has about 130 plus marine protected areas but are understaffed, underfunded and under researched such as Bhitar Kanika in Odisha, Sunderbans in West Bengal, and Gulf of Mannar in Tamil Nadu. The concept of marine spatial planning has not been developed as a part of local planning at gram panchayat, block and state levels. The government needs to focus on both marine spatial planning as well as marine protected areas leveraging sustainable growth of the blue economy.

SESSION- V

Soft Drivers of Purvodaya

Chair: Ambassador Ashok Das, IFS (retd)

Amb. Shri Das initiated by saying that the Ministry of External Affairs has taken a decision to take foreign policy and foreign policy issues to different parts of India. This conference is a part of that program and this is an idea which has not come too soon. In fact foreign policy always used to be a mystery to the common man. This is in a way unraveling the mystery. Making of the foreign policy involves the factors that go into it and at the same time each region in India should have its own importance, should have its own uniqueness contributing towards the whole Indian ethos. He got the opportunity to serve in Cambodia and was amazed by the similarities in their culture with the culture in Odisha. For example, in their marriage ceremonies, the barber has a pretty important role. He acts as the go-between the groom and the bride's family. Their secondary education is called madhyamika siksha. As you observe their traditions closely, newer facts came out. That is one area where we need to do a lot of research because Laos and Cambodia, more than Vietnam, have a lot of commonalities with our culture.



Shri Nick Brooker, Cofounder, IndoGenius

Mr. Brooker stated for Purvodaya, in Latin we have a phrase ex-orient lux which means the light that comes from the east. The word Orient and Udaya as in Purvodaya and Odisha have the same root which is the sense of rising, particularly of the Sun. The Sun Temple in Konark is a representation of the sun rising from the east. We face towards the rising sun with hope of illumination and life it brings to all of us. Presently, we are here because of this Bhumi, the

Jal, the Surya, in the center of the most populated place on earth. In the eastern region of world, we have China, Southeast Asia and India, the most densely populated part of the entire planet earth. The reasons for that are the monsoon, the weather system which brings the Jal, because of the Surya, because of the energy it brings, down upon the Bhumi, down upon the land of India, Southeast Asia and of the southern part of China. And Odisha has been at the heart, not just geographically, but also in terms of trade and world economy for well over a thousand years. Odisha has the potential to leverage the geographical position, but also the historical and cultural legacy. We have a historical cultural legacy with Plumeria, also a French botanist, a beautiful flower which we sometimes call Champak, the frangipani, Plumeria frangipani, Plumeria rubra. This flower is the state flower of Laos, the country in Southeast Asia that Hon'ble PM visited at the ASEAN summit. So, Laos has a culture, Champa sak was one of their former capitals, whose name comes from Champa, which comes from the Champak tree, which is the temple tree of Champasak, which was part of modern day Bihar, Bengal, which was brought by the traders from Odisha across this Bay of Bengal, across this ocean. Cambodia, Cambodge, comes from another Mahajanapada tribe and Singapore is the city of lions, the Sinhalese are the people of the lion. All of this Southeast Asian culture has a deep connection with Odisha and with this coastline. Two thirds of all of the trade of China passes through the Malacca Strait. The origin of the word Malacca is from the Sanskrit amlaka, the amla fruit. The iconic symbolic shape which sits at the top of the Konark temple is an amlaka, which is giving its name to the Malacca Strait, which is the choke point and key to the Chinese international trade. Odisha has an incredible future potential and leveraging the culture, history, is going to be a huge opportunity and I hope that festivals such as Bali Jatra and Boita Bandana serve as a common link between the entire Southeast Asia and Odisha.



Ms. Sunita Mohanty, Senior Vice President & Chief Investment Officer, Invest India

Ms. Mohanty said that if we look at the southern states, they collectively contribute about 31% to the GDP, whereas the eastern part of India contributes only about 12%. Historically, Odisha used to be the heart of trade and we need to look at

Purvodaya and bring back that glory. It is expected that the east would contribute about 25% to India's GDP by 2035. Odisha today is a 110 billion GDP, which is higher than 110 countries in the world. Odisha alone is contributing equivalent to Sri Lanka and many

European nations. The primary soft power that impacts investment is the techno-industrial policy. China, in 2003, launched high-skill projects like high-speed rail network and revived their semiconductor production. The infrastructure, multi-modal logistics, plug-and-play, industrial townships are extremely critical for growth to happen. Secondly, we need to invest in building townships, industrial and educational institutes as it is essential for inviting foreign industries for technical collaboration. There is a need for the emergence of technology-driven development strategy leveraging communication, data and artificial intelligence. Odisha is a disaster-prone state and a lot of development and disaster management can be done using a combination of AI, in areas such as healthcare, farming, disaster management etc. The unprecedented resource mobilization is crucial for growth. In India, in the last five years, outlay through production-linked incentive worth Rs. 40 billion has gone to key sectors like renewable energy, semiconductors, EVs, defense and ship building. The same strategy needs to be implemented at state level in Odisha. The state is strategically positioned with unparalleled resource endowments, 11 percent surface water, 400 kilometers of coastline, potential for green energy and sustainable mining. Odisha has resource-rich minerals like chromium, nickel, bauxite, manganese, iron ore and also some rare minerals. We need to focus on ease of doing business through single window clearance and nil bureaucratic hassle. Presently, India spends 0.9 percentage of its GDP on R&D. Odisha can focus on building research and development capabilities to attract global talent. We can partner with international companies and build expertise for production and research facilities within Odisha. Also, there is a need to look into the budgetary allocations for institutions like IIT. With community contribution and leveraging technology through AI, Odisha can come up as an international economic power.



**Ms. Lily Wangchuk, Member, Bhutan Chamber of Commerce and Industry
Founder & President, Soksoom Centre for Wellbeing & Happiness,
Bhutan**

Ms. Wangchuk began by saying that Bhutan and India share profound historical, cultural and spiritual bond making the natural alliance. By leveraging our shared values, geographical proximity and complementary strengths, we can foster holistic development rooted in culture, human capital and sustainability. To promote cultural diplomacy, we can co-host international cultural events showcasing eastern India's heritage alongside

Bhutanese traditions to a global audience. Bhutan's rich Buddhist tradition and India's spiritual sites such as Bodh Gaya offer immense potential for cross-border pilgrim tourism. India's northeastern states and Bhutan can develop shared tourism circuits blending our pristine monasteries and landscape with India's vibrant tribal cultural and heritage sites. Collaborations between Bhutanese and Indian artisans can preserve traditional crafts, art forms, music and spiritual practices and boost the creative economy. Collaborative efforts in film production and literature festivals can share stories that bind us reaching wider global audiences. In terms of education and knowledge sharing, joint research initiatives between our universities and institutions can foster knowledge exchange in the fields like Buddhist studies, environmental science and governance and happiness. India's robust skill development programs can be extended to Bhutan, particularly in areas like IT, tourism, renewable energy, whereas Bhutan's best practices in cross-national happiness focused education can inspire India's social empowerment strategies in eastern India. We can foster deeper academic partnership by setting up centers for Himalayan studies and research in eastern India and Bhutan. We can collaborate in managing shared ecosystems such as eastern Himalayan biodiversity hotspots, Sundarbans and the eastern Himalayas which can ensure the preservation of flora and fauna unique to our region. Joint efforts in afforestation, wildlife protection, and water resource management can safeguard shared ecosystem. Bhutan's hydropower and India's solar and wind energy expertise can lead to innovative green energy and partnerships that benefit both nations while contributing to regional energy security. There are also immense opportunities for us to initiate joint efforts to secure UNESCO recognition for shared heritage sites and traditions which elevate our global standing. By harnessing the soft drivers of our cultural wealth, environmental stewardship and human capital, we create a sustainable and inclusive model of growth that resonates not just within our borders but inspires the global community. Collaboration between Bhutan and India can be the soft drivers of Purvodaya which can create a unique model of sustainable development that harmonizes economic growth with cultural, social and environmental well-being. By working together, Bhutan and India can ensure that the rise of the east is not just a regional aspiration but a beacon for the world. As we strengthen these soft drivers, we illuminate the path toward a brighter more harmonious future for eastern India, Bhutan and beyond.

Mr. Ratnakar Panigrahi, Director, SDRC & Social Entrepreneur

Mr. Panigrahi said there are three major issues that needs to be addressed i.e. connectivity of the ports to the hinterland, capacity augmentation of ports and carbon footprint. In addition, we need to focus on cultural engagement among countries through tourist, artists, culinary skills, music etc. We are at the cusp of a big breakthrough in terms of blue economy and port-led development and it will not be possible unless we are competitive in the global arena. The emphasis on skill building is of prime importance particularly for Odisha where we have more than 33% of youth in the age group of 15 to 34. The major soft driver parameters are the coastal communities, balancing climate change and preservation of mangroves. Odisha, withstood many climatic vagaries such as cyclones and the importance of the conservation, which has to be led by the coastal communities, is of prime importance. We need to respect and acknowledge their skill sets. One of the major initiatives of the Government of India in this area has been the Vishwakarma scheme, wherein skills of the fishermen and local communities around the coastal areas has been recognized and there is a plan of action to take it forward to further enhance their competence and capabilities to handle the kind of demands that are going to be placed on them with the blue economy in mind. The establishment of Indian Maritime Academy will also be an important step forward for a state like Odisha. We have a population of more than 4.5 crores and the 480 kilometers of coastline offers a huge advantage which presently continues to be underutilized if we look at the overall contribution that Odisha is making to the national GDP. There is definitely a lot of potential here and this potential energy can be realized into kinetic energy if we handle the three Cs of Culture, Competitiveness and Communities to handle the current and the future possibilities.



SESSION-VI

Making Purvadaya Future Ready



Chair: Ms. Usha Padhee, Principal Secretary, Commerce and Transport, Housing and Urban Development, Govt of Odisha.

Viksit Bharat, 2047 has a vision for inclusive growth, public empowerment through strong institutions. Ms. Padhee emphasised the need to be very particular about utilizing the demographic dividend

and India has to become rich or developed before it gets old. Countries such as Singapore and Malaysia are developed not due to their resources but the attitude of the people towards growth of their nation. We need to walk an extra mile and the sacrifices of one generation shall pave the way of having a better India for further generations. We need to work in tandem with other states by leveraging the rich heritage and culture. India aspires to be around 55 trillion dollars economy by 2047 and eastern region is very crucial in achieving this goal. The government has institutionalized Odisha Maritime Board and a lot of institutions have been strengthened. Our manufacturing model is not export oriented. 60% of the produce is consumed locally. The economy of Odisha is primarily driven by Indian investment, we need to rope in foreign investors and connecting the region through flights is very crucial. Inclusion of women in economy will add to the growth of the region. We need to skill the women and allow lateral entry of women so that they can join the system after having family. Coupled with the power of compounding, Odisha which is now a 110 billion dollars economy, will possibly by the 100th year of Odisha formation, i.e. 2036, will be able to reach the 5 trillion dollars economy mark. Coastal security is also very important along with collaboration with the Southeastern and Indo-Pacific countries. India has become one of the leaders in bringing all these countries together with a common progress prospective. India has never encroached nor has acted aggressively against any country but focus should be to strengthen the security for safeguarding the national interests.

**Shri Mohit Garg, Managing Director,
Gakshen Logistics Pvt. Ltd.**

Shri Garg said that by enhancing cooperation through regional platforms, India can ensure that Purvodaya remains an adaptive and inclusive initiative, contributing to long-term peace, stability, shared prosperity and equitable economic growth in the region. We have to collaborate and cooperate with South Asian nations broadly in regional security, climate change, human assistance, disaster relief, surveillance, trade and tourism. While trade and tourism will be the fulcrum of this growth, efficient logistics will be the enabler for Purvodaya. Technological transformation harnessing the power of innovation such as digital connectivity, artificial intelligence are crucial to drive economic growth and enhance regional cooperation. The region's growing dependence on technology calls for strengthening digital infrastructure, ensuring cyber security and leveraging innovations for sustainable development., Purvodaya can become a hub for blue economy and maritime trade through investment in digital infrastructure and development of digital platform where all the partner nations can trade amongst themselves. While Odisha has three ports, there is a need for developing another string of ports along the eastern coast of India as well as for the BIMSTEC and ASEAN countries, along with multimodal infrastructure for better connectivity and reduced turnaround time. In order to facilitate seamless trade flows, we need to have dedicated channels with shared infrastructure and common surveillance. A huge transformation is required in easing regulations where the seamless movement of cargo can be ensured. A task force comprising of all the partner nations is essential for easing out the complex procedures. Strengthening regional platforms like BIMSTEC, ASEAN, AEORA will enable better cooperation to ensure swift trade and tourism. With strict emission regulations, sustainable logistics will be a focus area. The aspects of packaging, modes of transportation, type of vehicle used, load planning, route planning optimization will be the key to reduce carbon footprint and improve sustainability. Skilled manpower and gender parity in workforce in Purvodaya states is in sharp contrast to the aging population in many parts of the workforce in Purvodaya states, including countries in Indo-Pacific. A tailor-made workforce from premier institutes can drive innovation in the blue economy, especially in fisheries, shipbuilding and maritime services. A future-ready Purvodaya demands a forward-looking approach anchored in innovation, sustainability and collaboration. Odisha, with its



strategic location, skilled workforce and historical legacy, is uniquely poised to lead this transformation by embracing these pillars of technological advancement, sustainable practices, regional cooperation and infrastructure development.



**Dr. Pradipta Mohanty, Chairman,
CII Odisha State Council and
Chairman, S&M Group**

Dr Mohanty said Odisha, Jharkhand and Chhattisgarh are mineral rich areas and it is their core strength for development of industries. There is a vast potential in the region for development of tourism, renewable energy and food processing

both horticulture and marine based. We have major production of steel and aluminum. The large industries in the region may explore the feasibility of hand holding at least 5 to 10 small scale MSME industries so that the goods produced in the region such as stainless steel, aluminum etc. are utilised here and we don't have to send our product to other states to manufacture them and get the finished products back to Odisha for trade. There is a need to focus on skill development of the local populace. Odisha has tied up with Singapore and has established the World Trade Center in Odisha for development of various skills. We should integrate technology in all areas of our development by implementing AI, block chain technologies alongwith ease of doing business. Digital intervention can lead to reduction in time required for land acquisition, single window clearances facilitating ease of doing business. The port led development has to be coupled with supply chain connectivity and sustainable production in mining and steel industry through usage of renewable energy sources. The prosperity of the region is to be ensured through public private partnership. Odisha can take a major lead through working in regions such as textiles, paints, defence related industry and green hydrogen. Odisha has a lot of opportunity to make the region more attractive for business development and make it future ready.



Dr. Bikas Patnaik, University of Wisconsin, USA

Dr. Patnaik elaborated important areas where the Govts and the civil society can contribute to make this region prosperous. We have about seven ports in Odisha and can explore the feasibility of operation of cruise ship that will connect all the seven ports for tourism to

develop around these ports. We should also explore development of water sports activities in Odisha at various water bodies and coastal zones where all the essentials are catered in one place. There is a need to setup international educational institutes in Odisha. He stated that he is working on making medicines for rare and ultra-rare diseases. A disease which effects less than one person in 10,000. We want to transform the field of cure for ultra-rare diseases by developing a drug which is not a disease specific but will cover multiple diseases that don't have a treatment. We are developing this by exploring normal biology and disease development system. To develop this, we sought aid across the world, a review for the same was done and out of 50 applications received, 30 were from the U.S, some from Europe, China and Japan but only one application from India, indicating how and where India is lagging and highlighted the need for focused approach. The government needs to increase the participation in the field of research to leverage the learning and sharing of knowledge.



Dr. Sameer Patil, Director, Center for Security, Strategy and Technology, Observer Research Foundation

Dr. Patil said many nations and some non-state actors are pursuing the technologies both for good as well as malicious activities. The mini-directorial organizations in the Indo-Pacific are focusing on technologies

and technological cooperation, some of them are focused on the defense technologies such as, The Aukus- the Australia, the UK and the United States and QUAD. They are focusing on transformative technologies such as quantum computing, next-generation computing,

advanced telecommunications, 5G, 6G, ORAN etc. The like-minded countries should come together and advance their technological agenda. India has been a part of some of these mini-laterals such as Quad and I2U2- India, Israel, UAE and the US. The countries of the Indo-Pacific are no longer mute spectators and are harnessing technology for national development by pioneering tech solutions, such as, the digital public infrastructure. India has the world's third largest startup ecosystem and Southeast Asia has produced 52 unicorns in the last two years. There has been significant emergence in the complexity of the cyber threat landscape. Today, cyber technologies have become an important part of the geopolitical rivalries. We have seen increasing ransomware attacks, cyber attacks targeting critical infrastructure and cyber espionage campaigns. These have also become a tool of grey zone tactics by some of the authoritarian regime in the Indo-Pacific to target the democracies in the region. China, under the Digital Silk Road, a part of their flagship Belt and Road Initiative, has paved the way for undersea cables, 5G telecom networks, as well as CCTV cameras. This has also become a part of the digital connectivity in the region. China is expanding the Digital Silk Road and is moving towards digital authoritarianism. Many countries in the Indo-Pacific are aligning with the practices of the China such as facial recognition, surveillance etc. India, can offer an alternative which focuses on the rules-based order, advancements of human rights and preservation of democratic values. There are three R's which are *Relevant*, *Resilient* and *Responsible*. For *Relevance*, India can help the countries in Southeast Asia to establish mechanisms that will help them to tap into some of these emerging technologies such as digital public infrastructure, International Tech and Economic Program etc. To build *Resilience*, India can work with like-minded partners to focus on cyber resilience with information sharing and cyber forensics. This shall also aid in tackling future cyber threats. For *Responsible*, India can foster a conversation with like-minded partners in the region for responsible use of technology, AI, quantum technology, cyberspace etc. Odisha can act as a bridge between the larger Southeast Asia by harnessing its location in the region and forging the three R's.

Session VII

Heritage and Connectivity: Lessons for the future (Visit to Konark Sun Temple and Interpretation Centre)



The concluding session of the International Conference was a visit to the UNESCO World Heritage site, an architectural marvel and the pride of Odisha, the Sun Temple in Konark, on the eastern coast of India. The temple built in the 13th century, is a testament of the excellent architectural proficiency and also the rich religious-cultural heritage of Odisha. The temple, dedicated to Surya, the Sun God, has been designed to resemble a colossal chariot with twelve pairs of wheels, drawn by seven horses and originally built to represent the celestial journey of the Sun across the sky. Thereafter, the participants were taken to 'Arka Khetra', the Interpretation Center developed by The Indian Oil Foundation under the aegis of Ministry of

Petroleum & Natural Gas, Government of India. The center has sculptures of the Sun Temple of Konark detailing the roll of individual recreated by eminent Indian sculptors. A fifteen minutes animation movie depicting the mythology and history of the sun temple of Konark was also shown to the participants. Subsequently, the participants got an opportunity to engage themselves into an open discussion on the rich heritage of India which can be leveraged to strengthen the connectivity of India with other friendly foreign countries. Dr Chandi Prasad Nanda, Director, Odisha Research Center, who accompanied the group explained various socio, cultural and religious perspectives involving the temple. The discussion revolved around the ancient maritime of India, the trade routes, naval warfare, and cultural exchanges. The panelists also examined the significance of maritime trade in ancient and modern Indian economy, the modern technological interventions in navigation, shipbuilding, and the cultural exchanges that flourished along Indian Ocean routes. Furthermore, the decline of maritime trade and warfare, influenced by internal and external factors were also deliberated. The discussion also catered to the solution that can be implemented for a bright future of India and the participating countries.

Participants Points of View/ Take away



Shri MK Behera, Addl GM, NTPC(Retd)

Main takeaways of two days seminar, Dec 14th-15th, on ' PURVODAYA PERSPECTIVES-2024:-

The Purvodaya Perspectives-2024 was organised by the Energy Forum (TEF) in collaboration with MEA & CII at hotel Taj Vivanta, Bhubaneswar. Participants from Sri Lanka, Bhutan, Nepal, UK etc also took part in the conference.

Major players like Vedanta, Tatas, JSWL, L&T, RSP Transmission, Paradip ports etc were invited to share their views. Experts in the field of External Affairs, Indian Navy, experts on Investment, Technology & Education, Policy Makers were present. Focus is on how to make Eastern coastal belt (WB, Odisha, AP, TN, Kerla) more productive.

Thrust areas

Ports:- Odisha has three major ports - Paradip, Gopalpur & Dhamara. Vedanta has invested in enabling container cargo handling of Paradip port. The Paradeep port chief reveals they have engaged three international players in cargo unloading. Their evacuation standard is comparable to world best. Ports need to be built min 100 km apart for optimum commercial gain. Odisha has plan to develop 7 ports. Odisha is rich in ores like - Iron, Aluminium, Chromite etc. For 1 ton of Aluminium produced, 6 tons of raw materials required. Industries are dependent on ship, land & rail transport. Indian Industries spends 14 - 16 % of total invest. In transport whereas world figure is 7-8%. Waterways linkage on the river Brahmani for coal transport from Talcher to sea also came for discussion. Role of Samal canal provision may be explored in this regard.

How to improve? Mundra Sea port of Adani group is considered to be the best port in India. Countries like Singapore, Thailand, Malaysia having growth in double digit, just because they have world class ports. Now, Adani Group is planning to mobilise domestic resources for developing a deep-sea container cargo.

It is clear India needs big player for infrastructure development. Govt's preference & dependence on majors like Adani & L&T is understandable after attending the seminar.

Ship Building - India made first ship in 1810 which is still functional. India produces 2 to 3 ships whereas China makes 250 cargo ships annually. L&T reveals they are building ships. But raw mat taxation is 18 % and finished ship is taxed at 5 %. Above that, there is demurrage for slippage of target date of final ship readiness. Need for Govt's thrust is expressed.

Green Energy - Need for Green Energy discussed to match India's economic growth. Tata reveals that their Gopalpur site is going to be Green Hydrogen Hub. Its commercial viability with reference to generation & transportation is under study. Focus on RE to earn carbon foot print discussed in length. But East Coast is vulnerable to frequent cyclone attacks - this point is considered to be a major threat to the region.

Tourism:- Goa, Kovalam & Andaman are considered to be three major tourist destinations. Beach culture not developed in India to attract tourist. Indian beaches do not conform to required norms for accreditation as fav tourist destination.

Fisheries :- Private & Govt need to do more to exploit fisheries prospects.

Education - Singapore is going to set up world standard marine institute in Paradip. Berhampur University has greater role to play in this regard.

Technology - It is pertinent to adhere to 3Rs - Relevance, Resilience & Responsible. Need to adopt AI, artificial intelligence, Cyber security and marine espionage came for discussion. This sector has huge potential to create job, provided soft skills is given to locals.

Need to run cruises connecting all port cities for tourism promotion also discussed.

Sri Lankan delegate has shown her concern over security. Security overrides the opportunity, that the sector offers. However, entry of China in South Asian region including Sri Lanka is bothering the forum.

China has laid fibre optics for 5G data transmission under sea bed. Need to explore pipe line transmission for liquid hydrogen in Ammonia form was also deliberated.

Single window model for promoting business, free from red-tapism in east coast region is also discussed.

In the last session, Principal Secy of Transport & Commerce stated that it is important to have right ATTITUDE to promote and exploit maritime opportunities both by Govt and Pvt players. Answering to a question that mining sectors don't have qualified drivers for heavy earthmover vehicles, secretary madam clarifies, those skilled technicians or operators working in mines are paid Rs 12 to 14 thousands pm only so they prefer to go elsewhere. It is upto entrepreneurs to see how to retain them. On gender parity, she emphasises equal participation of women on fostering higher growth, like more than 8 %.

South India has contribution of 31 % of share in production whereas Eastern India has only 12 %. Out of total 1700 km Indian coastal line, Odisha has a stretch of 480 km of coastal belt. It has a strategic location, so far leveraging maritime prospect is concerned.

Conclusion:

The two-day conference was very enriching experience especially the insightful discussion and deliberation by the best professionals on the subject. It concluded that the eastern coast can generate good business and create greater jobs to local population if investment is made with right attitude, approach with Pvt- Public participation. India can thrive and generate Rs 6 trillion worth of business from this region in the prescribed time period. At the same time, India can play leadership role in improving trade and commerce of South Asian countries.

Shri KC Das, GSI, Bhubaneswar (Retd)

Shri Das added that in addition to mineral resources of eastern states like, Odisha, Jharkhand, Andhra Pradesh, *exploitation and processing* of huge mineral resources, specifically the critical minerals (Co, Ni, Cu, Phosphates, Rare Earth Elements etc.) lying in the sea bed in the Exclusive Economic Zone (EEZ) of India along the eastern coast can boost the economic activity and employment generation in the region.



Chief Guest and Dignitaries of Inaugural Session-
Purvodaya Perspectives 2024



Panelists of Track 1.5 Business Dialogue



Panelists of Session I: Situating Purvodaya within the
Indo Pacific Security and Economic Construct



Panelists of Session II: Role of Regional Organizations:
BIMSTEC, ASEAN, IORA, BBIN and CSC



Panelists of Session III: SAGAR:
Maritime Security, HADR & Capacity Building



Panelists of Session IV-Port led Development
and Blue Economy



Panelists of SESSION V- Soft Drivers of Purvodaya



Panelists of SESSION-VI: Making Purvodaya Future Ready



Cultural Evening



THE ENERGY FORUM (TEF)

ACTIVITIES AT GLANCE



Book Release by **Smt. Nirmala Sitharaman**
Hon'ble Minister of Finance &
Corporate Affairs and
Shri Dharmendra Pradhan
Hon'ble Minister of Education



Talk by **Padma Vibhushan Dr. Anil Kakodkar** on India's energy security
import reduction and sustainability

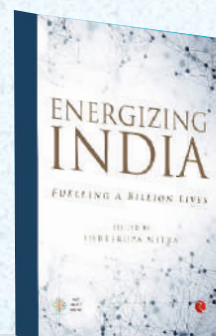
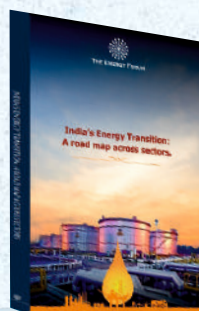


A roundtable with **H.E. Stephen Harper**,
former Prime Minister of Canada and
Shri Dharmendra Pradhan
Hon'ble Union Minister on
India-Canada energy relations



MEA, CII & TEF collaborative international conference titled “Purvodaya Perspectives: Reflections on Regional Connectivity”, held on December 2-3, 2023 at Bhubaneswar

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