ICGS SAMAR
COAST GUARD VESSEL UNDER REPAIR IN CSL

Cover page
International Ship Repair Facility being built by CSL at Kochi – an artist’s impression

Outer cover
Construction of building dock - Photograph from the black & white era
The views and opinions expressed in the articles are those of the authors and do not necessarily reflect the official policy or position of Cochin Shipyard Ltd.
My dear colleagues,

It is with mixed feelings that I communicate to you through the 11th edition of our house magazine, ‘Coshya Digest’.

Grief struck us in the form of an accident on 13 Feb 2018, on MODU Sagar Bhushan, under repair in CSL dock. We lost five precious lives in the accident and nine others were injured. It is a matter of great relief that our friends who were hospitalized are recovering and attaining normalcy. No amount of compensation would be equal to the lives lost. But we are committed to see to it that the families who lost their loved ones are taken care of.

At this time of sorrow, the silver lining was that the entire CSL family stuck together in well coordinated rescue operations which extended to supporting and consoling the families of the deceased and injured employees. We received kind support from various quarters of the society who have always considered CSL as one of Kerala’s prestigious institutions. I am thankful to all those who supported us during these testing times.

We have had good safety systems in place but need to introspect and improve further so that possibility of a failure due to human error is eliminated. We need to make sure that we come out of this grief, implement all learning from this accident and make sure CSL does not go through an incident in the future. We need to focus on the projects in hand – at the same time continuously improving and building up a sound and robust safety culture.

On 11 Feb 2018, the Technology Demonstration vessel being built for DRDO was launched by Smt A. Padmavathi, wife of Dr G. Satheesh Reddy, Distinguished Scientist and Scientific Advisor to Raksha Mantri & Director General Missiles and strategic systems.

We have signed agreements for construction of 16 Nos small “Tuna Long Lining & Gillnetting Fishing Vessels” for the benefit of the fishing community in Tamil Nadu.

We signed a MoU with M/s United Shipbuilding Corporation, Russia, at a function held in the Ministry of Shipping, where the Hon. Minister, Shri Nitin Gadkari was also present. This MoU is for vessels for Inland Waterways, which would be a major contributor to the newly formed JV Company, Hooghly Cochin Shipyard Ltd (HCSL). We also signed a Memorandum of Intent (MoI) with the DRDO, at Chennai, in the presence of Hon. Raksha Mantri, Smt. Nirmala Seetharaman, with intent to develop vessel platforms based on various DRDO technologies and targeting the export market.

Towards expansion of our ship repair activities, outside Kochi, we have signed two major MoUs; one with Mumbai Port Trust and another with Kolkata Port Trust, both the projects, are expected to take off shortly.

We hosted the Kerala Vigilance Study Circle’s 5th anniversary celebrations in CSL, wherein the Central Vigilance Commissioner, Shri K V Chowdary was the chief guest.

We are continuing our tradition of encouraging the star performers among the wards of our employees in CSL. Under the scheme, which is known as “Shipyard Parivar Pratibha Puraskar”, introduced in 2016, we gave away cash awards to 20 students who scored high marks in Class XII examination.

In this issue of Coshya Digest, I am happy to note significant contributions of our family members.

Wishing you all the best.
Jai Hind.
TECHNOLOGY DEMONSTRATION VESSEL FOR DRDO -
LAUNCHING CEREMONY

The launching ceremony of the Technology Demonstration vessel, (Ship 20), being built for the Defence Research & Development Organisation, was held in the building dock of CSL on 11 Feb 2018.

Dr G. Satheesh Reddy, Distinguished Scientist, Scientific Advisor to Raksha Mantri & Director General Missiles and strategic systems, DRDO was the chief Guest on the occasion.

Smt A Padmavathi, wife of Dr G Satheesh Reddy did the ceremonial honours by garlanding the ship and breaking coconut.

The Plate cutting ceremony of this ship was held in the hull shop on 10 Aug 2016 and Mega Grand Assembly was commenced on 27 Jan 2017, by Dr S Christopher, Chairman, DRDO and Secretary, Department of Defence R&D. Commencement of hull erection was done on 15 July 2017 when again, Dr Satheesh Reddy himself was the Chief Guest.

The project was contracted on 11 Aug 2015. This ship, upon completion, would be 118.4 Meter long, 20 Meter wide and design draft of 6 meter, having a steel weight of about 4000 Tonnes.

Shri Madhu S Nair, C&MD, in his welcome address spoke about the challenges faced at various stages, by the shipyard, which, have been ironed out by mutual discussions between the CSL and DRDO teams. CSL would be able to deliver this beautiful technologically high end ship as scheduled, he said.

Dr Satheesh Reddy, in his inaugural speech said that he was pleasantly surprised to see the progress of the ship after he witnessed commencement of erection on 15 July 2017. He assured all support from DRDO for completion of this ship as scheduled and thanked all in the yard and also the Indian Navy team, who were present for the ceremony.
Smt K Rameetha, wife of our C&MD, who is also Scientist – G in the National Physical & Oceanographic Laboratory (NPOL), Shri Rajababu, Programme Director, PGAD, Dr Kedarnath Shenoy, Director, NPOL, R Adm R J Nadkarni, Chief of Staff, Southern Naval Command, R Adm S N Alamanda ASY, NSRY, Kochi, Shri Y Srinivas Rao, Project Director, PGAD, Shri D Paul Ranjan, Director (Finance) and Shri N V Suresh Babu, Director (Operations), CSL attended.

Event was also attended by officials from Classification societies, Zebec Marine and CSL team members.

Smt Padmavathi is also known for her philanthropic activities and has played a significant role for the socio economic development of Mahimaluru Village in the State of Andhra Pradesh. She along with her husband Dr Satheesh Reddy has adopted this village and played a vital role in facilitating basic amenities and created awareness on social issues like literacy, health, hygiene, sanitation, safe drinking water, capacity building and sustainable livelihood opportunities for villagers. Today, this is a Mahimaluru is one of the model villages promoting swachh Bharat and Swasth Bharat initiatives in the state of Andhra Pradesh.
Cochin Shipyard Limited (CSL) signed tripartite contracts for construction of 16 nos Tuna Long Lining & Gillnetting Fishing Vessels. The Steel Cutting Ceremony for these 16 vessels took place at CSL on 29 Jan 2018 in the presence of Shri. Madhu Nair, CMD-CSL, Dr. G Sameeran, IAS, Additional Director (Fisheries), Govt. of Tamil Nadu and other senior officials from CSL & CIFT.

This is CSL’s first venture into the fishing vessel construction segment. CSL, known for its capabilities in construction of big & high-end specialised vessels wishes to bring in quality, modern and efficient products to this currently unorganised sector thereby benefitting not only the fishing community, but also partnering in the effort to sustain the ecology by promoting long lining & gillnetting activities as against the highly damaging trawling that currently exists in this space.

The current order has been construed by CSL as a Pilot project as part of its attempt to venture into and understand the requirements of this sector. CSL is partnering with the Central Institute of Fisheries Technology (CIFT) in this endeavour with inspection under Indian Register of Shipping. The proposed vessel of length around 22 Mtrs is provided with Central and State subsidy for the beneficiaries.
Cochin Shipyard won the prestigious renewal energy award - “Kerala State Akshaya Urja Award”.

In order to promote excellence in various areas of new and renewable energy technologies in the State, the Government of Kerala, through ANERT (Agency for Non Conventional Energy and Rural Technology), has instituted the “Kerala State Renewable Energy Awards” for the first time, from 2017.

The awardees have been selected by a state level judging committee, constituted by the Government of Kerala, to review the establishments including industries and commercial and non commercial establishments in Kerala.

The awards were given away on 28 Feb 2018 (National Science Day). Shri M Murugaiah, Chief General Manager (IQC, HSE & SD) along with Smt Jayashree K.K., AGM (U&M) received the cash award of Rs.50,000/- and certificate from the Honourable Chief Minister, Shri Pinarayi Vijayan in the presence of Shri M M Mani, Minister for Electricity and Shri K Muraleedharan, MLA.

CORPORATE CITIZEN AWARD FOR COCHIN SHIPYARD

India’s largest public sector ship builder and repairer Cochin Shipyard Limited has been honoured with Corporate Citizen of the Year award at the 12th Global Communication Conclave held at Pune on March 9 & 10, 2018.

The award is part of the prestigious annual CHANAKYA series of awards presented by Public Relations Council of India (PRCI), the communication exchange for PR, corporate communication, media, advertising, HR,
marketing communication professionals and mass communication academicians, researchers and students.

Shri. Rajesh Gopalkrishnan, General Manager (Business development & N P) received the Award during the conclave.

**CSL WINS TOP EXPORTER OF THE YEAR AWARD**

Cochin Shipyard received “Top Exporter (PSU) at Cochin for the calendar year 2017” award from the Customs, Central GST and Central Excise.

Shri. A N Neelakandhan, GM (Materials) received the award from Shri. Pullela Nageswara Rao, Chief Commissioner of Customs, Central GST and Central Excise during the International Customs Day Celebrations, 2018, held at Customs House, Cochin, on 25 Jan 2018.
TOWARDS DEVELOPMENT AND CONSTRUCTION OF VESSELS FOR INLAND WATERWAYS

Cochin Shipyard Ltd signed a Memorandum of Understanding with HSC United Shipbuilding Corporation, Moscow, Russia.

The signing and exchange of the MoU was held at 1900 hrs on 01 Feb 2018 at the Conference Room of Ministry of Shipping, Govt. of India, New Delhi, in the esteemed presence of Shri Nitin Gadkari, Hon’ble Minister for Road Transport & Highways, Shipping & Water Resources, River Development & Ganga Rejuvenation and also senior officials from both the Ministry of Shipping, CSL and the Russian team.

The purpose of the MoU is to identify prospective areas of co-operation and possible commercial models in the field of Inland Waterways Transportation in India.

CSL SIGNS PACT WITH MUMBAI PORT TRUST FOR SHIP REPAIR

Cochin Shipyard and Mumbai Port Trust will associate to utilise the Indira Dock facility at Mumbai Port to set up a professional ship repair eco system that will be beneficial to India's defence and commercial ship repair. With this CSL will be able to provide end to end repair solutions to Ship owners.

The MoU also provides for expansion of Ship repair capacity within the Indira Dock that will include setting up a floating dry dock and upgrading the existing facility at Hughes Dry dock thereby enhancing the existing ship repair capacity in Mumbai, being one of the key ports of India that connects internationally.
CSL-DRDO INK PACT

In its endeavor in developing the Indian Ship Repair industry, CSL has entered into a Memorandum of Understanding (MOU) with Kolkata Port Trust, Kolkata, for modernizing and setting up a professional, efficient and cost effective eco system for Ship Repair Operations at Netaji Subash Dock, Kolkata. The MOU to this effect was signed between CSL and KoPT on 17 Mar 2018.

Shri Madhu S Nair, Chairman & Managing Director, Cochin Shipyard Ltd., and Shri Vinit Kumar, Chairman, Kolkata Port Trust exchanged the documents.

The MoU will be on profit sharing basis between CSL and KoPT and CSL shall be the exclusive Ship Repair agency in the KoPT premises. CSL shall undertake operation & maintenance of the yard.

SHIP REPAIR OPERATIONS AT KOLKATA PORT TRUST

In its endeavor in developing the Indian Ship Repair industry, CSL has entered into a Memorandum of Understanding (MOU) with Kolkata Port Trust, Kolkata, for modernizing and setting up a professional, efficient and cost effective eco system for Ship Repair Operations at Netaji Subash Dock, Kolkata. The MOU to this effect was signed between CSL and KoPT on 17 Mar 2018.

Shri Madhu S Nair, Chairman & Managing Director, Cochin Shipyard Ltd., and Shri Vinit Kumar, Chairman, Kolkata Port Trust exchanged the documents.

Shri Gopal Krishna, IAS, Secretary (Shipping), Government of India was the Chief Guest on the occasion. Senior officials from Kolkata Port Trust, including Shri S Balaji Arun Kumar, Dy.Chairman, Kolkata Port Trust participated. Shri Paul Ranjan, Director (Finance) and Shri Rajesh Gopalakrishnan, General Manager (BD&IP) participated from CSL side.

The MoU will be on profit sharing basis between CSL and KoPT and CSL shall be the exclusive Ship Repair agency in the KoPT premises. CSL shall undertake operation & maintenance of the yard.
Republic Day Celebrations in Cochin Shipyard was held on 26 Jan 2018.

Shri Madhu S Nair, Chairman & Managing Director unfurled the National Flag and inspected the parade. The CISF contingent and the Marine Engineering Training Institute Cadets jointly conducted the parade.

Shri Madhu S Nair, in his speech explained the success story of CSL in Shipbuilding, Ship Repair and the expansion programmes undertaken currently by the yard. He called upon the CSL family and CISF contingent to help build a safe and secure shipyard.

He reiterated the commitment towards safety in our working place, by putting his signature, on a board displayed at the venue. Employees present also took the oath, and expressed their commitment towards safety by putting their signature on the Board.

Shri Paul Ranjan D, Director (Finance), Shri Suresh Babu N.V. Director (Operations), Shri P C Mathew, Assistant Commandant, CISF, officials and employees of CSL, CISF and their family members participated.
CHAIRMAN’S COMMENDATIONS

CSL declares awards to CSL employees selected by a committee of HOD’s, for their exemplary performance and innovativeness. These awards are presented twice a year during Independence day and Republic day celebrations.

Nine employees received “Chairman's commendation” under the Employee Excellence Award Scheme. Six employees were selected for Group Commendation in two groups.

<table>
<thead>
<tr>
<th>INDIVIDUAL COMMENDATIONS</th>
<th>GROUP COMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAME</strong></td>
<td><strong>CODE NO</strong></td>
</tr>
<tr>
<td>Shri Sibi A T</td>
<td>4103</td>
</tr>
<tr>
<td>Shri Francis Glen Rebello</td>
<td>2938</td>
</tr>
<tr>
<td>Shri George E K</td>
<td>2943</td>
</tr>
<tr>
<td>Shri Shaheeq P J</td>
<td>3304</td>
</tr>
<tr>
<td>Shri Shibu M</td>
<td>3875</td>
</tr>
<tr>
<td>Shri Satheesh P S</td>
<td>3870</td>
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<tr>
<td>Shri Anish R</td>
<td>3696</td>
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<tr>
<td>Shri Ratheesh V S</td>
<td>4112</td>
</tr>
<tr>
<td>Shri Joy M R</td>
<td>2942</td>
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SHIPYARD PARIVAR
PRATIBHA PURASKAR

CSL introduced educational scholarship scheme “Shipyard Pariwar Prathibha Puraskar” in the year 2016 to reward and promote the star performers among wards of regular employees of CSL.

Those wards who have undergone full time / regular course in Class XII (all Boards) and have passed the final examination conducted by the Boards in India in the first attempt and who after passing Class XII, have secured admission for higher studies in Institutes in India are eligible.

Scholarships are bestowed in the order of highest marks scored by the wards in Class XII final examination.

20 students received scholarships. The awards were given away by Shri Madhu S Nair, C&MD on the Republic Day, 2018.

<table>
<thead>
<tr>
<th>Name of the ward</th>
<th>Name of the Employee</th>
<th>Code No</th>
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<tbody>
<tr>
<td>Sneha K L</td>
<td>Lijo George</td>
<td>3326</td>
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<td>Blessy Babu</td>
<td>Babu A T</td>
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<td>Aswin G</td>
<td>Ganeshan T V</td>
<td>2892</td>
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<tr>
<td>Aparna Sivaram</td>
<td>Sivaram N</td>
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<tr>
<td>Athira K P</td>
<td>Prabhakaran K</td>
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<tr>
<td>Veena V Lekshmy</td>
<td>Viswanathan C K</td>
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<tr>
<td>Sulakika K A</td>
<td>Abdufl Salam K H</td>
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<td>Rohit Prakash</td>
<td>Prakasan P V</td>
<td>3029</td>
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<tr>
<td>Gouri P Santhosh</td>
<td>Santhosh Kumar P V</td>
<td>3236</td>
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<tr>
<td>Mathew K Alex</td>
<td>Alex Mathew</td>
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<td>Sudarsana S Sunandhan</td>
<td>Sunandhan T S</td>
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<td>Olivia Anna Thomas</td>
<td>Thomas George</td>
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<td>Anjali Suresh</td>
<td>Suresh P T</td>
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<td>Shradha Hari</td>
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<td>Ijaaz Muhammed Mullamangalam</td>
<td>Abdul Salam A</td>
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<td>Divya P</td>
<td>Vijayan P</td>
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<tr>
<td>Ramkumar D</td>
<td>Dharmalingam K</td>
<td>3101</td>
</tr>
<tr>
<td>Nikhil Krishna V</td>
<td>S Varadarajan</td>
<td>2789</td>
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</tbody>
</table>
INTERNATIONAL SHIP REPAIR FACILITY
BEGINNING OF A NEW ERA
SIYAD M.A.

“Make in India’ policy for ports sector envisages infrastructure augmentation at ports including creation of ship repair facilities. In addition to port led development, ‘Sagarmala’ project also aims at developing strong logistic linkages between the ports and the hinterland which requires a robust coastal shipping logistics network. This in turn necessitates development of additional ship repair facilities along the coast. Thus the International Ship Repair Facility (ISRF) project of CSL at Cochin Port Trust (CoPT) premises is in line with the aforesaid policies of the Government.

As per the ‘Maritime Agenda 2010 -2020’, the ship repair business worldwide is estimated as USD 12 billion. India as a whole gets a revenue of not more than USD 100 million per annum, which is less than 1% of world ship repair market. It is estimated that the total potential of the ship repair market available in the Indian region is of the order of Rs. 2440 crores to Rs 2790 crores per annum as detailed below:

<table>
<thead>
<tr>
<th>Type of ships</th>
<th>Repair potential per annum (INR Crores)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreign ships visiting Indian ports</td>
<td>1150 – 1400</td>
</tr>
<tr>
<td>Domestic ships on overseas trade</td>
<td>200</td>
</tr>
<tr>
<td>Coastal vessels</td>
<td>190</td>
</tr>
<tr>
<td>Offshore Rig repairs</td>
<td>300 – 400</td>
</tr>
<tr>
<td>Navy and Coast Guard vessels</td>
<td>100</td>
</tr>
<tr>
<td>Other merchant vessels in the region</td>
<td>500</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2440 - 2790</td>
</tr>
</tbody>
</table>

CSL has been a pioneer in the area of ship repairs in India. With revenues touching Rs. 543 crores in FY 2016-17, CSL has strong capabilities in almost all aspects of ship repair.

As part of its overall growth agenda, CSL seeks to focus on ship repair as an important area for future thrust. It was with this agenda that CSL had responded positively to a tender enquiry floated by CoPT in May 2012 for “Development and Operation of an International Ship Repair Facility at W/Island with private sector participation”. The scope of work / project included development, design, financing, construction, operation and maintenance of an international ship repair facility along with ancillary / allied facilities for a period of 30 years. For this, CSL is required to set up a facility equipped with shiplift & transfer system along with 6 parking bays so that simultaneous repair of 6 vessels of the following size can be carried out:

Length (LoA) of the vessel: 130 M
Beam of the vessel: 25 M
Maximum lightweight of the vessel in the dry dock position: 6000 T

The site offered for establishing ISRF project comprised of 16.9 ha land area with 850 M water frontage on the
eastern side of Mattanchery Channel and about 15.6 ha of adjoining water area. The project also included utilizing the existing dry dock of size: 66 x 12.5 x 4 M, workshop facility in the port premises, which is also part of the leased land.

CSL submitted bid in response to CoPT tender enquiry on 25 Aug 2012. Ministry of Shipping (MoS) accorded approval for the award of ISRF project to CSL on 13 Sept 2012. Letter of award for ISRF project was handed over to Hon’ble Chief Minister of Kerala by the Hon’ble Minister of Shipping, Govt of India on 14 Sept 2012 during the ‘Emerging Kerala’ event held at Cochin.

Contract for the ISRF project was signed between CSL & CoPT on 24 Dec 2012. The function was presided over by Hon’ble Union Minister of State for Communication, Information Technology and Shipping.

As per the contract, CSL had also taken over 231 employees of CoPT. In this connection, memorandum of settlement between CoPT, CSL and Trade Unions of workmen in CoPT workshop was signed on 15 Mar 2013. As on 31 March 2018, number of CoPT employees is reduced to 137 due to superannuation.

Lease deed (phase-1) for the handing over 8.12 ha of land area occupying dry dock, workshop etc and 15 ha water area was executed on 12 April 2013. Thereafter, CSL had proceeded with the refurbishment of existing facilities at CoPT, and the first vessel for repair; ‘Samudra Shaudikama’ was dry docked on 25 May 2013. As on date, repairs of 87 vessels were carried out at CoPT facility.

**Approvals & Clearances for ISRF project**

Apart from other statutory clearances, ISRF project comes under the purview of Environment Impact Assessment (EIA) notification 2006 and Coastal Regulation Zone (CRZ) notification 2011. Hence Environmental & CRZ clearance from Ministry of Environment, Forests & Climate Change (MoEFCC) becomes mandatory for the commencement of setting up of the new facility.

In this connection, following actions / approvals were taken by CSL for commencing the project:

- M/s Consulting Engineering Services Ltd., New Delhi (CES) was appointed as the EIA consultant for obtaining Environmental Clearance for the ISRF project on 03 Sept 2013. Terms of Reference (ToR) for conducting EIA study was presented to Expert Appraisal Committee (EAC) of MoEFCC at New Delhi on 21 Nov 2013. MoEFCC had accorded approval for the ToR for conducting EIA study on 10 Dec 2013.

- Though CSL had proposed single season modeling study, MoEFCC while approving ToR insisted for two season modeling study. After data collection during summer & monsoon season, M/s Danish Hydraulic Institute, Denmark (DHI) had submitted Modeling study report in Aug 2014. Thereafter, Draft EIA Report prepared by M/s CES and was submitted to Kerala State Pollution Control Board (KSPCB) for convening Public Hearing.

- “Public Hearing” refers to the process by which the concerns of local affected persons (public) and others who have plausible stake in the environmental impacts of the project or activity are ascertained with a view to taking into account all the material concerns in the project or activity design as appropriate. Public Hearing was successfully conducted for the ISRF project on 24 March 2015, at Collectorate Conference Hall, Kakkanad, Ernakulam by Kerala State Pollution Control Board. The meeting was presided by Additional District Magistrate.

- After Public Hearing, EIA Report was submitted to Kochi Corporation on 29 April 2015 for onward transmission to Kerala Coastal Zone Management Authority (KCZMA), as a part of obtaining CRZ clearance. CRZ map for the ISRF project was prepared by Institute of Remote Sensing, Anna University, Chennai. ISRF project was deliberated and recommended by KCZMA in their meeting held at Thiruvananthapuram on 16 July 2015. Letter to this effect was issued by KCZMA on 07 Sept 2015.

- Thereafter EIA Report was submitted to MoEFCC for the
deliberation of Expert Appraisal Committee. EAC had deliberated CSL proposal three times viz., on 20 Nov 2015, 23 May 2016 and finally on 24 Nov 2016 before recommending for Environmental & CRZ clearance on 21 Dec 2016.

- Due to the presence of 15 nos. mangrove plants within the project area, Forest clearance became mandatory for the ISRF project. After site inspection & recommendations at various levels by Kerala State Forest Dept, stage-1 forest clearance was issued by MoEFCC on 07 June 2017.
- On receipt of stage-1 Forest Clearance, MoEFCC issued Environmental & CRZ clearance for the ISRF project on 22 June 2017. However, this was subject to the receipt of National Board of Wild Life (NBWL) clearance.
- The proximity to Mangalavanam bird sanctuary necessitated clearance from National Board of Wild Life (NBWL). After recommendation by Kerala Forest Dept, ISRF project was deliberated and recommended by State Board of Wild Life (SBWL) in its meeting chaired by Honourable Chief Minister of Kerala on 16 Aug 2017. Thereafter standing committee for Wild Life in its meeting held at New Delhi on 08 Dec 2017 had recommended for NBWL clearance. Formal letter to this effect was issued on 07 Jan 2018.
- ‘Consent to Establish’ for the ISRF project was issued by KSPCB on 06 April 2016.
- Factories & Boilers Dept., Kerala had issued approval for the project on 07 Feb 2017.
- Water Resources Dept., Govt. of Kerala issued approval for the ISRF project on 18 July 2017.
- As a compensatory measure for felling 15 nos. mangrove plants, CSL is proceeding with 2 ha compensatory mangrove afforestation at Chettuva, Thrissur Dist with the support of Kerala Forest Dept.

Setting up new facility

Parallel to the commencement of ship repair operations at existing dry dock, CSL had proceeded with the process of appointing Project Management Consultant (PMC) for the ISRF project. Request for Expression on Interest (EoI) for short listing PMC was issued by CSL on 28 March 2013. After the pre-qualification process, Limited Tender Enquiry was issued to the prequalified consulting firms on 04 Sept 2013. Finally, consortium of M/s Inros Lackner SE, Germany (IL) & M/s Tata Consulting Engineers Ltd., Mumbai (TCE) was appointed as PMC for the ISRF project for a contract value of Rs. 24.21 crores.

After finalization of manning levels, Equipment list, Basis of Design etc., Detailed Project Report (DPR) was submitted on 29 Sept 2014. As per the DPR, ISRF project envisages setting up of a state of the art ship repair facility equipped with shiplift & transfer system, workstations, transfer area, LLTT crane, tower cranes, various shops, substations etc at an estimated project cost of Rs. 970 crores. Once the new facility is setup, it is estimated that repairs of 84 vessels / annum can be carried out at ISRF. Public Investment Board (PIB) had accorded approval for the ISRF project at a project cost of Rs. 970 crores on 19 May 2016.

ISRF project details:

- The shiplift consists of a structural platform, which will be operated by winches installed by winches installed on both sides. State of the art electrics & control system is considered with required safety features.
- The ship transfer system will use the bogie trestle technology for the transfer of vessels from the shiplift to the workstations. Rugged hydraulic system and controls are used.
- Work stations: - 6 nos so that minimum 6 nos. ships of relevant sizes can be repaired simultaneously and independently.
- Afloat repair berths – 550 M long afloat repair berth is designed to enable afloat repairs of vessels after dry docking.
- Single jib level luffing crane of 10T capacity – 1 no. at afloat repair jetty.
- Tower cranes – 3 nos. of max capacity 12 T at work stations & jetty-1
- Allied facilities as required to cater to the ship repairs of 84 vessels / annum. To a certain extent, it is intended to make use of the existing plant & machinery available at ISRF.
CSL had placed order for the procurement of shiplift & transfer system on the consortium of M/s Broehl GmbH, Germany & M/s IMG, Germany on 19 Jan 2017 at cost of Rs. 149.55 crores. Drawing approval of shiplift & transfer system drawings by M/s Lloyd’s Register was completed. Fabrication activities commenced and the delivery of components at ISRF project site will commence from Jan 2019 onwards.

Earlier, CSL had invited EoI for the pre-qualification of construction contractors on 06 Nov 2015. Subsequent to the evaluation of offers, following five firms were pre-qualified for the issue of Limited Tender Enquiry (LTE) for the construction works.

- M/s Simplex Infrastructures Limited, Kolkata
- M/s ITD Cementation India Limited, Mumbai
- M/s L&T Construction, Chennai
- M/s Afcons Infrastructure Limited, Mumbai
- M/s Navayuga Engineering Company Limited, Hyderabad

LTE for the construction works was issued to the above five construction firms on 26 May 2017. Subsequent to the technical & commercial evaluation, order for the construction works was issued to M/s Simplex Infrastructures Limited (SIL), Kolkata for a cost of Rs. 719.8 crores. Contract agreement was signed on 27 Oct 2017 and the completion period is 24 months.

**Commencement of construction activities**

Second phase land comprising of 8.134 ha area was allotted to CSL on 16 Oct 2017.

Honourable Union Minister of Shipping, Shri Nitin Gadkari had laid foundation stone for the ISRF project on 17 Nov 2017.

Subsequent to the foundation stone laying ceremony, M/s SIL had commenced the ground investigation works at ISRF project site. PMC, consortium of M/s Inros Lackner, Germany & M/s Tata Consulting Engineers Limited, Mumbai had deputed their resident group at site for project monitoring.

Construction activities at site had commenced after the receipt of all statutory clearances. Presently, average no. of employees engaged per day by M/s SIL is 429.

M/s SIL had completed the site enabling works to a major extent. 2 nos. Batching plant, site office, lab, weigh bridge etc had been set up by M/s SIL at project site. Erection of two nos. gantry cranes for pre-cast yard is also completed. Ground investigation at land side completed and the same at marine side is in progress. Four hydraulic rigs were mobilized till now. Mobilization of the balance 3 nos. rigs is in progress. Land side piling activities commenced and as on date 58 nos. piles are casted. Piling gantry for carrying out marine side piling is ready to commence the work. Gate replacement of the existing dry dock is also in progress.
Project Benefits:

- ISRF project is in line with GOI's 'Make in India' policy which promotes creation of ship repair facilities at ports. As per the Maritime Agenda 2010 – 2020 issued by Ministry of Shipping, the following targets are set for ship repair industry:
  - To be self-sufficient in ship repair requirements of the country and to emerge as a dominant ship repair centre replacing Colombo, Dubai, Singapore and Bahrain.
  - To achieve a share of 10% by 2020 in global ship repair industry.

In addition, it is also envisaged that ship repair units / maintenance hubs are set up at all major ports and at large non-major ports. CSL's International Ship Repair Facility Project (ISRF) at Cochin Port Trust premises is in line with the above perspective plan prepared by Ministry of Shipping viz., Maritime Agenda 2010 - 2020.

- Ship Repair being a labour intensive industry is expected to provide employment to about 2000 employees when the facility becomes fully operational.
  - Make Cochin a maritime hub.
  - The establishment of a new International Ship Repair Facility (ISRF) for undertaking repair of small and medium size vessels along with other maritime facilities will lead to the development of ancillary industries.
  - There is a dearth of ship repair facilities in India. The new facility would augment nation's ship repair capacity.

- Ship repair is an evergreen industry and would balance the cyclicity of ship building industry.
  - Proximity to the international sea routes will attract more ship repair orders.
  - Project shared between two entities within the same Ministry would provide synergy.

The author is Sr. Manager (Infra Projects) in CSL.
Thirteen vessels sailed off from CSL after successful completion of repairs during last quarter of financial year 2017-18.

This was also a very sad and tough period for Ship Repair and CSL, as we encountered the most unfortunate accident in the history of the yard on 13 Feb 2018. Five persons lost their lives and nine others were injured in the accident occurred on 3rd deck of MODU Sagar Bhushan docked at CSL Dock No I.

After the recovery from impact of the incident repair works on MODU Sagar Bhushan has been restarted. Safety measures have been reviewed and more vigilant systems have been put in place to ensure heightened monitoring.

**MV Kalighat**

The fourth vessel under the tripartite MoU between SCI, A&N & CSL arrived CSL for her dry dock repairs on 02 Aug 2017. This vessel was non-operational for 20 months due to a perennial issue with all 3 diesel alternators. We have completed the DA jobs successfully and the vessel sailed off from CSL on 18 Jan 2018. Other major jobs undertaken are tail shaft survey, light ship survey, under water blasting & painting, rudder overhauling etc.

**MV Kavaratti**

UTL’s 750 pax all weather passenger cum cargo vessel is at CSL for her periodic dry dock survey. Main works undertaken during this refit are both tail shaft survey, re conditioning of both rudders, under water full scheme painting, CCTV installation and routine jobs.

**SPM 5**

Single Point Mooring Buoy 5 owned by Reliance India Pvt Ltd arrived at yard for her 5 yearly periodic survey. It is the second consecutive buoy owned by RIL coming to CSL in past two years and it is expected that three more will come in the next three years. This buoys operated at outer sea are used for crude/ product transfer in/out to RIL’s refinery at Jamnagar. Main jobs undertaken at CSL are hull steel renewal, overhauling of various arms, MPDU overhauling, line boring of arms, laser flatness check of MPDU mounting flanges and machining of MPDU flanges. The vessel has to sail from CSL after completing the jobs and rotation test prior commencement of monsoon.

**Matsya Nireekshani**

This vessel owned by Fisheries Survey of India, Mumbai base came to CSL for her routine maintenance jobs. CSL had done steel renewal at various locations and other miscellaneous jobs and the vessel is shifted to FSI jetty for testing and trials. The vessel is expected to sail from Cochin by the second week of April.

**ISRF**

MV Prashikshani, CIFNET vessel underwent major repairs including dry-docking of the vessel at ISRF. Extensive steel renewal of underwater area and repairs of deck machinery were carried out during dry-docking period. The tail shaft was removed and refitted and the rudder was also dropped and refitted back in the dock. Major work of auxiliary engines and main engines, Refrigeration plant of fish hold were carried out. Successful Sea trials of the ship was carried post completion of the all the jobs and vessel was handed over to CIFNET on 29 Jan 18.

Fuel Barge Pradayak, a Navy Auxiliary vessel is under repair at ISRF. The vessel has been docked in both Version 1 & 2 and is in advanced stage of completion.
INTERNATIONAL WOMEN'S DAY IN COCHIN SHIPYARD LTD

In connection with the International Women's Day, WIPS cell of Cochin Shipyard Limited together with the woman wing of CII viz India Woman Network, organized a programme for skill development on 08 March 2018. Ms Sujatha Menon, an eminent trainer took a session on soft skill development and Brahmakumari Sister Deepa took a session on Stress Management. President of CII- India Woman Network, Ms. Meenu Mathew was present during the occasion.

TECHNICAL MANAGEMENT DEVELOPMENT PROGRAMME PASSENGER SHIP COURSE

An in house technical management development programme on Passenger Ship course was held on 27 and 28 Feb 2018 at Main Office conference Hall.

The sessions were handled by New construction Passenger Ship Lead specialist from Lloyds Register Marine & Offshore, Mr Paul R Nicholas, B.Eng (Hons), C.Eng.(S), FRINA.

Forty officers participated from Shipyard. Officers from DG(S) and officials from LR also participated.

FOOD HANDLERS HEALTH CARD

Food Handlers Health Card is introduced in CSE Canteen to monitor the health and hygiene aspects of all employees of CSE canteen. This would help maintain personal hygiene in CSE canteen and to mitigate the related risks associated.

It is also planned to introduce the health card to all those who carry out food handling jobs inside CSL premises.
CHIEF VIGILANCE COMMISSIONER IN CSL

Cochin Shipyard Ltd hosted 5th Anniversary Celebrations of VSC Kerala on 23 Mar 2018. Vigilance Study Circle Kerala is a forum of Vigilance officers working in Public sector undertakings, Banks, Insurance companies etc in Kerala.

The meeting was inaugurated by Shri K V Chowdary, Central Vigilance Commissioner lighting a traditional lamp. He stressed the importance of Preventive Vigilance, and elaborated on the finer details of Integrity and ethics involved in the functioning of every public servant.

The Guest of honor of the meeting was Shri Alexander Jacob, DGP of Kerala (Retd). He enthralled the audience with his introduction on corruption, its genesis and various methods adopted for its eradication right from the ages of Ramayana, Mahabharata and the erstwhile rulers of India in his keynote address on corruption free India.

Shri J Vinayan CCM Southern Railway, Shri Madhu S Nair, Chairman Cochin Shipyard, Shri Raveendran, Chairman Port Trust and Shri Deepak Chaturvedi President of VSC-K and CVO, CSL addressed the gathering and offered felicitations. Shri A D Balasubramaniam, Vigilance officer CSL and Jt. Secretay welcomed the gathering. Shri Narayanan DGM (V) BPCL and General Secretary presented the report. Shri T R Shaji, CVO FACT and Working President VSC-K proposed vote of thanks. The meeting was attended by about 100 members of the Study Circle including CVOs, Chief Executives and Vigilance functionaries from southern states.
कोचीन शिपयार्ड में राजभाषा कार्यान्वयन

पारा सरकार को राज धाप नीति के सम्मत कार्यान्वयन को लें की अधिकारियों एवं कर्मचारियों के बीच राज धाप हिंदी के प्रचार-प्रसार विभाग के उद्देश्य में हिंदी कला परस्पर प्रवचन कर रहे हैं।

तिमाही के दौरान राज धाप कार्यान्वयन के क्षेत्र में को गई गतिविधियों का व्याख्या निम्न दिया जाता है:

कोचीन टॉलिंक से राज धाप पुस्तकार

कोचीन नागर राज धाप कार्यान्वयन समिति के सदस्य संख्याओं में 200 से कम कर्मचारी काम करनेवाले सार्वजनिक उपकरणों के समूह में वर्ष 2016-17 के दौरान राज धाप हिंदी के उत्तम नियोजक के लिए कोचीन शिपयार्ड निम्नों को समिति का राज धाप दौलत टॉलिंक (हिंदी पुस्तकार) प्राप्त हुई।

बीएसएनएल वन, कोचीन में आयोजित संयुक्त हिंदी पखवाड़ा समापन समारोह के अवसर पर श्री जी मुरलीदास, प्रधान मंत्री प्रवक्तक, बीएसएनएल एवं अध्यक्ष, कोचीन नागर राज धाप कार्यान्वयन समिति (उपक्रम) से श्रीमती गिरिजा दी, पपी, प्रवक्तक (राज धाप) और श्रीमती सरिता जी, सहायक प्रवक्तक (हिंदी) ने टॉलिंक के प्रस्तावना पर विचार किया। साथ ही कार्यालय की गृह पत्रिका “सार या” के लिए सार्वजनिक पुस्तकार दी प्रति हुआ।

हिंदी कार्यालया

जनवरी-मार्च 2018 तिमाही को एक-दिवसीय हिंदी कार्यालया दिनांक 14.02.2018 को मुख्य कार्यालय के समस्तक क्षेत्र में आयोजित की गई। श्री दीपोली, हिंदी अनुसंधान, अर्थव्यवस्था, कार्यकर्ता, कार्यालया का संचालन किया। उन्होंने सचिवालय पुस्तक के राज धाप नियम, अधिनियम, नीति, वार्षिक कार्यांक में राज धाप कार्यान्वयन से जुड़े विविध मद्दें के लिए नियोजित लक्ष्यों के बारे में बताया। बाद में उन्होंने सारी जजन के केंद्र रहें के कार्य क्षेत्रों में निर्माण रूप से प्रयोग की जनावली बाक्य के को अनुष्ठित रूप से बताया जो बहुत ही उपयोगी रहा।

राज धाप कार्यान्वयन से जुड़े विविध कार्य

1. वर्ष 2017 के दौरान 28 कर्मचारियों को हिंदी में अपना मूल काम करने हेतु नकद पुस्तकार दिया गया।

संयुक्त हिंदी पखवाड़ा समारोह - विविध पुस्तकार

कोचीन टॉलिंक के तत्कालीन में दिनांक 16 नवम्बर से 30 नवम्बर 2017 तक आयोजित संयुक्त हिंदी पखवाड़ा समारोह के सितारों में आयोजित विविध प्रतियोगिताओं में निम्नलिखित कर्मचारियों ने पुस्तकार जीती लिया।

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| 3.     | सुमी एस                                    | अनुक्षेत्र | तुलनात्मक, विभाग के उपकारन में समायोजन, विभागीय विभाग के संचालन किया। उन्होंने सचिवालय पुस्तक के राज धाप नियम, अधिनियम, नीति, वार्षिक कार्यांक में राज धाप कार्यान्वयन से जुड़े विविध मद्दें के लिए नियोजित लक्ष्यों के बारे में बताया। बाद में उन्होंने सारी जजन के केंद्र रहें के कार्य क्षेत्रों में निर्माण रूप से प्रयोग की जनावली बाक्य के को अनुष्ठित रूप से बताया जो बहुत ही उपयोगी रहा।

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2. हिंदी शिक्षण योजना, राज गण वि गान द्वारा आयोजित हिंदी अभ्यासपील के संचालन प्रशिक्षण में श्रीमती शारिका सी शशिधरन और श्रीमती दिव्या पी मुरली को नामांकित किया गया।

3. हिंदी शिक्षण योजना द्वारा कंप्यूटर पर हिंदी में काम करने के लिए बेसिक प्रशिक्षण में कार्यालय की ओर से श्री टिल्सन तोमस, कॉन्फ्रेंट वाणिज्यिक सहायक को नामांकित किया गया।

4. श्रीमती आलिसा आर एस, हिंदी टेक्निक को केंद्रीय अनुवाद प्रशिक्षण संस्थान द्वारा आयोजित एक महीने के अनुवाद प्रशिक्षण कार्यक्रम में नामांकित किया गया।

5. राज गण के सुधार एवं बेहतर कार्यान्वयन सुनिश्चित करने के लिए हिंदी अनु गान द्वारा समग्र इंजीनियरिंग प्रशिक्षण संस्थान, सामग्री, कंपनी सार्वजनिक का कार्यालय और कामिक एवं प्रशासन वि गण का निरीक्षण किया गया।
मेरी डायरी का पन्ना
श्रीमती कला पतनाणन

1 मार्च 2018 समय 1130 रात्रि
मैं, कितने बजे हैं 2... की चर्चा हट से आज मेरे आखिर खुला।
सवाल का जवाब बूढ़े मे लड़के हुए गई और
घड़ी को प्यार भरी नजरों से देखा। सबा चार बज रहे थे। अभिराम
तो पैरे पॉच बजे जगाने के लिाक कहकर सोया था, पता नहीं
उसकी नींद अपने आप ही की जल्दी के से खुल गई। “बेटा सवाना
हो गया””, सोंगे हुए उसके कमरे मे पूरी तो देखा कि वह चेहरे को
नींद सो रहा था। उसे फड़कर हड़काकर उठाया, तो वह
बोझलाया हुआ आँखें मलने लगा।

“क्या है मैं, आपका रात को क्यूं जगाया?”
मेरा तो पारा चढ़ गया। एक तो मेरे नींद खराब की, ओर से
उस एक पत्र मे दुनिया भर की खुशी दिल मे समा गई। दो साल
मे पर की दहलाने से बाहर दुनिया मे कठम रहने के लिाए तैयार
बेटे मे अभी भी मासूमीयत फुट-फुट कर भरी हुई है।

जेसे तैसे दस मिनट बीते। बेटे को जगाकर रसोई को आए गई।
नाखून की तैयारी मे जूत गई। गरम दूध का याला लेकर अभिराम
के कमरे मे पूसी। मेरे अंदर की याला फूट पड़ने के लिाए फिर से
तैयार हो गई। महारानी बड़े प्यार से सपनो को दुनिया मे गाते खा
रहे थे। चेहरे पर पानी की टूट-छटका दी। वह हड़काकर उठा।

पड़ा शरू किया। अब तो बढ़ई को नहीं, वस पुनर्गृह की
जरूरत थी। रसायन शास्त्र का पारा था। मेरे सिर के ओर से जाने
वाला विवाह था, फिर भी बेटे को प्रोत्साहित एवं उत्साहित करने
समय याद आ जाएगा न?

मैंने नमक-पूरा करने के लिए बच्चों को सहलाते हुए सर दिलाया और वह अपने काम में जुट गया।

वह तो अपनी बात भूल गया, पर इस छोटे से सवाल ने मेरे मन में लाखों सवाल जगाए। कितना मासूम सा खिलाड़ी लेकिन उसके पीछे कितने रूपांतरण हुए।

चाहे चाहें आठ का हो या अठारह का, कहा में असली आ का या वह उसी घर के अपने अप को देखना बनाए गूढ़कर सभी, वह शत में त्यस्मान से भर हुआ, गंभीरता के मूल रूप से या मस्त मौला हो, चाहे वह यह अपनी प्रतिक्रिया दूसरों के सामने प्रकट करे या अपने मन में ही छिपाकर रहे थे।

इसी में मेरा बाकी का दिन निराश । अभिमान छोड़ दें खेलकर लोटा और किर अगली परिसर की तैयारी में जुट गया।

उसे तो सोने में बक लगाया पर अब मेरी पत्ते भरी हो रही है। मन में यही प्रथम है कि वह हर ऐसे ही संस्करण रहे। मेरी ममता की छूट में मेरा बच्चा हिंसा दुरी में चूमूनी दोपहर कर।

भी का दादर तभी सफल होता है जब वह अपने बच्चे को तोड़ से समझ पाए। हालाँकि पूरी तरह से यह नहीं, फिर भी कुछ हद तक तो अपने बच्चे को समझाते, उसकी पसंद नापसंद की भीतरी लेती है। वह अपने जीवन के उस अनामी बक्से से गुज़र रहा है जहाँ उसे मेरे सहार के नाम, मेरे साथ की ज़रूरत है।

आजाद की प्रशंसा प्राप्त होने में हर एक पल कुछ न कुछ पत्रिवत ही आ रही है। बच्चे इसी असरमान के रहता है कि वह दिली परिवर्तन का समाप्त कैसे कर, अपने दिल की सुन्ना या दिलमान को। एक छोटी सी गलती उसके अभिमान को देख पहुंच सकती है, उसके अभावविश्वास और आत्मसमान की नींव को हिला रख सकती है।

वह हर जगह, हर समय अपने अप को अंकों के बीच घिर हुआ पाता है। दोस्तों से बेहतरीन अंक लाने का बोझ, कहा में असली आए छात्र से भी एक अंक ओर जो आए नाना नींव, अभावविश्वास का नींव को हिला रख सकती है। वह हर जगह, हर समय अपने अप को अंकों के बीच घिर हुआ पाता है। दोस्तों से बेहतरीन अंक लाने का बोझ, कहा में असली आए छात्र से भी एक अंक ओर जो आए नाना नींव, अभावविश्वास का नींव को हिला रख सकती है।

उसे ही नज़राए तरह वह बच्चा न सकर समझ के हाथों को कहती हुई बात करता है। समय आ गया है कि समझ की इस सोच को बदला जाए। लिताते के पेंच जांब खुदवाकुद खुलते हैं, तभी वह गुफा के फर्स्ट अंकों की दुनिया बिखरती है। उसके पेंच का जस्लनी के समझने से है कमजोर हो जाती है, पेंच फड़फड़ नहीं पाती है। बच्चे को भी इसी नज़राए से देखना चाहिए। खुले आसामन में विचार के साथ उसने निषेध को नहीं, आवश्यकता ही आवश्यकता है। इसके लिए उसका सयाहन देना हमारा कर्तव्य है। हम खुद उसकी हाथ न चापे, पर उसे यह विचार दिलाए कि जरूरत पढ़नेपर हमारे हाथ उसे बामने के लिए तैयार है।

बच्चे के मन की बात सुनें, उनपर अपने मन को बात न बोलेंः।

अब और को हृदय रखना नामुमकिन हो रहा है। निंदिया रानी मूर्ति परियों के लोक में आमंत्रित कर रहे हैं।

(किशनीकर व्याकरण पी. ए पन्नानन्द की सुपत्रता है)
അടുക്കുന്ന

കാര്യാലയത്തിലെ നൂറുകലകളുടെ ഒരു ഭാഗം എന്നാണ് ന്യൂറുകലകളുടെ മികച്ച സ്വഭാവം കൊണ്ട് നിലനിൽക്കുന്നത്. ജീവിതത്തിലെ ന്യൂറുകലകളുടെ ഒരു ഭാഗം എന്നാണ് ന്യൂറുകലകളുടെ മികച്ച സ്വഭാവം കൊണ്ട് നിലനിൽക്കുന്നത്. 

കാര്യാലയത്തിലെ ന്യൂറുകലകളുടെ ഒരു ഭാഗം എന്നാണ് ന്യൂറുകലകളുടെ മികച്ച സ്വഭാവം കൊണ്ട് നിലനിൽക്കുന്നത്. 

ജീവിതത്തിലെ ന്യൂറുകലകളുടെ ഒരു ഭാഗം എന്നാണ് ന്യൂറുകലകളുടെ മികച്ച സ്വഭാവം കൊണ്ട് നിലനിൽക്കുന്നത്.
കാരിയുടെ ശേഖരം

ശോക്കാലിയാനാക്കിയ ഓരോ പോരമ്യമായി സ്വയം മനസ്സിലാക്കാൻ രാഷ്ട്രീയമായ വിവേദ്ധ്രതയാണ്. പരിശീലനം നടത്തുവാനും ഒരു പ്രതിബിംബം കാണാം, അത് രാഷ്ട്രീയമായ വിവേദ്ധ്രതയാണ്. ആഴമുണ്ടാകുന്നതിന് ത്രസ്തനായ വിവേദ്ധ്രം അബദ്ധമായ വിവേദ്ധ്രം മനസ്സിലാക്കായിരിക്കും.

ആധാരവിവരത്തിനു മുന്നിലേയ്ക്ക് രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു. അനുഭവം പാലിക്കാനും പങ്കെട്ട് ചെയ്യുന്നതിനായി രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു. പങ്കെട്ട് ചെയ്യുന്നതിനായ് രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു.

അങ്ങനെ മാത്രമേ മനസ്സിലാക്കിയ വിവേദ്ധ്രം രാഷ്ട്രീയമായ അനുഭവത്തിലും വിവേദ്ധ്രതയും സ്വയം കുറഞ്ഞാണ്. അങ്ങനെ മാത്രമേ രാഷ്ട്രീയമായ കാണ്ഡം സ്വയം കുറഞ്ഞാണ്.

മനുഷ്യന്റെ നേട്ടം അനുഭവം പാലിക്കാനും രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു. അതിന്റെ പാലിക്കൽ പ്രധാനമായ വിവേദ്ധ്രം രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു. അതിന്റെ പാലിക്കൽ വിവേദ്ധ്രം രാഷ്ട്രീയമായ കാണ്ഡം ചെയ്തിരിക്കുന്നു.
লিখমণ্ডলে মেয়াদের একটি বিষয়ে মহাসাধারণের নিয়মাবলী গ্রহণ করিয়ে দিবালী চালনার অপরাধ প্রতিরোধের জন্য সাধারণ কারণের জন্য নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও নিয়মাবলীর বিষয়ে তিনি মহাসাধারণের কলামনেও.
മൂന്നാം പുനക്ഷേപം പ്രഖ്യാപനം

ജന്മദേശത്തിലെ 2018 ജനുവരി 25-ന് വലിയ ക്യാമിറ്റ്സ് വിമാന പാതയിലെ ഒരു വലിയ കാര്യത്തിലെ ഒരു ചില വിവരങ്ങൾ നല്കുകയും മനോഹാരമായ വിധത്തിൽ അവതരിപ്പിക്കുകയും ചെയ്തു. 

രാജ്യത്തിലെ പ്രധാന സ്ഥാപനമായ കോച്ച് ഷിപ്യാർഡ് ലിമിട്ടഡ് നിരീക്ഷിക്കപ്പെടുന്നതിന് സംസ്ഥാന പിലാനം നിരീക്ഷിക്കാനുള്ള പ്രത്യേക പ്രവൃത്തികളും നിരീക്ഷിക്കാനും സമ്മാനിക്കാനും കീഴ്പാടിലാണ് പ്രവര്‍ത്തിക്കുന്നത്. 

കോച്ച് ഷിപ്യാർഡ് ഹോസ്പിറ്റൽ പ്രവര്‍ത്തനങ്ങളുടെ മാനേജ്മെന്റുകാരുടെ കയറ്റ് പോലെ ഇതേസ്വാഭാവം പ്രവര്‍ത്തനങ്ങളുടെ മാനേജ്മെന്റുകാരുടെ കയറ്റ് പോലെ ഇതേസ്വാഭാവം പ്രവര്‍ത്തനങ്ങളുടെ മാനേജ്മെന്റുകാരുടെ കയറ്റ് പോലെ ഇതേസ്വാഭാവം പ്രവര്‍ത്തനങ്ങളുടെ മാനേജ്മെന്റുകാരുടെ കയറ്റ് പോലെ ഇതേസ്വാഭാവം
The page contains text in Malayalam, which is a language predominantly spoken in Kerala, India. The content appears to be a narrative or descriptive text, possibly related to a specific topic or event. Without proper translation, the specific details or context of the text cannot be accurately conveyed. The text is dense and appears to be continuous prose, indicating a detailed explanation or discussion.
കാര്യാലയ ഫെബ്രുവരി സംസ്കൃതി പ്രകാശ ഫെബ്രുവരി 2018 ലെ സ്മാരക കേന്ദ്രത്തിൽ അവസാനം സൃഷ്ടിക്കുന്നതിന് സൃഷ്ടിയുക്തമായ സംവിധാനം മൂലമുള്ള CSRC പ്രശസ്ത സമവായം സമ്പത്തിൽ പ്രകാശ സമാപനം.

2018 സെപ്റ്റംബർ 1 ന് സ്ഥാപനമായി സ്ഥാപിതങ്ങാന് കാര്യാലയം നിഷ്പിതമായി സ്ഥാപനമായി സ്ഥാപിതം നടത്തുന്നതിന് CSRC പ്രശസ്ത സമവായം സമാപനം നടന്നു പോയി.

2018 സെപ്റ്റംബർ 1 ന് (ആദ്യം) CSRC അനുവാദം സഷിച്ചു പോകുന്നു. 3.1.2018 (ഡിസംബർ) അനുവാദം സൃഷ്ടിക്കുന്നതിന് സൃഷ്ടിയുക്തമായ സംവിധാനം മൂലമുള്ള CSRC പ്രശസ്ത സമവായം സമാപനം നടന്നു പോയി.

2018 സെപ്റ്റംബർ 1 ന് (ആദ്യം) CSRC അനുവാദം സൃഷ്ടിക്കുന്നതിന് സൃഷ്ടിയുക്തമായ സംവിധാനം മൂലമുള്ള CSRC പ്രശസ്ത സമവായം സമാപനം നടന്നു പോയി.

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CSRC സമാജത്തിന് അനുകൂലമായി 2018 ജൂൺ മാസത്തിൽ നടന്ന എണ്ണം മുൻകൈയ്യിട്ടുണ്ട്. കരീർ സംഭരണത്തിന് കുറയ്ക്കുക എന്നാണ് സംഘടനയുടെ ആഘോഷക സ്കൂളിന്റെ ആന്റി മാർക്ക മാനുഷധിക്കുള്ള വിദ്യാഭ്യാസ സ്വരൂപം 2018 ജൂൺ മാസത്തിൽ നടന്നു. കോണ്ടയിലെ നാല് ചുരുക്കങ്ങളിൽ ഒരു ജാതിയുടെ സ്റ്റാൻഡ് വിദ്യാഭ്യാസം 2018യുടെ സ്വരൂപമാക്കിയിട്ടുണ്ട്. CSRC പദ്മശ്രീ മുന്നേറ്റത്തിന്റെ യോഗാന്ത്രികമായ യോഗം ഇവിടെ സംഘടനയിലും പ്രായോഗികമായ കൃഷി കലാരൂപത്തിൽ കൂടുതലായിരിക്കും. CSRC ജീവിത അവരെ സംഘടനയുടെ സ്വരൂപമാക്കുന്നതിന്റെ പ്രത്യേകിച്ചു പ്രത്യേകിച്ചു സാമൂഹ്യ ആഘോഷമാണ് CSRC സമാജത്തിന്റെ ജീവിത സമ്പൂർണമായി മനോഹരമായ പ്രായോഗികമായ സാമൂഹ്യ സംഘടനയിലും പ്രായോഗികമായ ക്രമീകരണമാണ്. CSRC സമാജത്തിന്റെ ജീവിത സമ്പൂർണമായി മനോഹരമായ പ്രായോഗികമായ സാമൂഹ്യ സംഘടനയിലും പ്രായോഗികമായ ക്രമീകരണമാണ്. CSRC സമാജത്തിന്റെ ജീവിത സമ്പൂർണമായി മനോഹരമായ പ്രായോഗികമായ സാമൂhydration.
Come summer and the populace across the length and breadth of this vast country can only think of one thing, 'mangoes'. Scorching heat, wells drying up, water shortages are all forgotten when the topic changes to 'the sole silver lining in an otherwise bleak horizon' – the king of fruits, the 'mango'. And for most of us in God's own country who are fortunate enough to have a mango tree in our backyards, every conversation of the season necessarily begins with, “Did your mango tree bear fruit this season?”

And where does this leave one who does not 'adore' the fruit, one who does not consider mango as the sole reason for existence in summer? An outcast. You are politely excluded from all conversation that extolls the virtues of 'god's own fruit'. All because you ventured to say that summer also means water melon, mash melon, jackfruit, tasty pickles (including mango of course), papads drying in the sun and so on.

As if merely talking about the great fruit was not enough, there is the allusion to the varieties, implying how great God was in sending heaven to earth in so many forms. The Moovandan, the Chandrakkaran, the list is endless. And the method of eating the mango is also a topic of discussion, as if eating a fruit required an exercise of the 'little grey cells'. The discussions are interspersed with anecdotes about how somebody's dress got spoilt after he tried to gobble up a mango in one go, how someone got heat burns after overdosing on raw mangoes. Hearty laughs are exchanged. Meanwhile a non-believer like me is forced to wonder that at the end of the day, a mango is after all a mango- whatever be the size and shape, an ordinary fruit. However, I dare not give my opinion as it would amount to blasphemy.

Such is the average Indian's obsession with the fruit that all activity in summer has to revolve round the mango. Grandparents delight in explaining how they spent their summer afternoons trying to pluck mangoes from the neighbour's backyard. Waiting under a mango tree for hours together for the wind god to show his mercy and drop some fruits from the tree is spoken of as a penance that everyone undertakes in summer. I feel really sorry for these poor waiting under a mango tree when their precious time could have been utilized fruitfully. There is nostalgic talk about how their afternoons were spent in munching freshly made salted mango pickle stealthily. Maybe our little ones will now start talking about the new game on their gadgets, 'Steal the mango'?

The fruit in its raw form is only the first step to bliss apparently. Culinary activities in all Indian homes in summer revolve round preparations made from mango. Visit any Kerala home in summer and you cannot escape the mango. It is the divine right of every cook in every state of India to subject her audience to an overdose of mango, the more the merrier. Mange Kootan, Mambhazha Pachadi, Mambazha Kaalan, the list goes on.

And then to keep the memories alive throughout the year, the fruit is pickled, jammed, dried and subject to a variety of treatments to ensure that it stays for posterity. Thereby it gives its admirers a chance to talk about its goodness round the clock.

Gradually summer draws to a close and the 'odd ones out' like me heave a sigh of relief. Now life can get back to normal. We can have intelligent conversations, eat a variety of food and generally lead a 'mango-less' life. Till next summer.
It was shocking and saddening for us in CSL to hear the unfortunate fire incident on 13 Feb 2018 onboard Sagar Bhushan, the oil rig of ONGC, undergoing repairs at Cochin Shipyard.

The firemen and fellow employees immediately rushed for rescue but we could not save our colleagues from the clutches of death.

We lost precious lives of the following members of our shipyard family:

**Ramshad M M**, 23 years, a supervisor of M/s Ketees Enterprises, had been in CSL since 27 Jul 2017. He leaves behind his father, mother, and sister.

**Gevin Reji**, Safety Assistant on contract, 29 years of age, joined CSL on 10 Nov 2016. He leaves behind his wife, son and parents.

**Jayan K B**, 40 years, General Contract Worker (Firewatching) of Shri Sivaprasad, Contractor, had been in CSL since 01 Jan 1996. He leaves behind his wife, son and mother.

**Kannan M V**, 44 years, General Contract Worker of M/s Ketees Enterprises, had been in CSL since 01 Nov 2007. He leaves behind his wife, son, daughter and parents.

**Unnikrishnan C S**, Senior Fireman, Ship Repair Deptt., 46 years of age, joined CSL on 21 Jan 2012. Shri. Unnikrishnan C S leaves behind his wife, two daughters and parents.

**Nixon Joy**, 22 years, General Contract Worker of P V Stephen, contractor, had been in CSL since 10 Nov 2017. We lost him in an accident occurred on 10 Feb 2018 in the hull shop. He leaves behind his father, mother, and two brothers.

Words cannot express how saddened we are to hear of these losses. Our hearts, thoughts and prayers are with the family of the deceased.
dear colleagues
WE ARE INDEBTED TO ALL THOSE WHO STOOD BY US AND PROVIDED UNSTINTED SUPPORT AND COURAGE DURING THOSE DIFFICULT AND TESTING TIMES. THEY BOOSTED OUR SHAKEN MORALE

As a token of its care, concern and expressing solidarity with the bereaved family, CSL offered immediate financial assistance of Rs.10,25,000/- in addition to other entitled statutory reliefs. Besides, the company also offered employment on compassionate ground to any one of the eligible dependents in the family. CSL also offered financial assistance to the dependent children of the deceased, for their education from LKG to Graduation.
KNOW YOUR INCOME TAX LAW -
PART 1- BASIC CONCEPTS

SHITHIL NATH

By following FAQs, I would like to give some insights about basic concepts of Income Tax Act. I have tried to put it as simple as I can and to give importance to topics relevant from the view point of CSLites. Most of you may be already conversant with the topics below, but following FAQs represents major doubts asked by taxpayers, especially salaried class.

What is previous year and assessment year in Income Tax Act?

Previous Year is the financial year in which you earn an Income. Assessment Year is the year that immediately comes after the previous year.

For example, if you receive income during May 2018, i.e., during financial year 2018-19, the previous year for that income will be 2018-19 and assessment year will be 2019-20 (i.e., income is earned during 2018-19 but you have to evaluate your income, pay balance tax and file IT returns during FY 2019-20.)

How rates of Income tax are determined?

Income Tax rates are not mentioned in Income Tax Act. The rates of Income Tax is fixed every year by Finance Act (popularly called as "Budget")

What is Gross Total Income?

Income of a person is computed under following five heads:

a) Salaries
b) Income from house property (Rent)
c) Profit and gains of business or Profession
d) Capital gains
e) Income from other source

The total of income under these five heads is termed as “Gross total Income”.

What is Total Income?

Total Income = Gross total income minus Deductions under chapter VIA

Chapter VIA covers deductions under section 80C to 80U. For example LIC Premium payment u/s 80C, Medical Insurance Premium under 80D etc. Income Tax is calculated on Total Income by applying applicable tax rates.

What is income tax rate for Individuals applicable for Financial Year 2018-19?

<table>
<thead>
<tr>
<th>Total income</th>
<th>Tax Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to Rs. 2,50,000</td>
<td>Nil</td>
</tr>
<tr>
<td>Rs. 2,50,000 to Rs. 5,00,000</td>
<td>5%</td>
</tr>
<tr>
<td>Rs. 5,00,000 to Rs. 10,00,000</td>
<td>20%</td>
</tr>
<tr>
<td>Above Rs. 10,00,000</td>
<td>30%</td>
</tr>
</tbody>
</table>

Plus:

Surcharge : 10% of tax where total income exceeds Rs. 50 lakhs
15% of tax where total income exceeds Rs. 1 crore
Hand E cess : 4% of tax plus surcharge

It may be noted Capital gains will be taxed at special rates.

Note: If total income does not exceed Rs. 3,50,000/-, rebate u/s 87 A is available. The amount of rebate shall be 100% of income-tax or Rs. 2,500, whichever is less.

For eg: If total Income of a person is Rs. 7,25,000/-, Tax is calculated as follows:

<table>
<thead>
<tr>
<th>Total Income or Net Income</th>
<th>Rs. 7,25,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calculation tax liability</td>
<td>Up to Rs 250000</td>
</tr>
<tr>
<td></td>
<td>Rs 250000 to 500000</td>
</tr>
<tr>
<td></td>
<td>Rs 250000 to 1000000</td>
</tr>
<tr>
<td>Tax on net income</td>
<td>57500</td>
</tr>
<tr>
<td>Add: H and E cess @ 4%</td>
<td>2300</td>
</tr>
<tr>
<td>Tax Liability</td>
<td>59800</td>
</tr>
</tbody>
</table>
Why employer is deducting Income Tax when salary is paid?

As per income Tax Act, Employer is mandated to deduct Tax (which is popularly known as “TDS”) when salary is paid to an employee. Employer has to deduct TDS by calculating total income of employee and applying tax rates in force.

Once TDS is deducted, it will be remitted to government by employer within 7 days from end of month of deduction. Employer is also required to file a quarterly return specifying the PAN Numbers, against which, tax is deducted and remitted by him. Once these returns are filed, tax credit will be reflected in Form.26AS of employees.

What is threshold limit for filing income Tax Return?

If Gross total Income exceeds Rs.2.50 lakhs during a previous year (i.e Basic exemption limit), income tax returns shall be compulsorily filed. If total income exceeds Rs.5 lakhs, the return shall be filed electronically.

What is due date for filing return?

Income tax Act empowers Central Government to fix due date for filing income tax returns. The due date for filing returns for individuals for AY 2018-19 is 31st July 2018.

Which ITR should be selected while filing return?

Taxpayers filing their Income tax returns are required to determine which type of income tax return (ITR) form to file before actually filing their returns. The form required is decided based on the nature of income that the taxpayer earns or the country from which they are earning etc.

What to do if return is not filed within above due date of 31st July 2018?

If return is not filed within due date, it can be filed after due date. These returns are popularly known as Belated returns. Belated returns can be filed up to end of relevant Assessment Year. However, there are some disadvantages, if you file return belatedly. They are:

- If unpaid taxes are there, you will have to pay interest @ 1% per month
- Penalty ranging between Rs.1000/- to Rs.10000/-: This penalty can be avoided if you can prove that there are reasonable cause for the delay
- Benefit of carry forward of loss is denied (except Loss under House Property).

If a person files return and later on realize that there are mistakes in return filed, what to do?

After filing returns, if a person realize that there are some omissions or mistake, he may file a revised return before one year from end of relevant assessment year. It may be noted this facility is available only if omissions or mistake are unintentional.

What is Form 26AS?

Form 26AS is a tax summary document which contains following details:

- TDS deducted and amount of salary/interest/income paid by your employer/bank/income provider.
- Advance Tax/Self Assessment Tax paid by you.

It is advisable to check your form 26AS, by logging into income tax website, before filing your returns and ensure the correctness of Taxes paid in your return.

What is taxability of various types of salary that an employee receives?

<table>
<thead>
<tr>
<th>Types of earning</th>
<th>Taxability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Pay, Dearness Allowance, RIE / Overtime, Leave encashment during service, Bonus / PRP / Performance Incentive</td>
<td>Fully Taxable</td>
</tr>
<tr>
<td>HRA</td>
<td>Exempted to the extent of least of following:</td>
</tr>
<tr>
<td></td>
<td>· Actual HRA received</td>
</tr>
<tr>
<td></td>
<td>· 40% of Basic pay plus DA</td>
</tr>
<tr>
<td></td>
<td>· Rent paid in excess of 10% of Basic pay plus DA</td>
</tr>
<tr>
<td>Medical Reimbursement</td>
<td>Separately covered</td>
</tr>
<tr>
<td>Children Education Allowance</td>
<td>The amount exempt is limited to Rs 100 per month per child up to maximum of two children.</td>
</tr>
<tr>
<td>Leave Travel Assistance / Concession</td>
<td>Separately covered</td>
</tr>
<tr>
<td>Reimbursement of Motor car/Other automotive conveyance expenses – When car is owned by employee and is used partly for personal and partly for official purpose by employee</td>
<td>For Motor car above 1600CC-exemption is Rs. 2400 per month For Motor car below 1600 CC-exemption is Rs. 1800 per month For other automotive conveyance - Rs. 900 per month</td>
</tr>
<tr>
<td>Any other allowance which is not specifically exempted</td>
<td>Amount utilized for official purpose is exempt from tax</td>
</tr>
</tbody>
</table>
What is taxability of Medical Reimbursement received from employer?

<table>
<thead>
<tr>
<th>Hospital (including clinic, dispensary or nursing home)</th>
<th>Nature of medical facility made available to employees and their family members</th>
<th>Expenditure</th>
<th>Is it chargeable to tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintained by the employer (say Medical centre inside CSL)</td>
<td>any</td>
<td>incurred by the employer</td>
<td>Not chargeable to tax</td>
</tr>
<tr>
<td>Maintained by Central/State Government/local authority or any other person but approved by the government for the treatment of its employees (say General Hospital, Ernakulam)</td>
<td>any</td>
<td>Incurred or reimbursed by the employer</td>
<td>Not chargeable to tax</td>
</tr>
<tr>
<td>Maintained by any person but Approved by the Chief Commissioner having regard to the prescribed guidelines (Say Aster Medicity)</td>
<td>Only for treatment of prescribed diseases given under rule 3A(2)</td>
<td>Incurred or reimbursed by the employer</td>
<td>Not chargeable to tax</td>
</tr>
<tr>
<td>Health Insurance policy (Group medical insurance premium for employees or medical insurance premium for employees and family members)</td>
<td>Medical insurance premium paid or reimbursed by the employer</td>
<td>Not chargeable to tax</td>
<td></td>
</tr>
<tr>
<td>Cases not covered above (Treatment in unapproved hospitals or Treatment in approved hospital but not a prescribed disease in Rule 3A(2))</td>
<td>any</td>
<td>incurred or reimbursed by the employer</td>
<td>Fully Taxable</td>
</tr>
</tbody>
</table>

What is taxability of Leave Travel Allowance or Leave Travel Concession from employer?

Leave Travel Concession or Assistance (LTC/LTA), extended by an employer to an employee for going anywhere in India along with his family. The exemption shall be limited to fare for going anywhere in India along with family twice in a block of four years. The current block year runs from January 2018 to December 2021. It may be noted that exemption is available to journey within India only.

- Exemption limit where journey is performed by Air – Air fare of economy class in the Air India by the shortest route or the amount spent, whichever is less
- Exemption limit where journey is performed by Rail – Air-conditioned first class rail fare by the shortest route or the amount spent, whichever is less
- Exemption limit if places of origin of journey and destination are connected by rail but the journey is performed by any other mode of transport – Air-conditioned first class rail fare by the shortest route or the amount spent, whichever is less
- Exemption limit where the places of origin of journey and destination are not connected by rail:
  (a) Where a recognized public transport system exists – First Class or deluxe class fare by the shortest route or the amount spent, whichever is less
  (b) Where no recognized public transport system exists – Air-conditioned first class rail fare for the same distance or the amount spent for equivalent, whichever is less

What are prescribed diseases given under rule 3A(2) in connection with Medical reimbursement exemption?

The prescribed diseases in Rule 3A(2) are as follows:
(a) cancer;
(b) tuberculosis;
(c) acquired immunity deficiency syndrome;
(d) disease or ailment of the heart, blood, lymph glands,
bone marrow, respiratory system, central nervous system, urinary system, liver, gall bladder, digestive system, endocrine glands or the skin, requiring surgical operation;
(e) ailment or disease of the eye, ear, nose or throat, requiring surgical operation;
(f) fracture in any part of the skeletal system or dislocation of vertebrae requiring surgical operation or orthopedic treatment;
(g) gynecological or obstetric ailment or disease requiring surgical operation, caesarean operation or laparoscopic intervention;
(h) ailment or disease of the organs mentioned at (d), requiring medical treatment in a hospital for at least three continuous days;
(i) gynecological or obstetric ailment or disease requiring medical treatment in a hospital for at least three continuous days;
(j) burn injuries requiring medical treatment in a hospital for at least three continuous days;
(k) mental disorder - neurotic or psychotic - requiring medical treatment in a hospital for at least three continuous days;
(l) drug addiction requiring medical treatment in a hospital for at least seven continuous days;
(m) anaphylactic shocks including insulin shocks, drug reactions and other allergic manifestations requiring medical treatment in a hospital for at least three continuous days.

What are the documents to be submitted to employer for claiming income tax deduction?
The employee has to submit Form 12BB for claiming exemption along with following evidences

<table>
<thead>
<tr>
<th>Nature of Claims</th>
<th>Evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>HRA</td>
<td>Name, address, PAN Number of Land lord, if rent exceeds Rs.1 Lakh per annum, Rent agreement/Rent Receipt</td>
</tr>
<tr>
<td>LTC/LTA</td>
<td>Evidence of expenditure</td>
</tr>
<tr>
<td>Deduction of Housing Loan interest</td>
<td>Name, Address and PAN of lender along with certificate from lender</td>
</tr>
<tr>
<td>Deduction under chapter VIA</td>
<td>Evidence of investment or expenditure</td>
</tr>
</tbody>
</table>

What is relief under sec.89(1) of Income Tax Act? How it is computed?
The concept of relief can be better understood by an example.
Mr. Santhosh, a CPSE employee, receives his pay revision arrears for the period 01.04.2017 to 31.03.2018 amounting to Rs.3 Lakhs during April 2018. His total income without considering arrears during financial year 2017-18 and 2018-19 is Rs.6 lakhs (20% slab) and 12 Lakhs (30% slab). Since he receives arrears during financial year 2018-19, his arrears will be taxed at 30%. However in order to save him from additional tax due to delay in receiving income, Income tax law grant him a relief under section 89(1). The relief granted will be Rs.30,000/- (i.e, 3 Lakhs * 10% additional tax)

Thus relief saves taxpayer from paying more taxes because of delay of receipt of salary. It may be noted that Form 10E has to be compulsorily filed by employee in order to claim this relief.

What are various deductions available under sec 80C to 80TTA in Chapter VIA? What is deduction available for interest on Housing Loan? How capital gains are computed when a house property is sold? What are deductions available from capital gains under income tax act? What is meant by set off and carry forward of losses?
All these questions will be answered in next edition.

The author is Dy.Manager (Finance) in the company WELCOME TO CSL

Shri Praveen Jacob has joined CSL as Senior Manager (Marketing-Naval Architect). He joins CSL from Qatar Navigation where he has been working as a Consultant Naval Architect at Milaha. He has over 14 years of experience in various firms.

Shri Praveen Jacob is a B Tech (Naval Architecture & Ship Building) from CUSAT, Kochi.
Shri Bejoy Bhasker, assumed charge as Director (Technical) of Cochin Shipyard Ltd w.e.f 05 Apr 2018. Shri Bejoy Bhasker holds a degree of Bachelor of Technology (Mechanical) from the University of Kerala with first rank and gold medal. He holds a master degree in Mechanical Engineering from IIT, Chennai.

Shri Bejoy Bhasker joined Cochin Shipyard on 29 June 1988 as Executive Trainee and has served in various critical operational areas like Shipbuilding, Design, Shiprepair, Projects etc. He was the recipient of the “Manager of the Year” award in 2014 by Kerala Management Association for his outstanding contribution in Management & Administration. He rose up in the ranks of CSL through dedicated and committed service in the last three decades.

31 Jan 2018

Shri Hari Lal P N, Assistant Manager, Code No.2093 with his family members and the senior management team of CSL.
Cochin Shipyard wishes him happy, healthy, peaceful and prosperous retired life.
28 FEB 2018

Shri Thrivikraman K N., SAC, Code No.3213, with his sons. Shri Bejoy Bhasker, CGM (Tech. & IP) and Shri K J Ramesh, CGM (HR) are also seen.
Cochin Shipyard wishes him happy, healthy, peaceful and prosperous retired life.

31 MAR 2018

Shri Peter T C, Code No.2334, Chargeman (EC), Shri Chacko K T, Code No.2761, Chargeman (ST), Shri Simon Peter Arulappan, Code No. 2722, Chargeman (ST), Shri Joseph K P, Code No.2393, JRG (W9) with their family members and the senior management team of CSL.
Cochin Shipyard wishes them happy, healthy, peaceful and prosperous retired life.
“കുലവൃക്ഷം വളരെത്തന്നെ എല്ലാ പുഴയിലും നവനിമാനം.”

Photo courtesy: Shri K.K Sudhakaran DGM (Mat) CSL (Retd.)