

The Logistic performance Index of world Bank shows direct correlation between countries with high digitisation are also the top performers in world trade.

LPI ranks India 35, though higher than earlier, but significant lower than countries like China (23). This is due to delays in shipment, inefficiency etc.

Thus Digitisation of ports can improve not only the port facilities, investment & trade but also investment & self dependence.

Advantages

(i) speedy procedures - Digitisation can help achieving advance clearances of shipment, containers.

For example single window interface for facilitating trade (SWIFT) provides a consolidated platform for around six document clearances.

(ii) Data management - with digitisation, data handelling & processing becomes easy and transparent.

→ This will build investors & customers confidence.

→ minimise tax evasions.

(iii) Export size - As India targets \$ 1 trillion export by 2025, digital port can help this via

→ effective & efficient forward & backward linkages with value chain.

→ It also minimises wastage of resources like fuel, repetition of documents.

(iv) Human Resource Development and management

since digitisation is proportional to data sharing, innovation, entrepreneurship.

(v) Governance - ease of monitoring can be achieved via instant ratings of ports, instant grievance readdressal.

→ digitisation can also help to check illegal trades.

However, digitisation is one of the component and not a panacea, along with digitisation following challenges and issue also need to checked

(i) Cyber security - with rising hacking, data theft any anti social element can halt the overall activity of this critical sectors.

thus - proper policy of data security and sovereignty needs to be ~~add~~ applied.

(ii) Draft logistic policy 2019 provides for overall value chain digitisation & not only posts with ambitious targets like improving logistics rank below 30.

A proper budgetary allocation, private and external participation (PPP) should be promoted.