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ISWAN

Regular social interaction on board benefits overall crew wellbeing

ISWAN's research findings from Phase One of the Social Interaction Matters (SIM) Project have been published with the support of the Maritime and Coastguard Agency (MCA) and Red Ensign Group who sponsor the project. The SIM Project was initiated with the primary objective of encouraging social interaction on board. This was achieved by conducting research that examined the relevant drivers and barriers to the promotion of social interaction and specific activities which seafarers around the world identified as helping to engage people. The project acknowledges the importance of crew coming together during their leisure time and the positive impact this has on



wellbeing and operational efficiency and safety as a result.

The need for this project was recognised long before the widespread impact of the COVID-19 pandemic, but the consequential crew change crisis has placed even more importance on the need for strong crew cohesion. Connecting

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QR Code for NOTI Course Schedule

For details of courses refer Page No. 7

with others and time for hobbies and recreational activities are fundamental to wellbeing but this is challenging for seafarers who live and work on board for many months. Extended time on board has exacerbated these existing challenges and emphasises the value

of strong relationships on board now more than ever.

The project is divided into three phases with this report marking the end of Phase One. The research consisted of a large survey of

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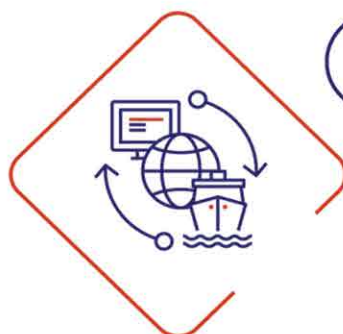
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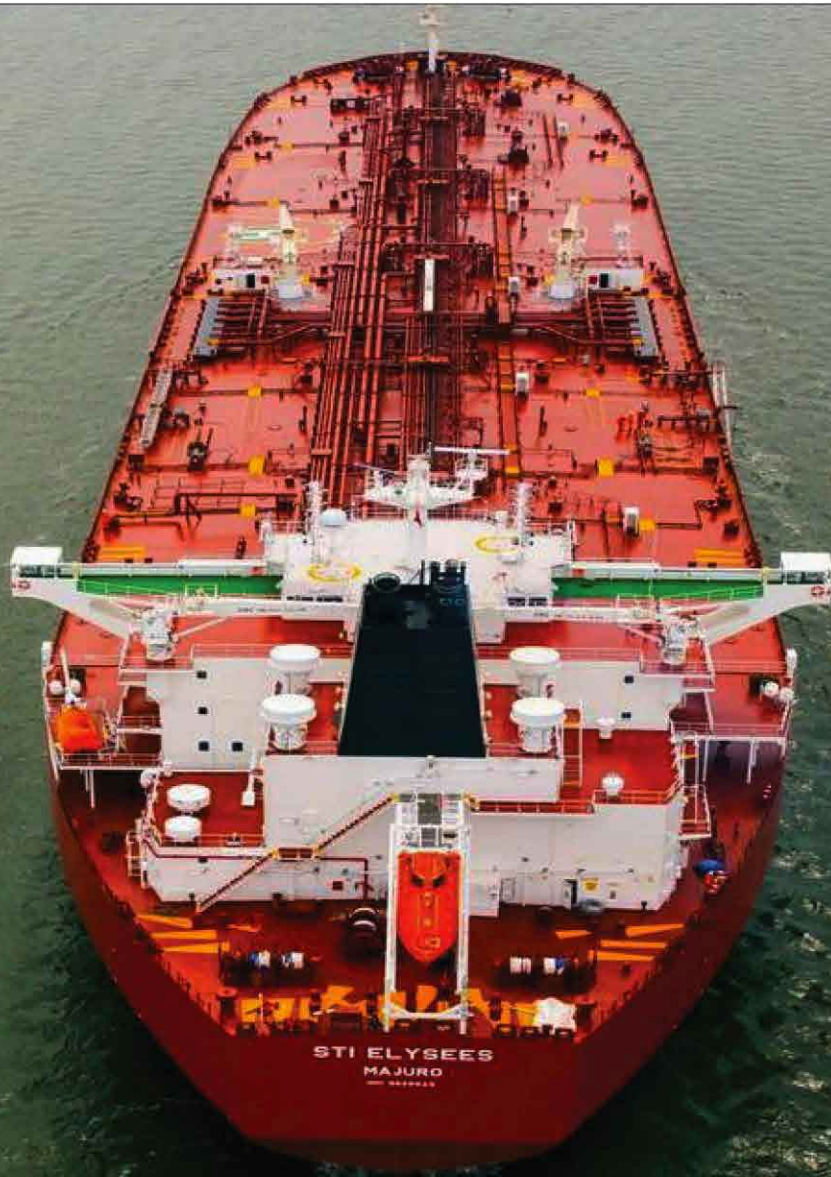
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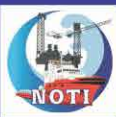


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2	DP Revalidation Course	5	38000
3	DP Simulator (Advanced)	5	35000
II. Offshore Vessel Courses (Simulator Based)			
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2	Anchor Handling & Towing	4	28000
3	Offshore Supply, Support and Cargo operations	2	14000
III. Offshore Crane Operations (Simulator Based)			
1	Offshore Crane Operations - Induction	5	30000
2	Offshore Crane Operations - Refresher	3	18000
IV. Offshore Vessel Engine Room Operations (Simulator Based) (Including Power Management Systems And Cargo Operations)			
1	Offshore Vessel Engine Room Operations	3	18000
V. Offshore Emergency & Safety Courses			
1	Helicopter Landing Officer (Basic)	2	10000
2	Safe Packing & Cargo Handling from & to Offshore (Officers / Ratings)	1	6000
3	Offshore Safety Induction Training	3	18000
4	Offshore Scaffolding (Basic)	4	30000
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4	Pumpman Skill Enhancement Training	10	Free
5	Hydraulically-driven Submerged Pumps Course-Basic	2	Free
6	Hydraulically-driven Submerged Pumps Course-Advanced	3	Free
7	Rating Skill Enhancement Training	42	Free

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2 Chief Mate Phase I	3 Months	15.05, 15.08, 15.11, 15.02, 15.05.				2 MFA Refresher	01 Day	With MFA & 4th Thursday of every Month
3 Chief Mate Phase II	3 Months	15.03, 15.06, 15.09, 15.12, 15.03	2 FPFF REF		4, 6, 9, 16, 23, 30 Nov & 07, 14, 21, 28 Dec	3 Medicare Refresher	02 Days	4th Thursday & Friday of every Month
4 ASM	45 Days	01/01, 01/03, 01/05, 01/07, 01/09, 01/11				4 PST Refresher	01 Day	Alternate Monday
5 NWKO (NCV)	4 Months	15.02/15.04/15.06/15.08/15.10/15.12	3 MFA REF		11, 25 Nov 9, 23 Dec			
SIMULATOR COURSES			4 STSDSD		9, 23 Nov & 7, 21 Dec			
1 ROC	2 Week	3rd Monday of Every Month	5 SSO		5, 19 Nov & 3, 17, 31 Dec			
2 ARPA	1 Week	1st Monday of Every Month	6 LGTF		9, 23 Nov & 14, 28 Dec			
3 RANSCO	1 Week	2nd Monday of Every Month	7 OTF+CTF		2, 16 Nov & 7, 21 Dec			
4 GMDSS	(2+1) Week	02.03.2020, 06.04.2020, 04.05.2020						
		(tentatively every 1st Monday of the month)						
5 ECDIS	5 Days	Every Monday						
6 LCHS	5 Days	Every Monday						

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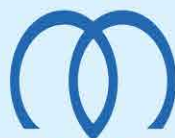
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B.Sc. (Nautical Science)	3Years	1	July/August
E.T.O (Electro Technical Officer)	4 Months	2	Feb & August
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G.P Rating (General Purpose Rating)	6 Months	2	Jan & July

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FIRST ASSISTANT ENGINEER
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OIL-CHEMICAL TANKERS

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Significant challenges in Bunker Market

Global Bunker Market faced some historically significant challenges last year, it started with IMO2020, the greatest change in fuel regulation in this century, with lot of expectations and contradictory predictions. However, the appearance of the so called "Joker factor" - COVID-19 - drastically changed the situation on the market.

MABUX MGO LS Global Bunker Index and VLSFO Global Bunker Index fell from January to May 2020 by 57.4% (from 714 USD/MT in January to 304 USD/MT in May) and by 64.7% (from 654 USD/MT to 231 USD/MT), respectively.

Despite fears that prices for traditional high-sulfur fuel (380 HSFO) would also drop sharply amid limited demand, in reality, 380 HSFO Global Bunker Index in the first half of 2020 remained more stable and decreased only by 45.7% (from 387 USD/MT in January to 210 USD/MT in May).

However, the main surprise was the sharp reduction in the price difference between VLSFO and 380 HSFO - the so-called scrubber spread Index (SS), which is an indicator of economic attractiveness for one of the main ways to comply with IMO2020 regulations: the use of scrubbers in combination with cheap high-sulphur fuel oil. The 90% drop of SS Index (from 275 USD in January to 25 USD in May) in the first five months of 2020 led to a sharp decline in scrubber orders and to delays and cancellations of the installations of ordered scrubbers.

The second half of 2020 was marked by a gradual recovery in demand in the global bunker market supported by vaccines optimism and reflected in a moderate increase in bunker fuel prices, which continues to these days. MGO LS Index increased by 38% to 490 USD/MT, VLSFO Index - by 46% to 427 USD/MT, 380 HSFO Index - by 38.6% to 342 USD/MT. The revival of the market was reflected in the SS spread Index as well - it widened by 70% to an average of 83 USD, bringing back the relevance of scrubbers' solution.

Current Market Summary

The Freightos Baltic Global Container Index (FBX) climbed 38% this month to a new FBX-high of \$3,377/FEU, a 143% increase annually, driven by still-surging global demand and the resulting container shortage that kept rates spiking on Asia-Europe and Asia-Mediterranean lanes.

Strong demand for transpacific ocean freight is still causing congestion and delays at US ports, and remains the main driver of the global equipment shortage.

For most of the month, Asia-US rates remained at about the same level they hit in mid-September, when pressure from Chinese regulators reportedly kept carriers from increasing any further the rates that had climbed since June.

But prices ticked up by about 8% to close the year at new highs and cross new thresholds - with China to US West Coast rates reaching \$4,200/FEU, 208% higher than last year, and East Coast rates ending at \$5,405/FEU, 110% above the price a year ago - perhaps indicating that any tacit agreement may be coming to an end as additional pre-Chinese New Year demand begins to build.

Sustained demand for increasingly scarce empty containers and other equipment kept rates spiking on the other major ex-Asia lanes. Asia-North Europe rates finished the year at an incredible \$5,662/FEU, and Asia-Mediterranean prices closed at \$5,644/FEU with both lanes about doubling in cost this month. Compared to this time last year, Asia-Mediterranean rates were 169% higher, while Asia-North Europe prices were more than three times more expensive. Compared to this time last year, Asia-Mediterranean rates were 169% higher, while Asia-North Europe prices were more than three times more expensive.

Have a great week ahead!

All your feedback to the Editor will be acknowledged. Write to kamal@marexmedia.com

Following D. G. Shipping Approved courses in Heart of Chennai

	Duration	Fee
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(RPSL_MUM_284, DOI: 06.03.2014 DOE: 05/03/2024)

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Dear All,

Please note The Marex Bulletin Monday edition will not appear in print until the lifting of the lockdown in Mumbai.

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Inconvenience Regretted.

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ALL Competency course in On-Line Virtual Class Room Mode, w.e.f. 19.05.2020 and shall continue the future batches, until further notice.

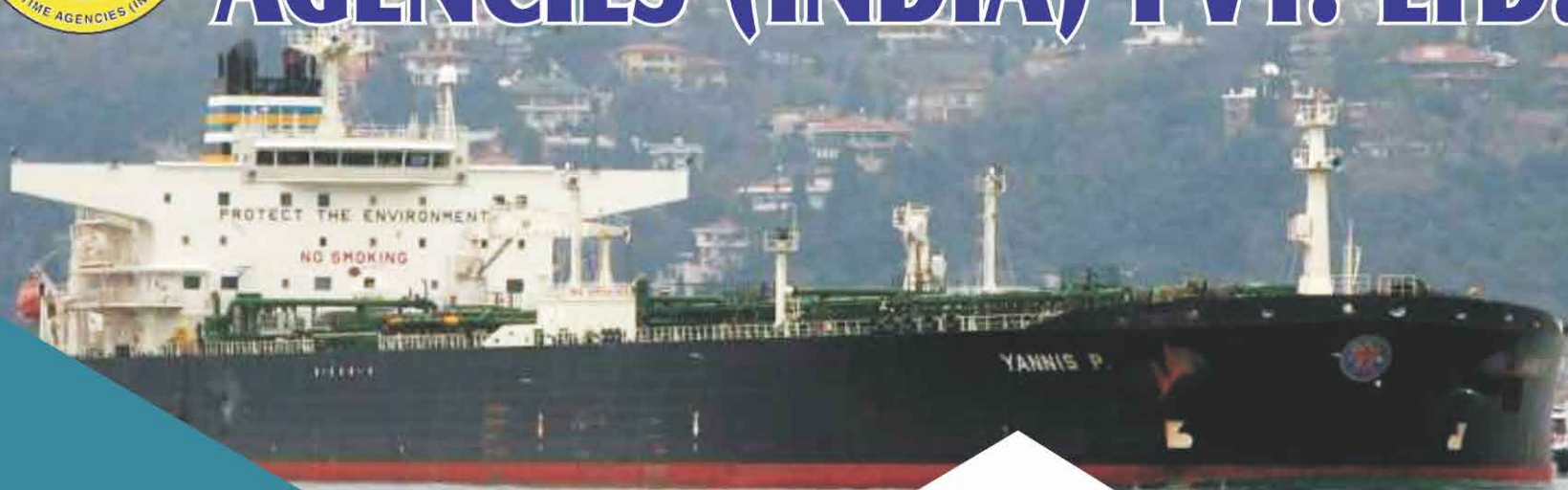
COURSE SCHEDULE, w.e.f. 4th JANUARY 2021

No.	Name of DGS APPROVED COURSE	Duration	DEC	JAN	FEB	MAR	APR	MA Y	JUN	JUL	AUG	SEP	OCT	NOV	Fees(Rs.) per month	Total No. Of Seats Sanctioned	
			2020	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021			
Competency Courses * (Online Classes)			As per the Course Starting Dates notified by the Directorate General of Shipping ¹														
1	2 nd Mate(FG)	4 months	15(GF)		15(FF)		15(GF)		15(FF)		16(GF)		15 (FF)		9,500/- p.m.	39(FF) + 36(4 th F &36(GF)	
2	Chief Mate Phase I	3 months	15		15	15		17	15		16		15		15,000/- p.m.	40& 36 (II Batch)	
3	Chief Mate Phase II	3 months	15		15	15		17	15		16		15		16,000/- p.m.	39 (I) & 39 (II Batch)	
4	ASM (FG)	1½month		1		1		3		1		1		1	20,000/- p.m.	36	
5	MEO Class IV Prep (Non DG)	2 months	1	1	1	1	1	3	1	1	2	1	1	1	5,000/-p.m.	24	
Modular Courses (*) Online Classes as per DG approval			JAN 2021		FEB 2021		MAR 2021		APR 2021		MAY 2021		JUNE 2021		Course Fees		
6	Adv. Oil Tanker (TASCO) *	10 days	11		8		8		12		10		14		6,300/-	12	
7	SSO *	3 days	4, 18		1, 15		1, 15		5, 19		3, 17		7, 21		6,300 /-	12	
8	STSDSD *	2 days	7, 21		4, 18		4, 18		8, 22		6, 20		10, 24		3,300/-	12	
9	Medical Care Ref	2 days	4-5, 11-12, 18- 19, 25-26		1-2, 8-9, 15- 16, 22-23		1-2, 8-9, 15- 16, 22-23		5-6, 12-13, 19-20, 26-27		3-4, 10-11, 17- 18, 24-25, 31- 01		7-8, 14-15, 21- 22, 28-29		2,800 /-	24	
10	MFA Refresher*	1 day	1, 8, 15, 22, 29		5, 12, 19, 26		5, 12, 19, 26		9, 16, 23, 30		7, 14, 21, 28		7, 14, 21, 28		1,800 /-	24	
Modular Courses NOT being conducted due to Pandemic																	
11	LCHS (Oil)	5 days	4, 11, 18, :		1, 8, 15, 22		1, 8, 15, 22		5, 12, 19, 26		3, 10, 17, 24, 31		7, 14, 21, 28		15,000/-	8	
12	ROC	10 days	11		1, 22		15		5, 26		10, 31		21		8,500/-	17	
13	ARPA	5 days	4, 25		15		8, 29		19		24		14		5,500/-	17	
14	ECDIS	5 days	4, 11, 18, 25		1, 8, 15, 22		1, 8, 15, 22		5, 12, 19, 26		3, 10, 17, 24, 31		7, 14, 21, 28		8,000/-	12	
15	RANSCO	6 days	4, 18		1, 15		1, 15		5, 19		3, 17		7,21		10,500/-	9	
16	SMS	5 days	4, 11, 18, 25		1, 8, 15, 22		1, 8, 15, 22		5, 12, 19, 26		3, 10, 17, 24, 31		7, 14, 21, 28		30,000/-	8	
17	Medical Care	10 days	18		15		15		12		17		14		12,000/-	24	
18	Medical First Aid (MFA)	4 days	5		2		2		6		4		2		3,000 /-	24	
19	LCHS (Chem.)		ON REQUEST													15,000/-	8

KINDLY NOTE THAT DATES AND FEES FOR THE COURSES ARE SUBJECT TO CHANGE WITHOUT NOTICE



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Ship Manoeuvring Simulator and Bridge Team Work	Chief Mate (F.G.) COC	5 Days	24,000 (including GST)	8 Each	Monthly (On Request)
ECDIS (Generic) (IMO Model Course 1.27)	Sea service of not less than one year as Deck Cadet or any candidate who has completed his sea service for COC as Second Mate (F.G.)	5 Days	11,000 (including GST)	8 Each	Monthly (On Request)
Basic Training in Oil and Chemical Tanker Cargo Operations (IMO Model Course 1.01)	Candidate must possess CDC, Passport and INDOs	6 Days	5,000 (including GST)	20 Each	Monthly (On Request)

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Name of Courses	Eligibility Criteria as per NMA guidelines	Course Duration	Fee Structure (INR)	No. of seats Sanctioned	Date of commencement of course
NIS Familiarisation Course for Masters	Master COC	5 Days	36,500 (including GST)	6 Each	Monthly (On Request)

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This Week



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seafarers and other maritime stakeholders as well as 10 in-depth telephone interviews. Key research findings highlight the necessity of good leadership – which supports an inclusive and unifying on board culture – to encourage crew to interact comfortably together. Conversely, increased workloads and fatigue were identified as the biggest barriers to social interaction on board. Evidence also showed that many obstacles to social interaction are seen to impact on each other. For example, smaller crew sizes and increased workloads can lead to fatigue and isolation with seafarers simply not having enough energy to mix socially during their down time.

Dr Kate Pike, research lead and author of the report said: 'Although measures can be put in place to facilitate recreational gatherings on board, it is these fundamental issues that need to be addressed for a long-term impact to take effect. Social interaction on board has a unifying impact that promotes a happier, more motivated crew that can work more effectively and safely together.'

The project is still ongoing but the report details many important takeaways for shipping companies and ship operators. For example, the research shows that crew differences including nationality, gender and age should be considered in the planning

of social activities as these factors can influence recreational preferences. It is therefore important for ship management to consider what engages and brings people together and adapt suitable activities to their own company requirements. The research provides numerous examples of such activities and these can be adapted to accommodate most vessel types, voyage patterns,



nationalities, and time constraints. Ensuring that crew engage socially, even for small amounts of time every day, is vital and should be a priority on every voyage, however long.

Katy Ware, Director of Maritime Services, also co-chairs the Red Ensign Group Conference and is the UK's Permanent Representative to the International Maritime Organization. She said: 'Our seafarers provide a vital service, keeping the hearts of nations

beating and we can't underestimate their role in our lives. They work in unique environments that can be both immensely rewarding and at times incredibly demanding on physical, mental and emotional health.

'The MCA works closely with seafarer charities and industry to understand the challenges faced by

companies interested in strengthening crew cohesion on their vessels to trial social engagement initiatives on board. This will form Phase Two of the SIM Project. Following this, Phase Three will use the data and feedback from the trials to develop guidance for shipping companies in the form of a toolkit to be shared publicly. The toolkit will document proven successes, recommendations and ways to overcome challenges to social interaction on board, all with the end goal of happier, healthier, safer and more engaged crews on board.

Caitlin Vaughan, ISWAN Project Manager, said: 'We began this project at a difficult time for the industry so the widespread enthusiasm we've received from many different companies and seafarers about participating in the project is very encouraging. We're looking forward to building on the valuable findings in this research to ensure all companies recognise the importance of facilitating social interaction on board.'

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seafarers and to strive to make further improvements which could potentially have positive short and long-term impacts on the wellbeing of seafarers and is committed to spotting early signs of people who may require help as well as providing suitable support to ship owners, who owe their crew a duty of care under the Maritime Labour Convention.'

Building on these findings, ISWAN is working with a number of shipping

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The International Maritime Organization remains the most important player in maritime regulation; but the European Union's plans for shipping are making it increasingly more relevant



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Many countries are making rules governing seafarer movement stricter as #COVID19 rebounds - but none have gone as far as the Philippines ban yet, @tradewindsnews reports. Read more: bit.ly/396rduE #crewchange crisis #seafarers



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Indian #Seafarer Stuck Onboard Ship In China Attempts Suicide > Check out the article buff.ly/2MzQICc

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TIMES NOW
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We're planning to hold a silent protest on Jan 11 in front of the Chinese embassy in Delhi, we've sought permission for that: Amar Singh Thakur, General Secy, Maritime Union of India, tells TIMES NOW's Kajal.

Sign here to join #SaveOurSailors campaign: bit.ly/2Mjm3nf



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New Research Highlights Benefits Of Regular Social Interaction On Board And Common Obstacles To Overcome > Check out the article buff.ly/3s4Gzsj

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UN News
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#COVID19 travel restrictions have led to hundreds of thousands of seafarers stranded at sea, or stuck at home and unable to work. An update on their situation. CC: @IMO HQ



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Bunkering

Twelve months ago, some analysts predicted that the impact of IMO 2020 could be as momentous as when ships' switched fuel type from coal to fuel oil. They often went on to predict widespread availability issues, compatibility problems, and high prices. With the exception of a few weeks at the start of the year, none of them have proven to be as consequential as those analysts feared.

Covid-19 has impacted every industry in different ways, and it is no surprise that it has been one of the factors dominating a sector as diverse and global as bunkering. The pandemic has had a major impact on marine fuels throughout the year. In some sectors, such as cruise, there was very minimal demand for many months. In others, such as containers, demand has fluctuated massively.

Twelve months ago, there were concerns that some regions would not be able to supply enough distillate fuels

to meet demand for both domestic and post-IMO 2020 maritime needs. However, the global reduction in fuel demand from land sectors produced by the pandemic has meant that more than enough compliant bunkers have been available for shipping.

On the supply side, it is easy to forget that disagreements within OPEC+ in February and March over how much crude oil to produce rapidly increased oil production. Although some agreements on limiting capacity have been made, there remain several key oil producers still 'offline' and this means that latent supply is likely to continue to exceed actual demand for some time to come.

Yet it is important to remember that we will see a return to oil demand equilibrium at some point. As other industries return to work, and when refineries have worked through the surplus crude oil in their systems, some of the risks highlighted twelve months ago may rear their head once more - although the severest predictions we saw in 2019 are unlikely to come to pass.



James Enston, Managing Director, KPI OceanConnect London

A volatile year

There has been an unprecedented level of volatility across bunker prices this year. For example, VLSFO prices in Rotterdam fell from roughly \$600 per ton in January to \$150 per ton in May and have since risen to the low \$300s. This has presented a textbook example of why it pays to consider hedging as part of a viable bunker procurement strategy.

Big price moves are nothing new in the marine fuels industry. Indeed, the market had already seen a series of more volatile years in the lead up to 2020. Shipowners, charterers, and bunker suppliers are left exposed by even modest price movements, let alone the dramatic shifts we have seen over the past 11 months.

Unexpected cost spikes can quickly eat into liquidity, let alone profitability. The only way to navigate these hazards is to implement a comprehensive and robust risk management strategy. This requires planning, an expert understanding of the risks involved, and sound financial backing.

As vaccine roll-outs commence, life will eventually return to 'normal' for other petrochemical-intensive industries and demand for distillates will rise. However, it is not realistic to expect bunker markets to maintain stability in the medium term.

A new dynamic

The complexity of marine fuels increases the more they are regulated. IMO 2020 has created new issues for shipowners to consider before any fuel purchase; where at one time a buyer might only have to worry about price, today they also have to consider compliance, compatibility, and availability.

This new dynamic means that the traditional, commoditised relationship between bunker suppliers and customers no longer delivers the kind of value that shipowners need. Modern bunker traders need to act as trusted partners, acting transparently and collaboratively with customers and stakeholders across the industry to implement bespoke 'energy' strategies that meet a shipowner's needs, now and in the future.

As price volatility is expected to persist, at least for the medium term, risk management is becoming even more critical. This must be included in any 'energy' strategy, with hedging and other measures in place to safeguard a client's liquidity from abrupt cost rises - and modern bunker traders need to be equipped with the financial strength, comprehensive insurance, and specialist knowledge to deliver this.

In this new environment, some players in the bunker industry will need to change to stay relevant and significantly adapt their business model. Local and technical expertise, global coverage, and financial and organisational strength are the base requirements to deliver in this new environment.

Earlier this year, we finalised the merger between KPI Bridge Oil and OceanConnect Marine to create KPI OceanConnect. There were a lot of clear synergies in our "people first" and consultative approach from the start, and it has already allowed us to create an organisation that not only meets these criteria but delivers advanced marine energy solutions on a global scale. Bringing together even more knowledge and expertise, new ideas and ways of thinking, and a renewed energy to a changing marketplace has been an exciting task that leaves us primed to offer even greater levels of service and confidence for our partners as the market rapidly changes.

There are challenges ahead for the industry, as bunkering transitions from a commoditised, purely transactional process to delivering comprehensive consulting services. This will become ever more important as we see greater complexity across technical, logistical and financial concerns. I am confident that the knowledge and approach we have mainstreamed in KPI OceanConnect makes us perfectly placed to help the industry manage this change, and continue to reliably deliver for our partners in the future.

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Shore-based power has the potential to reduce noise of ships' engines

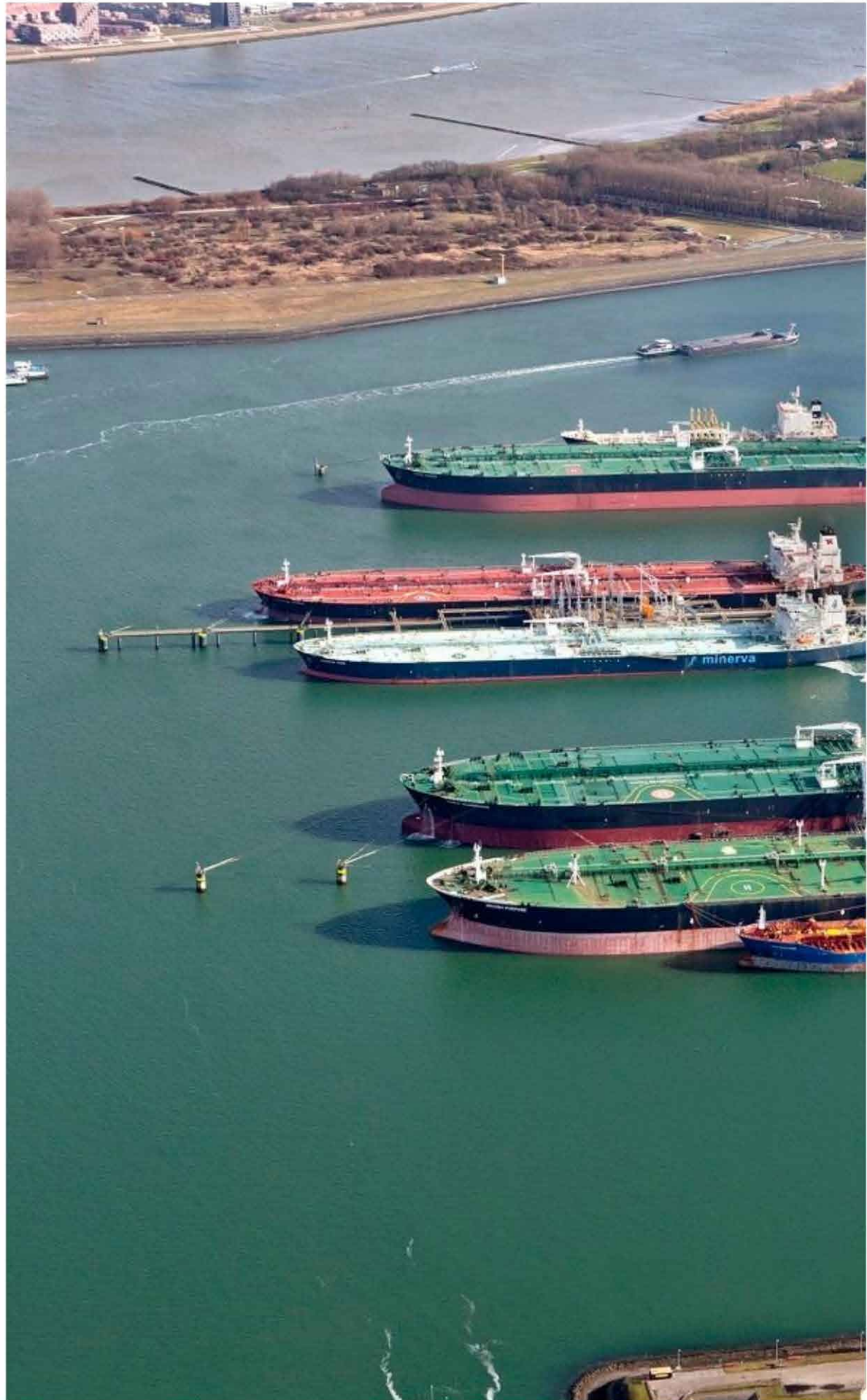
Dutch power company Eneco and the Port of Rotterdam Authority, united in Rotterdam Shore Power BV, have agreed with port operator Vopak Terminal Europoort to conduct a feasibility study for the use of shore-based power at the terminal.

An installation has been constructed on the Rozenburg Peninsula in Rotterdam allowing Heerema Marine Contractors' large vessels to shut down their diesel generators and switch to power from the wind turbines on the peninsula.

The shore-based power installation will be commissioned in the first quarter of 2021.

Vopak Europoort is located on the opposite side of the Calandkanaal of Heerema's berth. As explained, the aim of the study is to establish whether and how the installation that now stands on the peninsula can also be deployed for Vopak Europort terminal where large tankers berth.

Connecting vessels of this kind to shore-based power poses several significant technical challenges and is therefore hardly



done anywhere else in the world. It is hoped that the feasibility study that Vopak and Rotterdam Shore Power are currently

conducting will find effective technical and commercial solutions to these challenges and that they may set an international standard.

Specifically, Vopak and Rotterdam Shore Power's study focuses on safety as well as the project's technical and economic feasibility - what is needed to realize it, how much will it cost and how much will it yield? The study is

scheduled to be completed in the summer of 2021.

"We are very excited about working with our partners on developing the concept. This could result in significant reductions in emissions at ports," Timo Spaninks, Managing Director of Vopak Europoort, commented.

A key benefit of shore-based power is that less nitrogen dioxide, particulate matter and CO2 are released into the atmosphere. This reduces air pollution and combats climate

change. Shore-based power also has the potential to reduce the noise of ships' engines.

Last year, the Port of Rotterdam Authority and the City of Rotterdam announced a joint shore-based power strategy. Its objective is for eight to ten shore-based power projects to be completed before 2025, so that stakeholders can learn from them and roll-out shore-based power on a large scale in the Port of Rotterdam after 2025.

Marex Media



3D sonar sensors - innovative technology for autonomous inland shipping



The University of Antwerp (UAntwerp) and the Port of Antwerp have been jointly testing 3D sonar sensors — innovative technology for autonomous inland shipping.

At CoSys-Lab, a research group in UAntwerp's Faculty of Applied Engineering, Prof. Jan Steckel develops advanced sensor systems that can withstand harsh conditions.

"In order to achieve fully autonomous navigation, constant monitoring of the ship's surroundings is absolutely crucial," according to Steckel.



“Cameras can be used, of course, but when visibility is poor – due to dust, water sprays, mud, smoke or fog – they don't work properly.”

Sonar sensors, however, remain fully functional under such circumstances. They can provide a reliable picture of the ship's surroundings at a low cost.

“We drew our inspiration from the way bats use echolocation. They emit sound waves, and when those waves hit objects, the bats hear the echoes of these collisions, allowing them to avoid obstacles flawlessly,” Steckel added.

For the project with the Port of Antwerp, the researchers developed a 3D sonar sensor with 32 sophisticated waterproof microphones. The project is called eRTIS, which stands for “embedded Real Time Imaging Sonar”.

“The information is transmitted in real time, because if there are any delays, the ship could crash into something. The 'Imaging Sonar' part refers to reflected sound waves hitting the sensors to create a picture of the surroundings,” Steckel continued.

In the last weeks of 2020, the technology was successfully tested on the Tuimelaar, one of the Port of Antwerp's test vessels.

In 2021, there will be a follow-up project — as part of the Smart Docking Innovation Challenge, the Port of Antwerp has given the green light to Prof. Jan Steckel's 3D Sonar and Lidar for Vessel Monitoring project.

“Inland shipping is crucial if we want to ensure the accessibility of our city and our port. By focusing on technology such as unmanned navigation, we want to further increase both the market share and the competitiveness of inland shipping,” Annick De Ridder, port alderman, said.

“Unmanned vessels can lead to substantial cost savings, as well as provide an answer to our increasing traffic congestion problems and the rising costs of road transport. Smart vessels definitely have a part to play in the multimodal transport approach that the Port of Antwerp wants to help develop further,” Svetlana Samsonova, liaison officer, concluded.

Marex Media



Next-generation redox flow batteries to target zero-emission



Canada's VanadiumCorp Resource Inc. has signed a memorandum of understanding (MOU) for a trilateral partnership with Conoship International Projects BV from the Netherlands and Vega Reederei and Partners GmbH from Germany. The partnership targets zero-emission shipping markets with next-generation redox flow batteries.

As informed, the three partners plan to commercially develop next-generation vanadium redox flow-battery technology (VRFB battery) and high-energy-density electrolyte technologies for marine propulsion applications.

The MOU outlines a trilateral partnership to be incorporated as a special purpose vehicle company (SPV). The SPV will combine the shipping industry expertise of Conoship and Vega with technical innovations from VanadiumCorp.

Specifically, the SPV will develop a next-generation redox flow-battery stack based on a high-energy-density vanadium electrolyte that is specifically formulated for marine propulsion applications.

VanadiumCorp will contribute new flow-battery designs, a high-energy-density electrolyte formulation, manage

research and development, and provide its network of manufacturing partners.

What is more, Conoship will provide marine engineering designs to integrate the more compact redox flow-battery into the propulsion systems of marine vessels and ships.

In addition, Vega will arrange project financing, contribute fleet operations expertise, and conduct field testing of the marine battery prototype.

"Greenhouse gas reduction is exceptionally challenging for the shipping industry. The industry's 2050 climate goal of halving greenhouse gas emissions from 2008 levels can only be achieved with the accelerated construction of zero-emission ships and novel solutions," Adriaan Bakker, CEO of VanadiumCorp, commented.

VanadiumCorp anticipates that the SPV project will commence shortly and definitive agreements to be reached within Q1 2021.

The SPV aims to achieve significant environmental and economic benefits. The new battery technology seeks the decarbonization of shipping routes and in-port ship movements.

The next generation VRFB battery design and the new high energy electrolyte solves the challenge of high-energy-density not met by conventional VRFBs. Solving the energy-density challenge allows the SPV designs to scale to large capacities, deliver energy without waste heat, and vastly extend energy storage beyond lithium-ion's typical 4-8 hour operating time, according to VanadiumCorp.

Marex Media

Key towards a successful life is discipline

Capt Shiv Halbe CEO, MASSA

For the first time Institute of Maritime Studies (IMS), Goa bid adieu to its 19th Diploma batch online on 24th November 2020. It was attended by dignitaries on Google Meet; invitees, parents, ex-students watched it live on Facebook.

Cmde BB Nagpal, Chairman, SITEG chaired the function. He welcomed the Chief Guest – Capt Shiv M Halbe, CEO, MASSA; guests of honour – Mr Uday Purohit, President, Institute of Marine Engineers (India); Capt Sujit Vaidya, Director, Crew Assessment & Global Cadet Management, V Group India and Capt Srirang Manjeshwar, Head of Training, India, Wallem Shipmanagement; dignitaries; parents; staff, invitees and cadets.

In his address, Cmde Nagpal mentioned “The shipping industry has supported IMS due to their all-round development. The cadets have been trained for the right attitude, communication skills and mentored by Chief Engineers.” He assured that IMS will maintain high standards in the future.

Congratulating the cadets and faculty and welcoming the cadets to the exciting world of 'Sailing' was Mr Uday Purohit. He suggested to the unplaced cadets to have patience. This “NEW NORMAL” is the future and progress will be seen as never before. He mentioned the importance of academics, ability to think logically and identify the problems and approach the root cause. Technology is going to drive the world, so each one of you should do your best.



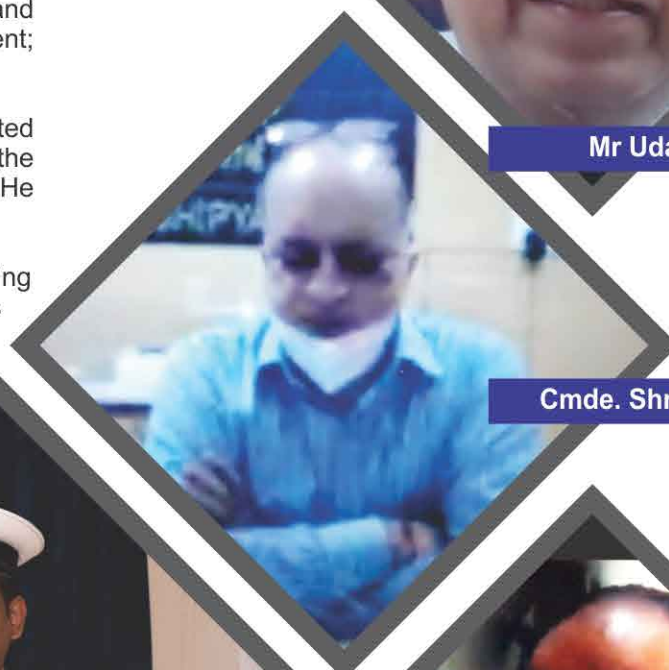
Mr Dipak B Shah



Capt Shiv M Halbe



Mr Uday Purohit



Cmde. Shri B. B. Nagpal



Mr Sunay Pai



Cadet Royson



Capt Sujit Vaidya



Cadet Shafan Khan being awarded the Best Academic performance



Cadet Velroe Pienski Fernandes receiving the Most Promising Marine Engineer Award



Cadet Wizard Filipe Lima receiving the Best Academic Performance 2 and Best all round student award



Shri Dinesh Shiroadkar, Storekeeper felicitated by Shri Ajay Tambwekar, Deputy Director

On important characteristics of a mariner, Capt Sujit Vaidya said "A mariner learns new skills, ability to overcome failure, to enjoy and be happy with what he has." He congratulated all the cadets on passing out and wished them a bright career at sea and said, "At sea you may see failures, disappointment but you need to get up again for a new start to change the things."

In his turn, Capt Srirang Manjeshwar advised the cadets to be safe – safety is a state of mind, so be alert – being safe leads to a safety culture on board. Never take the risk assessments lightly and bringing down the risk to as low as possible by eliminating hazards or barriers is of prime importance.

Remembering his sailing days, Capt Shiv Halbe expressed, "The key towards a successful life is discipline. And safety is important; if you manage to be safe then others will be safe too." He advised the cadets to be watchful on ship, spend time on deck, tar book is very important and be sincere with it as it is guide to success.

The Certificates and Mementoes were handed over to the cadets by the Director, Mr Dipak B Shah and Deputy Director, Mr Ajay A Tambwekar.

Mr Shah thanked all the dignitaries for readily agreeing to grace this function. He said, "IMS is thankful to all the shipping companies for increasing their faith in us, the staff and cadets. I am thankful to the training centres Goa Shipyard Ltd, Mormugao Port Trust, South West Port Ltd, Adani Mormugao Port Ltd., and Marine Electrical Agencies for their splendid facilities and dedication to train the cadets. The mentors of IME goa branch have trained the cadets about their preparation for going on ship."



Dignitaries

He also thanked the various organizations for sponsoring awards and prizes for the cadets who excel in various fields. It is a great source of inspiration to the young Cadets. Thanks to the ex-directors Shri A. S. Tambwekar, Shri B. S. Mathur and Late Shri M.C. Asthana have set up the strong foundation for our institute. He thanked the Chairman and all the committee members for their proactive support for developing IMS to the best standards.

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2	Best Technical Presentation -I	IME (I)	MACNIEL ANTHONY SALDANHA AKSHAY CHAUDHARY VELROE PIENSKI FERNANDES WIZARD FILIP LIMA (Preparation before Departure of ship from port)
3	Class IV Part A Subjects	Shri. A.S. Tambwekar	WIZARD FILIP LIMA
4	Highest Marks in Marine Engineering Practices	Lloyd's Register	PRAVLEEN SINGH GILL
5	Highest Marks in Engineering Knowledge – General	Mr. B.S. Mathur	VELROE PIENSKI FERNANDES
6	Highest Marks in Engineering Knowledge – Motor	Anglo Eastern (Cheque)	PRAVLEEN SINGH GILL
7	Highest Marks in Safety & Environment Protection	MMSMI	SHAFAN ANWAR KHAN
8	Highest Marks in Naval Architecture & Ship Construction	Chowgules	WIZARD FILIP LIMA
9	Highest Marks in Electrotechnology	Marine Electrical Agencies	SHAFAN ANWAR KHAN
10	Highest Marks in Management	Campbell Shipping	MACNIEL ANTHONY SALDANHA
11	Best Performance in Practical Work – II (Afloat)	New Era Shipping	SHAFAN ANWAR KHAN
12	Best Performance in Practical Work – I (Workshop)	American Bureau of Shipping	ASLEE COSTA
13	Most Efficient Cadet Captain	In the memory of late S.G. Khare by Mrs. Sunita Khare	MACNIEL ANTHONY SALDANHA
14	Best Marine Engineer & Shipmate	Wilhelmsen Ship Mgmt (I) Pvt. Ltd	VELROE PIENSKI FERNANDES
15	Best Academic Performance – II	V Ships	WIZARD FILIP LIMA
16	Best Academic Performance – I	Vasantrao Dempo Education & Foundation	SHAFAN ANWAR KHAN
17	Most Promising Marine Engineer	V.M. Salgaocar Foundation	VELROE PIENSKI FERNANDES
18	Best All Round Student	Institute of Marine Engineers (I)	WIZARD FILIP LIMA

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CHEMCO (ATCTCO)	: 18/01/2021
GASCO (ATGTCO)	: 25/01/2021
BTOCTCO (OIL & CHEM)	: 18/01/2021
BTGTCO (GTFC)	: 11/01/2021
STSDSD (SECURITY DESIGNATED)	: Every Monday, Wednesday & Friday

Discount available on bulk bookings

NOTE : 1) If any Public Holidays follows on above scheduled day, the courses will commence on the immediate following day.

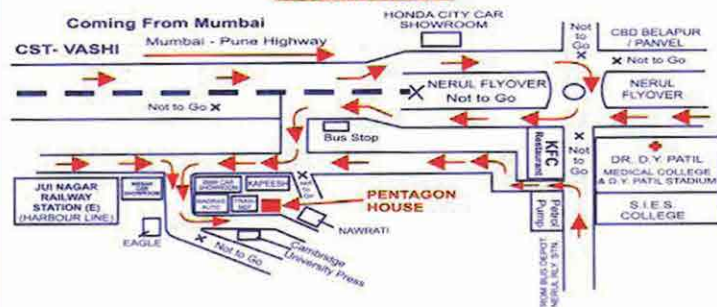
2) The above duration (6 hours a day) is minimum and same can be increased by maximum a day if the candidate and/or faculty so requires.

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(400 meters from Jui Nagar Station)

APPROACH MAP



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2. Bridge Resources Management (BRM)	03 Days
3. Bridge Team Management (BTM)	03 Days
4. Bridge Team Resource management (BTRM)	05 Days
5. Engine Room Resources Management (ERM)	03 Days
6. Engine Room Team Management (ETM)	03 Days
7. H2S (Hydrogen Sulfide)	01 Day
8. IILP (Incident Investigation & Loss Prevention)	01 Day
9. RAM (Risk Assessment & Management)	01 Day
10. Shipboard Safety Officer (SBSO)	02 Days
11. Crew Safety	01 Day
12. Engine Room Familiarization	01 Day
13. HAZMAT	01 Day
14. FRAMO	02 Days
15. Crane Operator Course	01 Day
16. Steering Gear Course	01 Day
17. COW & IGS	02 Days
18. Large Vessel Handling	02 Days
19. Ice Navigation	02 Days
20. VOC (Volatile organic Compounds)	01 Day

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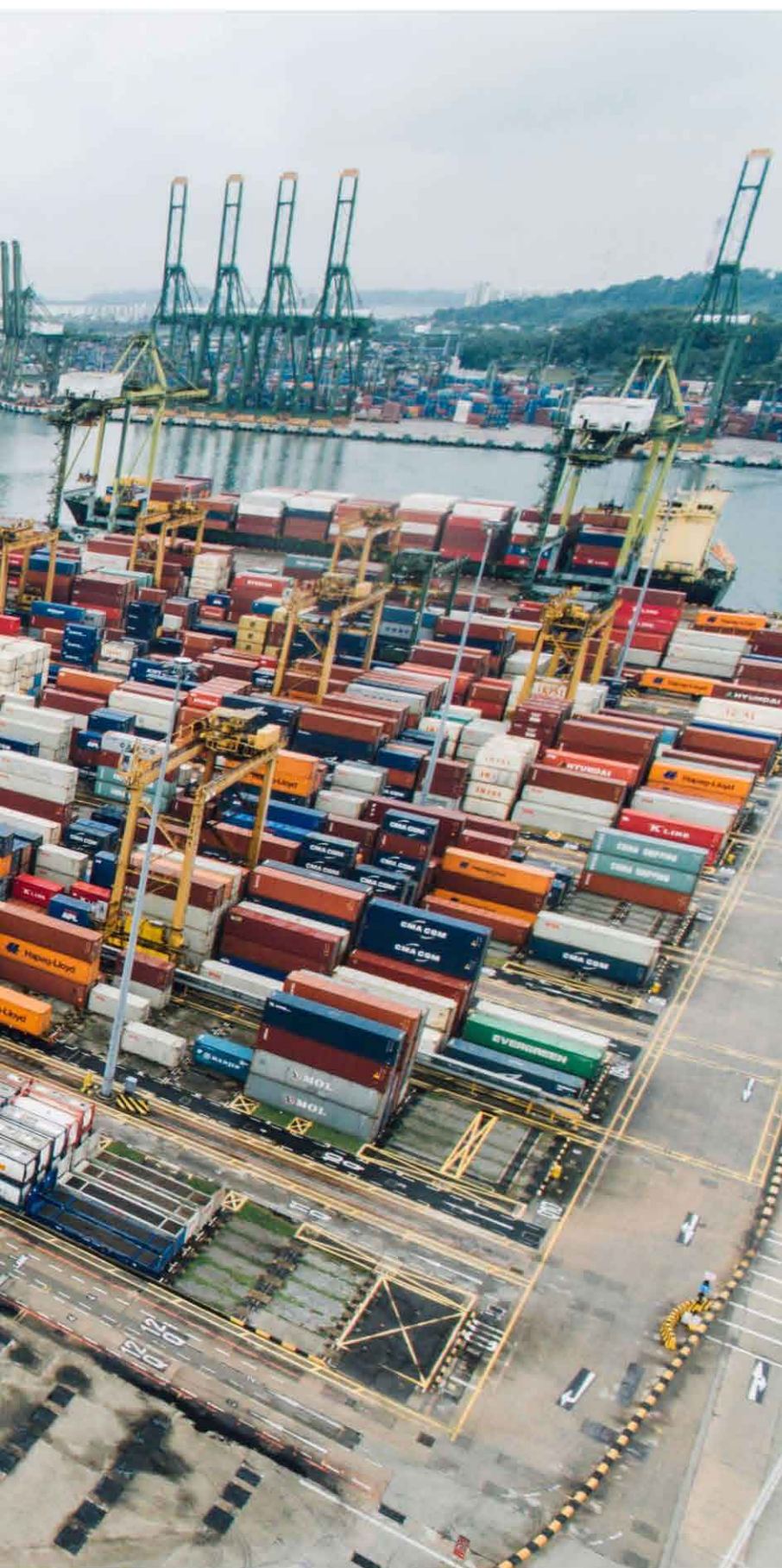
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Strong Outlook for Container Volumes in 2021

The outlook for the container shipping markets remains strong moving into 2021, a far cry from the dramatic declines the industry experienced at the start of 2020.



A new analysis of container volume shows that the market recouped much of its early losses and with few blanked sailings projected for 2021 will continue its momentum.



Data from eeSea's Blank Sailings Tracker shows that the shipping lines' schedules contain very few blanked sailings for the first quarter of 2021. On the three main East/West liner trade routes, less than two percent of sailing are blank for February and at this time less than one percent for March. That compares with 20 percent last February and more than nine percent in March 2020.

Looking toward the second quarter of 2021, at this time very few lines have announced plans to blank sailings. A year ago, between April and June, nearly 15 percent of sailings were canceled by the carriers.

"In the first half of last year, blank sailings were widely considered as a way of managing capacity during the Covid-19 crisis," said Simon Sundboell, CEO of maritime and supply chain intelligence company eeSea. "This is now being blamed for the unanticipated increase in freight rates and significant delays across the supply chain. There seems to be an impression that carriers are deliberately holding back capacity to push up freight rates. We don't see that."

On the three main East/West routes, January's effective capacity is up by 7.6 percent over the corresponding period in 2020, with almost the same percentage of blank sailings, reports eeSea.

"We see that carriers are snapping up any available charter tonnage," said Sundboell. "There is no idle capacity left, carriers are delaying scrapping, and the first new tonnage orders have even been placed."

The momentum that is carrying forward into 2021 also fueled the recovery in container volumes for 2020. New data from the shipping industry association BIMCO shows that after a 5.0 million TEU (7.3 percent) drop in volumes in the first five months of the year, volumes were down by only 1.7 percent as of November 2020, representing a loss of 2.6 million TEU at the end of 11 months.

The Far East to North America trade route saw the strongest recovery. After 11 months, volumes were more than six percent ahead of 2020 or up by 1.1 million TEU, according to BIMCO. However, the Intra-Asia route remained down just over one percent, while the Far East to Europe was down more than five percent as of the end of November.

"BIMCO now expects global container volumes to have fallen by less than 1.5 percent in 2020, which is far better than what we anticipated when the pandemic raged in Q2," says Peter Sand BIMCO's Chief Shipping Analyst. He, however noted that it remained a profitable year for liner companies.

"Looking ahead, the coming quarters will see a strong focus on the repositioning of empties and even out the imbalance caused by the stop-and-go demand of 2020," concluded Sand. "Furthermore, the focus will now turn towards the Chinese New Year, which is set to be different to any other in terms of both celebrations and exports."

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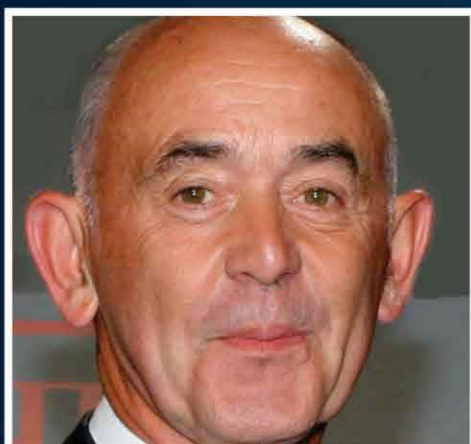
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Guideline for Survey and Facilities/Equipment of LNG Bunkering Ships released

The ClassNK logo is displayed in a white box on the left side of the image. It consists of the word "ClassNK" in a bold, blue, sans-serif font.

Leading Classification Society ClassNK released its Guideline for Survey and Facilities/Equipment of LNG Bunkering Ships, which outline the additional safety requirements of liquefied gas carriers that supply LNG fuel at sea.

The number of LNG-fueled ships has been increasing in recent years as their CO₂, SO_x, and NO_x emissions have a lower environmental load compared to ships that use conventional oil fuels. On the other hand, the facilities that supply LNG as fuel from quay facilities to general ships are

still limited. Liquefied gas carriers supplying LNG fuel at sea are considered candidates for ensuring variations in fuel supply, and more liquefied gas carriers (LNG bunkering ships) that supply LNG to ships are also being built and operated.

There are currently no established international conventions for the facilities/equipment of ships that transfer LNG to other ships at sea, and additional safety equipment has been considered individually. Based on the examinations conducted so far, ClassNK has developed the Guideline which compiles the requirements for additional equipment for the safe transfer of LNG, a cryogenic substance, between ships, and surveys. The Guideline stipulates the layout and system design of LNG bunkering ships, fuel transfer systems, and operation, as well as class notations according to the equipment to be installed.

The Guideline are available to download free of charge via ClassNK's website www.classnk.com for those who have registered for the ClassNK "My Page" service. To register for the "My Page" service, go to the ClassNK website and click on the "My Page Login" button.

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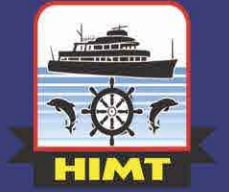
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