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6) Offshore Vessel Handling and Manoeuvring Course - INR 20,000/-	3 Days	On Request
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QR Code for NOTI Course Schedule

For details of courses refer Page No. 7

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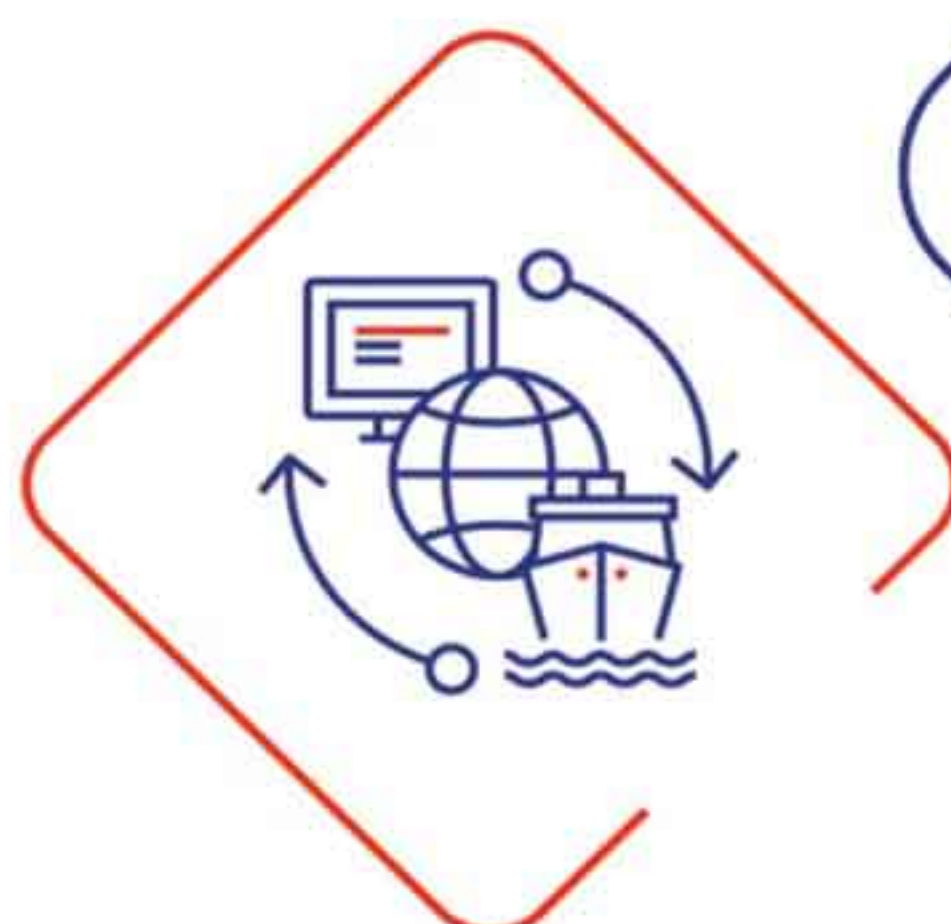
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Mumbai Office

Contact Person :

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NUSI Training Initiatives

**NUSI Offshore Training Institute (NOTI), Panvel
Mohamed Ebrahim Serang Centre (MESC), Valsad**



QR Code for
NOTI Course Schedule:

For DP & Offshore course bookings contact us at notibooking@isfgroup.in

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SN	Courses at NOTI	Duration (in Days)	Course Fees* (INR)
I. DP Courses (Simulator Based)			
1	DP Induction (Basic)	5	37000
2	DP Revalidation Course	5	38000
3	DP Simulator (Advanced)	5	35000
II. Offshore Vessel Courses (Simulator Based)			
1	Offshore Vessel Maneuvering & Ship Handling	3	20000
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
VI. Skill Enhancement Training Under NUSI SAKSHAM Scheme			
1	Lathe and Welding Skill Training (Also available at MESC Valsad)	6	Free
2	Deck Rating Skill Enhancement Training (Also available at MESC Valsad)	6	Free
3	Engine Rating Skill Enhancement Training (Also available at MESC Valsad)	6	Free
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	50% reduction in fees to INR 20,000/-

* Course Fee includes taxes and superior AC accommodation on twin sharing basis (INR).

* Course nights include the night of the first day till the night before the last day.

* Additional nights on twin sharing basis are charged at INR 1250/- per candidate per night inclusive of all meals.

* Transportation from Panvel Station to Institute and back on first & last day of course is also included in the course fees.

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COMPETENCY COURSES			MODULAR COURSES			REFRESHER COURSES		
Course	Duration	Commencing	Course	Duration	Commencing	Course	Duration	Commencing
1 2nd Mate Function	4 Months	15.02, 15.04, 15.06, 15.08, 15.10/15.12	1 PST REF		5, 7, 10, 17, 24 Nov & 01, 08, 15, 22, 29 Dec	1 FPFF Refresher	01 Day	Alternate Saturday
2 Chief Mate Phase I	3 Months	15.05, 15.08, 15.11, 15.02, 15.05	2 FPFF REF		4, 6, 9, 16, 23, 30 Nov & 07, 14, 21, 28 Dec	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	3 MFA REF		11, 25 Nov 9, 23 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 STSDSD		9, 23 Nov & 7, 21 Dec	4 PST Refresher	01 Day	Alternate Monday
5 NWKO (NCV)	4 Months	15.02/15.04/15.06/15.08/15.10/15.12	5 SSO		5, 19 Nov & 3, 17, 31 Dec			
SIMULATOR COURSES			6 LGTF		9, 23 Nov & 14, 28 Dec			
1 ROC	2 Week	3rd Monday of Every Month	7 OTF + CTF		2, 16 Nov & 7, 21 Dec			
2 ARPA	1 Week	1st Monday of Every Month						
3 RANSCO	1 Week	2nd Monday of Every Month						
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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MASTER / CHIEF ENGINEER / CHIEF OFFICER
FIRST ASSISTANT ENGINEER

LARGE CONTAINER VESSELS

CHIEF ENGINEER (either with ME Engine or RT Flex Exp)
SECOND ENGINEER (either with ME Engine or RT Flex Exp)

LARGE CRUDE TANKERS (VLCC)

CHIEF OFFICER
FIRST ASSISTANT ENGINEER

VERY LARGE GAS CARRIERS (VLGC)

CHIEF OFFICER
SECOND ASSISTANT ENGINEER

CHEMICAL TANKERS (Parcel Tankers)

MASTER
CHIEF ENGINEER
CHIEF OFFICER
FIRST ASSISTANT ENGINEER

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CONTACT PERSONS: Dr. Sanjay Bhavnani / Capt. H. K. Engineer / Capt. A. Dayal / Capt. K. Vaze / Mr. A. Achuthan / Ms. Deeksha Malpe

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WE DO NOT HAVE ANY OTHER REPRESENTATIVE AGENTS IN INDIA.



Collaboration not Regulation to address Challenges

With growing calls from manufacturers, retailers and trade associations for governments to increase their oversight and regulations of the global shipping industry, the World Shipping Council issued an analysis in defense of carriers. Citing the unparalleled disruptions to the global supply chain from the pandemic, the trade association for the international shipping industry is calling for greater collaboration to address the issues ranging from skyrocketing rates to container shortages and reduced reliability among the carriers.

“To get through this time and stabilize supply chains all parties need to work together, taking a constructive approach rather than assigning blame,” the WSC said in its public statement. “The unparalleled disruptions to the international supply chain experienced over the last year are not caused by one party in the chain; they are the result of sudden and radical changes in the demand for goods due to the impact of the Covid-19 pandemic.”

The WSC uses data from recognized industry analysts to refute many of the claims that have been leveled against carriers. For example, regarding the lack of capacity, they respond by saying that the lines are deploying all available tonnage and using vessel sharing agreement to ensure that available capacity is made available to partner carriers to offer their customers.

The WSC cites the 20 to 30 percent drop in demand in the second quarter of 2020 acknowledging that carriers curtailed services and idled vessels. “However, as cargo volume rose, carriers redeployed those assets as quickly as possible,” they write. Citing data from Alphaliner, the WSC says just 2.5 percent of the global cargo fleet is inactive and that more than half of those ships are in shipyards undergoing repairs or other services.

BIMCO's Shipping Number of the Week

In the seven days up to 1 January 2021, the US did not record any crude oil imports from Saudi Arabia. It is the first time this has happened. Previously, imports have averaged several hundred thousand barrels per day (bpd).

For the moment, this drop to zero appears to be a one off as imports in the week ending 8 January totalled 328,000 bpd. The drop does however not come completely out of the blue as volumes on this trade have been falling for many years now.

On average, the US imported 497,000 barrels per day from Saudi Arabia in 2020, continuing year-on-year declines since 2012 when imports averaged 1.4m bpd. The yearly drop between 2019 and 2020 is in fact the lowest fall since 2012, as volumes decreased by just 0.2%, compared to a 42.0% fall between 2018 and 2019. The fall in 2020, was cushioned by high imports during the oil price war, with imports peaking at 1.6m bpd, the highest level since August 2016.

Have a great 2021 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
Simulator Courses		
High Voltage Course (Management Level)	5 Days	14900
High Voltage Course (Operational Level)	1 Day	3900
Liquid Cargo Handling Simulator - Management Level Course [LCHS]	5 Days	11900
Diesel Engine Combustion Gas Simulator - MEO Class-I (DECGS)	3 Days	8900
Engine Room Simulators - Operational Level-MEO Class IV (ERS)	3 Days	4900
Engine Room Simulators - Management Level-MEO Class IV (ERSM)	5 Days	9900
Global Maritime Distress Safety System (GMDSS)	12 Days	19900
Electronic Chart Display and Information System (ECDIS)	5 Days	12900
Revalidation & Upgradation Courses		
Marine Engineer Officer (REO) Revalidation of Certificate of Competency (Holding 2010 CoC)	3 Days	6900
Refresher for Medical First Aid (RMFA)	1 Day	2900
Refresher for Medical Care (RMC)	1 Day	3900
Refresher for Advanced Fire Fighting (RAFF)	1 Day	5900
Refresher for Proficiency in Survival Craft & Rescue Boats (RPSCRB)	1 Day	5900
Refresher course for FPFF (RFPFF) & Refresher course for PST(RPST)	2 Days	3800
Advanced Courses		
Medical First Aid	4 Days	4900
Advanced Fire Fighting (AFF)	6 Days	8900
Proficiency in Survival Craft & Rescue Boats (PSCRB)	5 Days	9900
Ship Security Officer (SSO)	3 Days	4900
Advanced Training for Tanker Operations (TASCO / CHEMCO / GASCO)	10 Days	11900
Advanced Passenger Ships Safety Course (APS)	5 Days	12900
Vertical Integration Course for Trainiers [Earlier TOTA] (VICT)	10 Days	18900
Basic Courses		
Basic Safety Training (STCW Courses - PST, EFA, PSSR and FPFF)	11 Days	11600
Security Training for Seafarers with Designated Security Duties (STSDSD)	2 Days	2900
Tanker Course Combined(Oil & Chemical) (TFC-C)	6 Days	4900
Passenger Ship Familiarization (PSF)	3 Days	3900
Competency Courses		
2 nd Mate Function - 31900; Chief Mate PH1 - 39900; PH2 - 44900; ASM - 31900		
MEO Class I (EM) - 31900; MEO Class-II (PCT) - 39900		
Discounted Packages		
BST + STSDSD - 13900	AFF + PSCRB + MFA - 22900	
AFF + PSCRB + MFA + ERS - 27500	TASCO + CHEMCO + GASCO - 33900	
REO + RAFF + RPSCRB + RMFA - 19900	PCT + ERS - 47800	
Presea Courses		
B.Tech (Marine) 4 Yrs / B.Sc (Nautical) 3 Yrs [Affiliated with Indian Maritime University (IMU)] - July - 300000/Yr		
GME Course (For Graduate Mechanical Engineers) - 1 Yr - Mar / Sept / Nov - 365000/Yr		
Electro Technical Officers (ETO) - 4 Months - Mar / Jul / Nov - 210000		
G.P.Rating (Deck / Engine) - 6 Months - Jan / Jul - 150000		
OCCP (Orinetation Course for Catering Personnel) - 12 Days - Every Month - 39000		
OFFSHORE COURSES		
1 st Institute in South India - Nautical Institute, UK Accredited Dynamic Positioning (DP) Simulator Based Courses		
DP Induction (Basic) Course DP Simulator (Advanced) Course DP Knowledge for Technical Staff Course		
Duration : 5 Days Starts : Every Week		
Loyalty Discount Available up to INR 3000/- for every future courses to all our Ex-Students		
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Age	Between 17½ to 25 years	Between 17½ to 25 years	PSF (Crowd Management) Rs.4,000/- (2.5 Days)
Course Duration	6 months	6 months	---
Course Commencing	1st Jan / 1st July	1st Jan / 1st July	STSDSD Rs. : 6500/- (02 days)

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Require

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THE SUCCESSFUL COMPLETION OF COURSE DOES NOT GUARANTEE ON BOARD
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- ETO

1 year rank exp on DSV/MSV – DP2 vessel

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(Vessel Operating in Qatar - Rasgas Charter)

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(Should have rank exp of 60 months out of which 36 months on DP2 vessels only)

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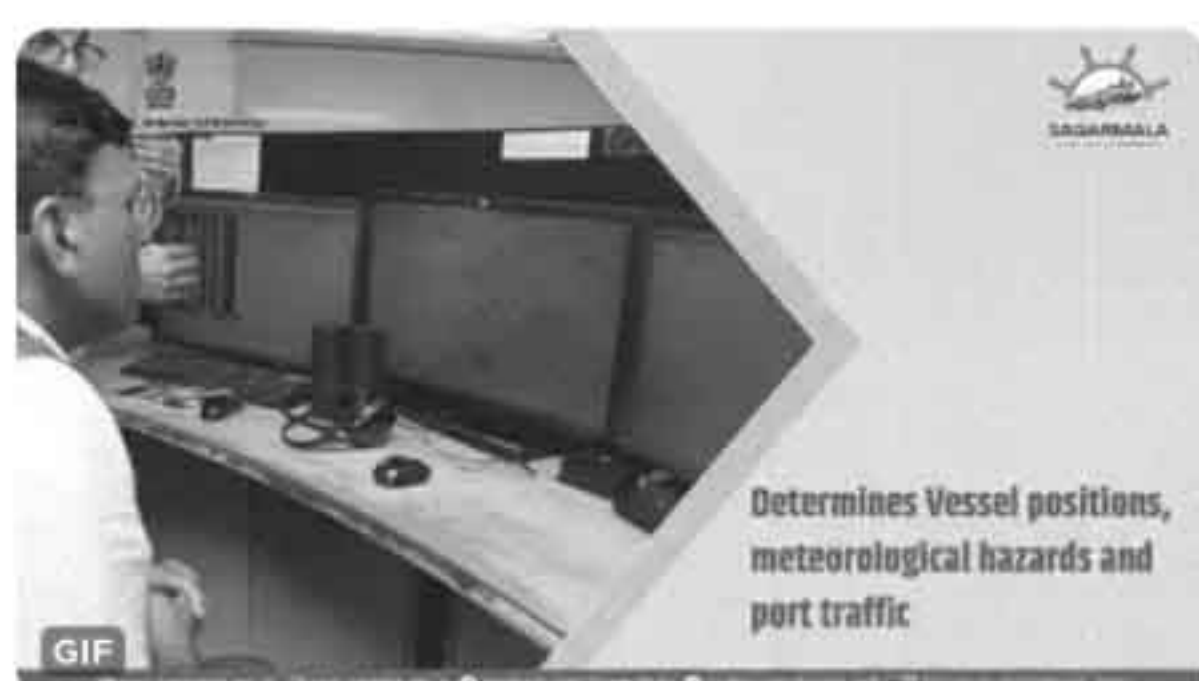
tweets this week



Ministry of Ports, Shipping and Waterways
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India is at the forefront of leading the world through innovation and cutting-edge technology.

VTMS software indigenously developed to determine vessel positions and meteorological hazard warnings is a milestone moment fulfilling the objective of #AtamanirbharBharat.



Anglo-Eastern
@angloeasterngrp

Following our own clip is this video from BIMCO aimed at further raising awareness about the vital importance of shipping & seafarers to the global economy, our supply chains & businesses/communities worldwide. Help spread the word! #ShipsMakeTheWorldGo #SeafarersAreKeyWorkers

BIMCO @BIMCONews · 1d

BIMCO has launched an initiative to raise awareness about the crucial role of shipping and its seafarers. Help raise awareness outside the shipping industry by sharing the film below: bimco.org/ShipsMakeTheWorldGo.....



Lloyd's List
@LloydsList

Hapag-Lloyd drops west coast call as congestion continues



Hapag-Lloyd drops west coast call as congestion continues
lloydslist.maritimeintelligence.informa.com



Abdulgani Serang
@AbdulganiSerang

NUSI Office Bearers appreciate Shri Amitabh Kumar, Chair, Seamen's Provident Fund n DG Shipping for accepting NUSI long pending demand to extend PF, Gratuity n Pension by law to ALL RANKS of seafarers of all type ships including Cruise on Indian n foreign flag. V r all very happy

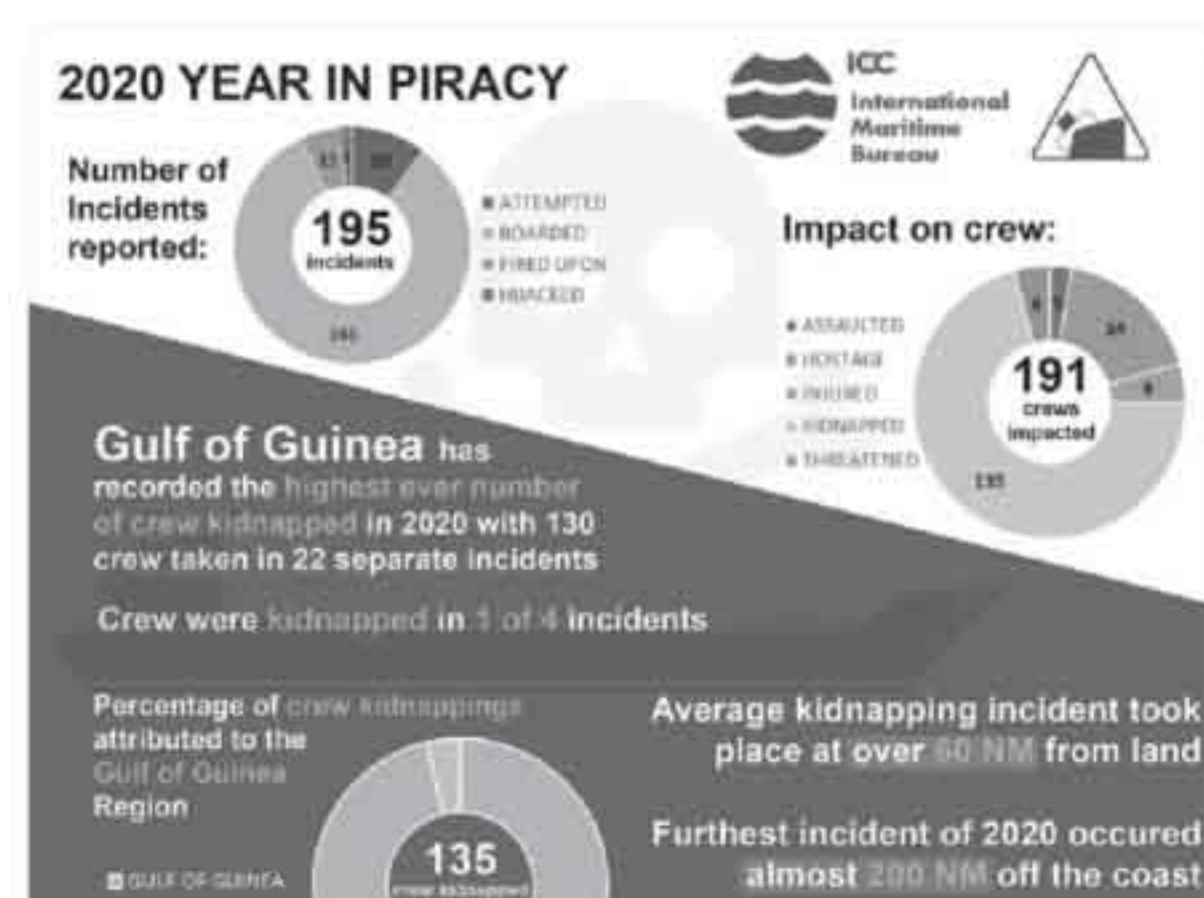


ISWAN South Asia
@iswan_asia

The @IMB_Piracy's annual piracy report recorded an increase of #piracy and armed robbery incidents in 2020, including the Gulf of Guinea recording its highest ever number of crew kidnapped. bit.ly/3i7z2Ec

We urge you to maintain a high level of vigilance!

#maritimeneews



Capt Sanjay Prashar
@PrasharSdp

Some Training Institutes approved by @dgship_goi r refusing to REFUND fee paid by Seafarers although STCW courses are cancelled by Institute.

All Seafarers please check fee refund policy of Institutes when you book Course.

Hope DG Shipping can update Advertising Order to MTI.



Ministry of Ports, Shipping and Waterways
@shipmin_india

We are deeply obliged by the overwhelming participation of the stakeholders and industry partners in the virtual roadshow on "EOI For Sagarmala Seaplane Services".

Every invaluable suggestion will be discussed on the next level and implemented after overseeing its feasibility.



The Maritime Union of India (MUI)
@mui_mum

MUI believes Indian seafarers deserve immense financial benefits.

Provident Fund, Gratuity and Pension for all Merchant Navy Seafarers very soon

It has been decided in principle that all Indian Seafarers serving on foreign going, home trade, offshore, tugs, cruise ships of Indian and foreign flag will be receiving Provident Fund, Gratuity and Pension.

In the 137th meeting of Board of Trustees of Seamen's Provident Fund Organisation (SPFO) held on 11 January 2021, under the Chairmanship of Shri Amitabh Kumar – Director General of Shipping, it was agreed that this proposal will be placed before Parliament by the Ministry of Shipping, for the final approval.

The Maritime Union of India (MUI) had asked for Petitions from all Seafarers, demanding implementation of the above benefits. Having received an overwhelming response, MUI is proud to report that the above benefits will commence, once a formal decision is taken.

MUI would like to place on record its appreciation of the role played by Mr. Mansukh Mandaviya – Honourable Minister of Shipping and Shri Amitabh Kumar – Director General of Shipping for the proactive stand taken in the matter.

Seafarers and their families are extremely pleased about this development and look forward to implementation by all companies.

We look forward to an early implementation of this benefits.

Best Regards,

Amar Singh Thakur
General Secretary



Capt Sanjay Prashar
@PrasharSdp

Happy News

Two Indian Seafarers stranded on-board ship in Dubai are returning this week after 19 months.

@cgidubai has been great help. Owners paid all wages also.

On-board crew handled the issue well. Self was in touch with them.



Lloyd's List
@LloydsList

@Maersk suffers IT outage





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Birthdays

This Week



Mehta Sanjay Jalandhar 18th Jan

Saini Gurpiare Lal Mumbai 18th Jan

Banerjee A Mumbai 20th Jan

Pillai Prakash Mumbai 20th Jan

Parmaj Uday Raj Mumbai 22nd Jan

Mahajan Subhashchandra N Mumbai 22nd Jan

Capt Rana Anil Chandigarh 23rd Jan

Capt Anurabhav Kochar Meerut 23rd Jan

Malhotra Raman Mumbai 24th Jan

Don't Forget to Wish your fellow mariners !!

For inclusions here, fax/email/write your birthdays to us



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CONTACT PERSON:

Capt. R.K.Talwar:- 022 67870007, Sandeep Dhole – 9819007483, Gayaprasad Gupta:- 9167991836

Email: jobs@svsgroup.in

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Kindly note that on certain public holidays the printing press will remain closed, and the print edition will therefore not be available. However, the online edition will be duly published and be made available on time.

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Regular MEO Class IV Preparatory Online Classes being Carriedout

50 % DISCOUNT TO ALL WOMEN CANDIDATES FOR ALL COURSES

Due to threat of Corona Virus (COVID-19), as per Government & DGS Directives, Fosma Maritime Institutes, KOLKATA is conducting 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.

Conduct of Modular, Simulator & Refresher Courses is still not Approved by DGS in this Mode. All telephone and e-mail enquiries are being attended to, as

AWARDED GRADE A1 (OUTSTANDING) WITH A SCORE OF 93.04% BY DNV-GL.

COURSE SCHEDULE W.E.F. 1ST NOVEMBER 2020

No	Name of DGS approved course	Duration	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Fees (Rs.)	Capacity
Competency Courses																
As per Course Starting Dates notified by the Directorate General of Shipping																
1	Second Mate (FG)	4 months		15		15		15		15		16		18	6,500/- p.m.	40
2	Second Mate (FG) FOUNDATION	2 months		01		01		01		01		02		01	6,000/- p.m.	20
3	Chief Mate (FG) Phase I	3 months	16	15	15	15	15	15	17	15	15	16	15	15	11,500/- p.m.	40
4	Chief Mate (FG) Phase II	3 months	16	15	15	15	15	15	17	15	15	16	15	15	12,500/- p.m.	38
5	Master (FG) ASM	1½ Month	02		02		01		01		01		01		12,000/- p.m.	24
6	MEO Class I	2 months	01	01	01	01	01	01	01	01	01	01	01	01	12,000/- p.m.	24
7	MEO Class II 1st Batch	4 months	01	01			01	01			01	01			5,000/- p.m.	38
8	MEO Class II 2nd Batch	4 months			01	01			01	01			01	01	5,000/- p.m.	40
9	MEO Class IV Pre (Nov DG)	2 months	02	01	04	01	01	01	03	01	01	01	01	01	5,000/- p.m.	24
10	RUT (Reval) Course for Deck Officers-Management/Operational	11/05 days	09,23	07,21	11,25	08,22	08,22	08,22	03,17	08,22	05,19	02,23	06,20	11	16,000 / 6,000	38
11	RUT (Reval) Course for Engineers-Management/Operational	11/06 days	09												10,000 / 6,000	38
12	RUT (Reval) Course for ALL ENGINEERS	3 days	10,17	15	12,19	16	16	13	11	15	13	11	21	12	6000/-	24
Simulator Courses																
No	Name of DGS approved course	Duration	November	December	January	February	March	April								
1	Ship Manoeuvring Simulator - (SMS)	5 days	09,23	07,21	04,18	01,15	01,15	05,19							18,000/-	08
2	Radar, ARPA & Navigation Simulator (RANSCO)	6 days	02,16	07,21	04,18	08,15	08,15	05,19							7,000/-	09
3	ECDIS COURSE	5 days	07,30	14,28	04,25	08,15	08,15	05,19							8000/-	12
4	Radar Observers Course (ROC)	10 days	9	16	11	16	8	16							6,500/-	18
5	Automated RadarPlotting Aids. (ARPA)	5 days	02,23	31	25		01,22	30							4,000/-	18
6	Liquid Cargo Handling Simulator (LCHS Oil)	5 days	02,23	01,21	04,25	01,22	01,22	05,26							14,000/-	08
7	Eng Room Simulator For Operational Level	3 days	11	8	4	1	1	6							3,000/-	12
8	Eng Room Simulator For Management Level	5 days	02,23	01,14	04,25	01,22	01,22	05,26							5,000/-	12
9	Diesel Engine Combustion Gas Monitor Simulator	3 days	2	1	4	1	1	1							6,000/-	12
Modular Courses																
1	Ship Security Officer (SSO) Course	3 days	02,16	16,29	13,27	08,22	07,21	05,26							4,000/-	24
2	Passenger Ship Safety (PSS) course	5 days		21		22		19							7,000/-	12
3	Passenger Ship Familiarisation (PSF) course	2.5 days		28		16		26							3,000/-	12
4	Medical First Aid (MFA)	4 days	02,23	01,21,28	04,25	01,22	01,22	05,26							2,500/-	24
5	Medical First Aid (MFA) Refresher	1 day	05,26	04,24,31	07,28	04,25	04,25	08,29							1,500/-	24
6	Medical Care Course (Medicare)	10 days	9	7	11	8	8	12							5,500/-	24
7	Medical Care Course (Medicare) Refresher	2 days	19	17	21	18	18	22							2,500/-	24
8	Advanced training for oil tanker cargo operations (ATOTCO Oil)	10 days	9	7	11	8	8	12							6,000/-	16
Please report at 0830 hrs. on day of commencement of course with Originals & self-attested copy of Passport,CDC,INDoS & any other certificates as required along with 2 nos. 35mm x 35mm colour photos																
In case of any doubt, please contact :		Capt. H.K. Ray: +91 9433060124 for Masters (FG) ASM & Ship Manoeuvring Simulator														
		Capt. A. Dagman : +919874838928 for Chief Mate (FG) Phase II, & Radar, ARPA & Navigation Simulator Course														
		Capt. Ashok Menon : +91 9831636004 for Chief Mate (FG) Phase I & EC														
		Capt. N. Karmakar : +91 9433005956 for Second Mate (FG) & Refresher & Updating Course for Masters & Deck Officers														
		Mr. Somnath Tat :+91 7059660455 for MEO Class I, MEO Class II, MEO Class IV, Refresher & Updating course for Engrs & Eng Room Simulator course														
		Capt. Tapan Kumar : +91 9163894750 for all Modular Courses														
		Capt. R. K. Sinha : +919874612344 for ATOTCO & LCHS														
		PRINCIPAL - Capt. Surendra Manocha : +91 8100771366														
DGS Training Branch Circular No. 19 of 2020 dated 18th May 2020																
9. The Maritime Training Institutes (MTIs) conducting long duration pre-sea courses and Competency courses for the Nautical and Engineering Discipline are hereby permitted to conduct the Theory/Lecture part of the curriculum of these courses through Virtual classes/Live video sessions subject to compliance with the following conditions:																
9.1 The approval for conducting maritime courses using Virtual Classes / Live Video sessions (VC /LVS) is granted only to the Maritime Training Institutes(MTI) already approved by the Directorate and only for the Theory / Lecture part of the curriculum. The Virtual classes can be conducted only for the courses intake capacity and the batch frequency already approved. These classes will first cover the batches whose training have got disrupted mid-way due to the suspension of classes.																
9.2 As and when the situation improves, the candidates will have to attend the remaining part of the course as applicable at the DGS approved Maritime Training Institute, Where they have enrolled and from the MTI which has uploaded their batch details on the E-Governance system of the DGS. Any training imparted to other unauthorized students shall not be counted for any purpose whatsoever.																
Course Booking : Please email your requirements to <fosmakolkata@gmail.com> OR Contact Mr. Tapas Bhattacharjee on 033-4409 1300 (100 Lines) OR +91 9874233324 (mobile)																
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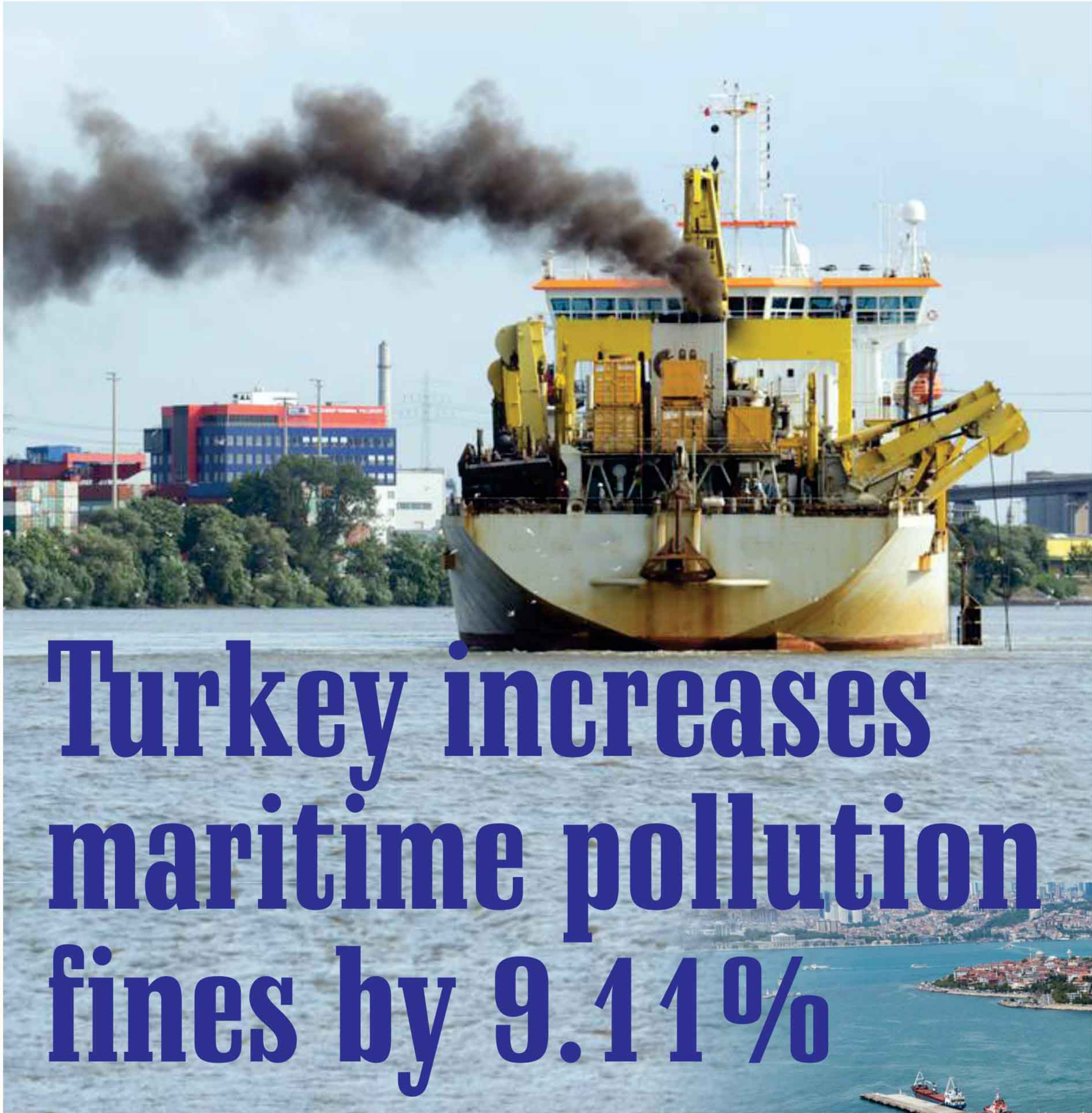
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Turkey increases maritime pollution fines by 9.11%

Turkey has increased the levels of maritime pollution fines raising them by 9.11 %, according to the Standard Club.



Environmental pollution fines are revised annually and declared in the Official Gazette for the respective year.

The fines relate to pollution caused by cargo ships and other naval vessels discharging petroleum and petroleum derivatives, solid waste or domestic wastewater, or dirty ballast.

They can reach up to 661.95 Turkish Lira per tonne (\$ 88.82).

Fine amounts would be tripled for ships owned by corporate entities, the club said.

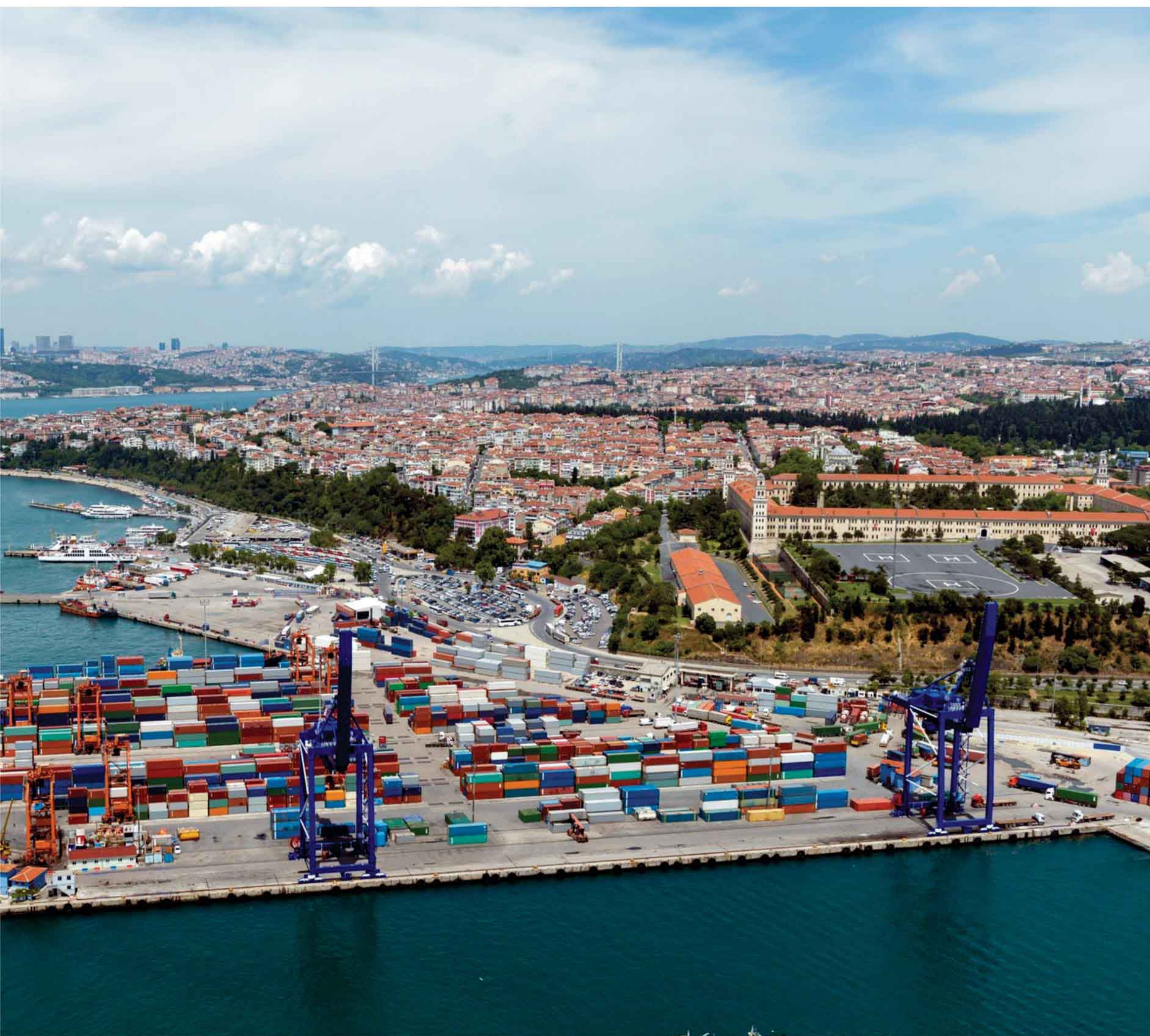
According to the announcement, fines will be doubled in the event of a repeat offense within three years, and tripled for subsequent offences by the same vessel within three years.

Authorities that detect a pollution incident are under an obligation to report the incident to the Turkish public prosecutor immediately.

Subsequently, the public prosecutor will commence a criminal investigation, which is usually followed by criminal proceedings brought against the master of the ship. These proceedings may proceed even if the fine is paid. The investigation can also result in the delay or detainment of a vessel.

The shipowners are entitled to lodge an appeal before the Administrative Court within 30 calendar days from the fine notification date. Generally, there are very low prospects of success in the appeal proceedings.

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DGS Approved Courses

Name of Courses	Eligibility Criteria as per DGS guidelines	Course Duration	Fee Structure (INR)	No. of seats Sanctioned	Date of commencement of course
Engine Room Simulator Management Level	Engineers holding MEO Class IV COC	5 Days	10,500 (including GST)	12 Each	1st & 3rd Monday of Every Month
Engine Room Simulator Operational Level	Approved Pre-Sea training + minimum 6 months sailing experience as trainee engineer	3 Days	7,500 (including GST)	12 Each	2nd & 4th Monday of Every Month
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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Courses	Frequency	Duration
Simulator and Hands-on Training on Electronic Engines (ME)	Twice a Month	4 Days
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Large Ship Handling	On Request	1 Day

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Shore power has large socio-economic benefits to deliver



After embarking on an ambitious strategy for onshore power use, the Port of Rotterdam has now unveiled a detailed approach to realizing shore power within different shipping segments.

Together with the Municipality of Rotterdam, the port authority presented in October 2020 a strategy to realize 8 to 10 new shore power installations in the next five years to learn from them and then speed up the uptake of shore power in the second part of this decade.

The strategy supports the port's ultimate goal of becoming a zero-emission port in 2050, which is in line with the EU Green Deal.

As explained, despite the positive results of shore power, fundamental uncertainties for market parties still exist and the technical potential of shore power for the shipping industry is still being developed.





According to the Port of Rotterdam, a European one-size-fits-all obligation for ports to install onshore power on every berth would result in very high costs with the risk of creating lock-in effects hampering the uptake of zero-emission fuels. It also risks losing momentum for the commercial interest in shore power by market parties which can be seen currently.

Shore power has large socio-economic benefits to deliver but is certainly not a "no regret" measure that works everywhere - for certain segments and port areas, other measures such as the use of low and zero-emission fuels could be far more cost effective in terms of emission reduction, the port authority pointed out.

"Instead of top-down regulations, we would welcome a tailored approach with progressive ambitions per shipping segment, taking into account local circumstances and costs, while also driving standardisation," the Port of Rotterdam said.

"We advocate a value chain approach for the rollout of shore power in European ports, based on cooperation and stimulation, rather than regulation."

Cutting maritime transport emissions

To reduce the emissions of the entire maritime transport chain, the port stimulates investments in sustainable fuel production across the entire value chain, provides incentives for ships that use cleaner fuels and develops new safety frameworks and standards for bunkering clean and low carbon fuels and set up new bunkering facilities in the port.

CO2-emissions at sea represent 87% of all emissions of logistics chains via Rotterdam. Hinterland transport is 11% and the emissions of berthed ships just 2%.

Yet the reduction of emissions in the port is important, especially to improve the living environment in surrounding residential areas and to protect vulnerable Natura2000 areas in close proximity to the port. For this reason, all moorings for inland vessels in the port, as well as the ferry of Stena Line Hoek van Holland have a shore power connection.

Currently, a variety of onshore power infrastructure projects are being executed in the port. One of them concerns Europe's largest green shore power connection to supply offshore crane vessels on the Calandkanaal with onshore wind power. This does not only result in significant carbon reductions but also ensures that berthed vessels no longer emit nitrogen and particulate matter to the environment and moreover reduces noise levels.

The latest shore power project is the one with Vopak Terminal Europoort that will see Rotterdam Shore Power BV and Vopak conducting a feasibility study for the use of shore-based power at the terminal.

Ambitions for 2030

The Port of Rotterdam's ambition is to supply 90% of the ships visiting public quays in the urban area with shore power by 2030.

Furthermore, the port authority focuses on areas and segments where it can take large steps forward.

"For roll-on/roll-off, ferries, offshore vessels and cruise we want to supply 90% of the visits with shore power by 2030. For large container vessels (ULCS: >10,000 TEU nominal capacity) the aim is set at 50%," the Port of Rotterdam said.

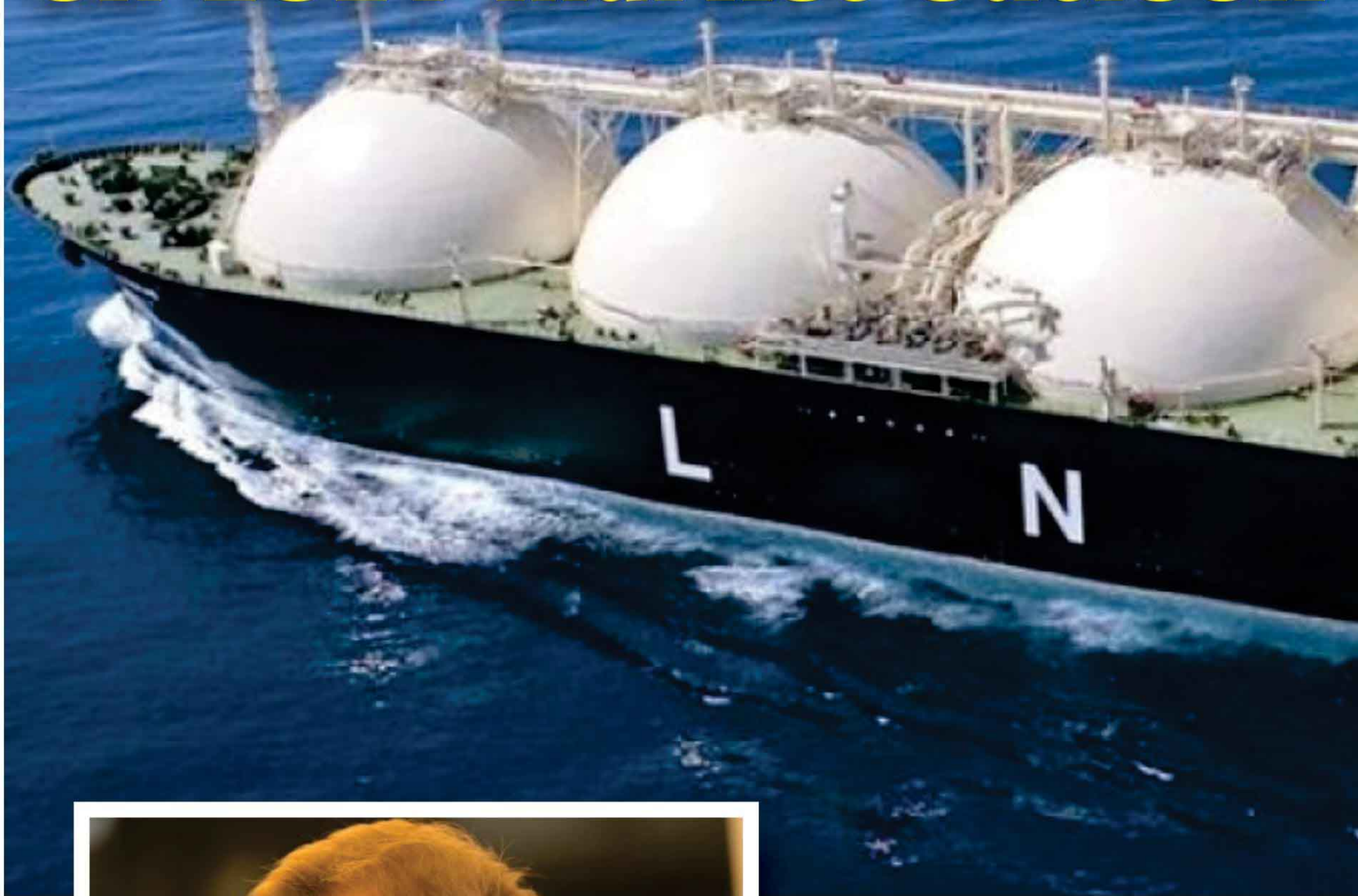
"For more complex shipping segments such as liquid and dry bulk and areas where the technical facilities are not yet available, we provide active support in the field of innovation and standardization," the port authority continued.

In order to realize these ambitions, the port needs direct project subsidies to cover the non-profitable top of promising shore power projects. Putting a price on shipping emissions would considerably improve the business case for shore power while also boosting usage rates, the port believes. What is more, a permanent tax exemption for shore power and zero-emission fuels is needed to create a level playing field with tax exempted fossil fuels.

"By fulfilling these conditions, European policymakers can help us to deliver zero-emission ports, which in turn can help Europe to achieve climate neutrality in 2050," the port authority concluded.

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SSY shares views on 2021 market outlook



Mark Richardson, Chairman, SSY

After a highly volatile 2020, leading shipbroker Simpson Spence Young (SSY) looks at the next 12 months and highlights areas of particular interest in their 2021 Outlook Report. The report looks at various drivers of the shipping markets, including how the developing emissions regulations may affect commercial fleets and shipping investments.



Contributions come from a range of senior research and broking experts and cover dry bulk, tanker and gas freight markets; shipping investments, CO2 emissions, FFAs, metals and energy derivatives. Together, they give a taste of what to look out for in 2021.

SSY Chairman Mark Richardson said: "The aim of this report is to bring you a concise view of what we will be looking out for in the next 12 months. We are still in the midst of the global pandemic and understanding the long-term impact, and the recovery that should follow, will be crucial. We'll be watching closely how this plays out to ensure we can provide the most up to date insights to our clients, underpinning our views with the latest research and data."

Highlights include:

Dry Bulk

"Significantly for seaborne iron ore trade, soaring prices indicate not just firm demand, but also actual and anticipated constraints on supply. For the main arterial Capesize iron ore trades, the ability of mining companies, especially those in Brazil, to raise output will be crucial in shaping this year's trade growth."

Tankers

"Atlantic basin non-OPEC oil supply will be underpinned by sustained flows of Brazilian crude and Norway ending government-imposed oil

cuts. With Atlantic basin refinery closures and run cuts, a surplus of Atlantic crude could be prime for shipment to Asia, which has recovered faster from the COVID outbreak and is adding new refining capacity, especially in China."

LNG

"If we see a cold February and March, then the shipping market could see an overall positive Q1. The market will more than likely slide during March at the latest, when there is a significant amount of LNG new buildings that are delivering at the backend of Q1."

Dry FFAs

"In 2020 for the first time over 1.5 million lots have traded, representing growth of around 70% from that low point and options volume for 2020 has been the highest since records began. This growth looks set to continue through 2021 as a steady flow of newcomers are joining the FFA market."

Shipping Emissions

"The IMO can point to some early success, with most studies indicating a reduction in average carbon intensity over the past decade associated with more efficient designs and slower steaming speeds. The net effect, which is widely agreed, is that CO2 emissions have lagged growth in fleet capacity over the past decade."

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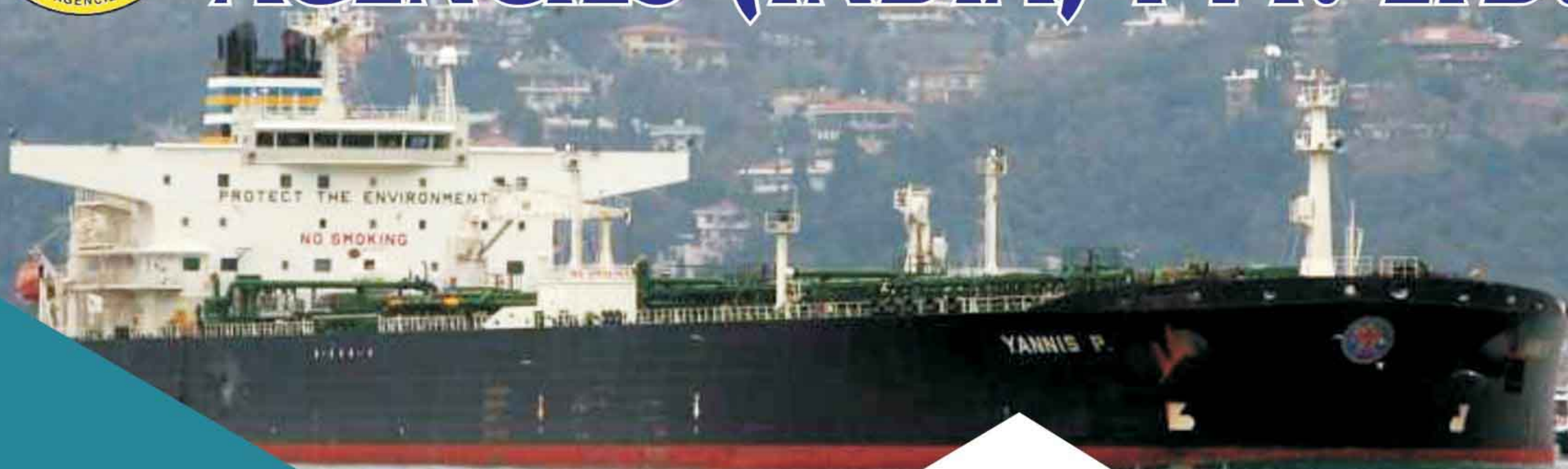
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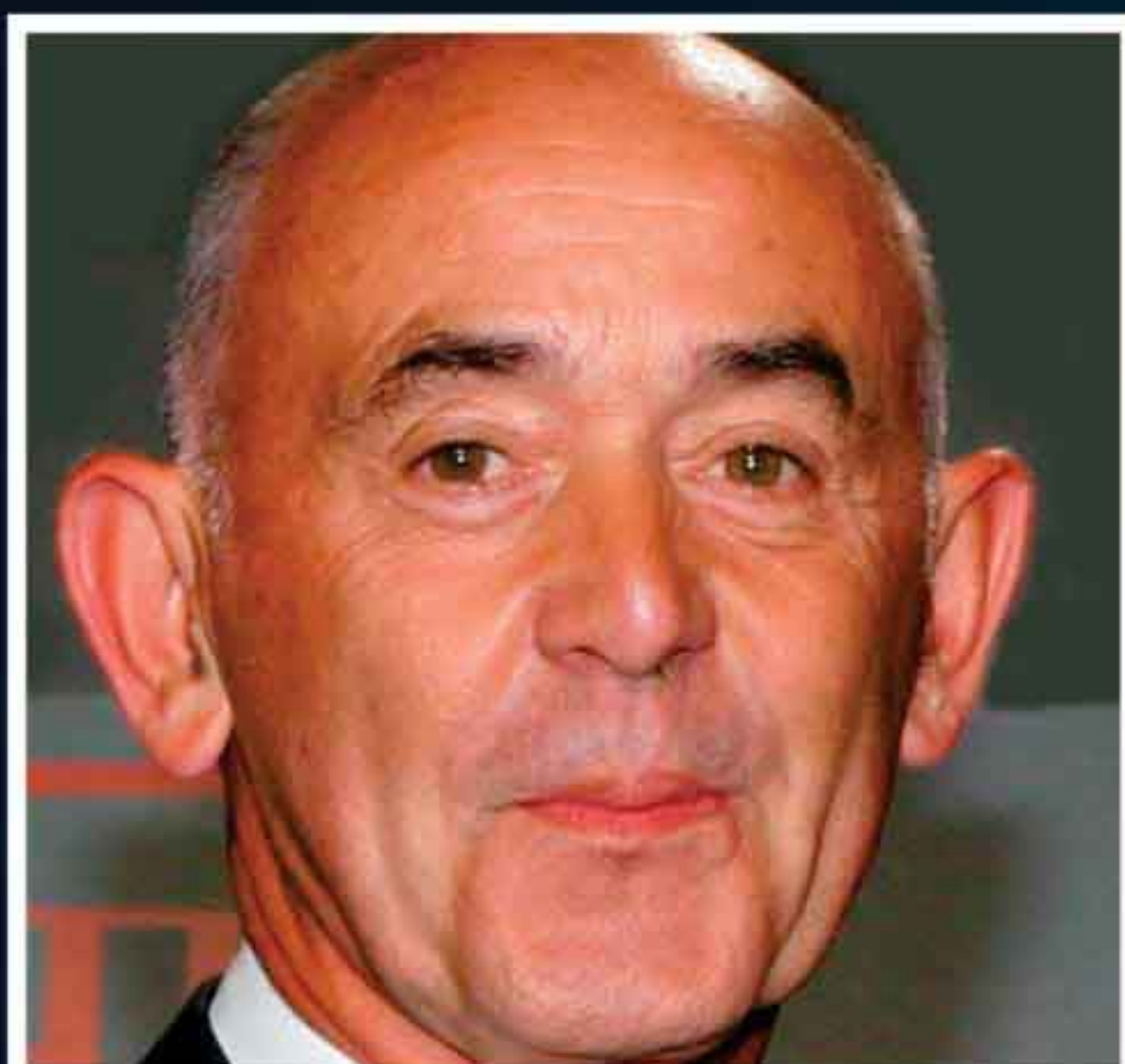
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Visakhapatnam Port appears to retain its 3rd rank in cargo handling

Visakhapatnam Port appears to be all set to retain its third rank in handling cargo after Kandla and Paradip during the current financial year. The port, which started its operations way back in 1933, handled a throughput of 51.95 million tonne as on December 31, 2020, as against 53.54 mt during the corresponding period last year. The shortfall of 1.59 mt is attributed to the dislocation caused by the pandemic-induced slowdown.

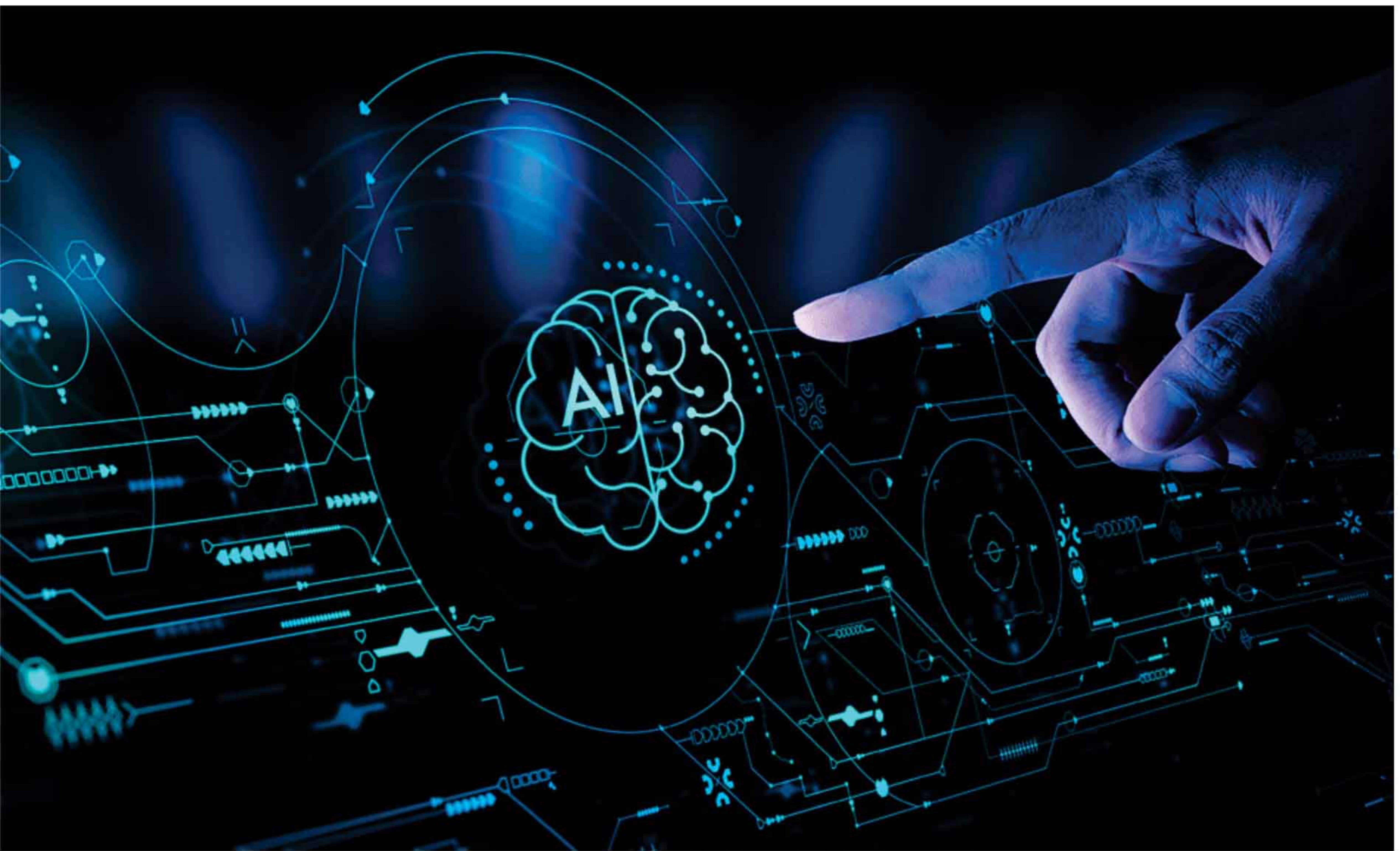
During FY 19-20, Visakhapatnam Port Trust (VPT) as it is popularly known, had set a new record by handling 72.72 mt, overtaking the Jawaharlal Nehru Port Trust (JNPT) for achieving the third slot. "This year, we are way ahead of JNPT and will certainly retain the third position. We may end up close to the target set for the current year," an

official of VPT said. The Ministry of Shipping has set 75 mt as the target for the year before the coronavirus was declared as a global pandemic by the World Health Organisation (WHO). The major cargo handled this year include iron ore and pellets 13.53 mt, POL 12.18 mt, coal 8.06 mt, fertiliser and raw material 2.56 mt, container 6.18 mt and other cargo 9.44 mt.

Import of iron ore has gone up steeply during the year as mining in India more or less remained unaffected due to post-lockdown unlike China. Container export witnessed a marginal increase while all the major ports in the country catered to the requirement in China. There is also an encouraging increase in export of finished steel products.

Shortage of empty containers in China led to fall in exports from China, a steel industry executive said. The port sector in India registered a good growth during the third quarter of the year. According to the industry sources, the major ports during November and December registered a growth of 3 to 4 per cent mainly in the field of imports. Among all the ports, Goa has achieved spectacular growth of 23 per cent due to its specialisation in handling iron ore and meeting the growing demand in China.

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Email Invoice Scams Cause Big Losses for Shipping Companies

Cyber-crime connected with fraudulent demands for payment continues to plague the maritime sector, according to the shipping insurer International Transport Intermediaries Club (ITIC). Cases of email-driven scams that result in six-figure losses have been reported previously, and ITIC says that it continues to see serious instances of theft using the same basic techniques.

In a recent case described by ITIC, a ship manager received an email from a shipyard with details of the first payment for some previously-agreed vessel repairs. The ship manager scheduled the payment in the usual manner, but on the day before the funds were to be released, they received another email. This second message claimed that due to some difficulties, the routing details for the first payment had been changed.

The ship manager soon received an email with a replacement invoice and new routing instructions - on exactly the same template as the original - and made the payment following these new directions. Shortly afterwards, the ship manager received payment confirmation.

However, this second email was fake, and the difference was not noticed by the ship manager. The fraudster has simply changed part of the email address from "irn" to "im" - a slight difference that went undetected.

A few days later, the yard sent another invoice, which was intercepted by the fraudsters and replaced with a fake invoice and fake payment details. In total, the ship manager paid \$500,000 to the fraudsters - and as the yard had received nothing, it still claimed this amount from the ship manager.

With the insurer's involvement, the claim was reduced to \$360,000 to reflect that the yard was partly at fault for not operating secure internal systems, ITIC said.

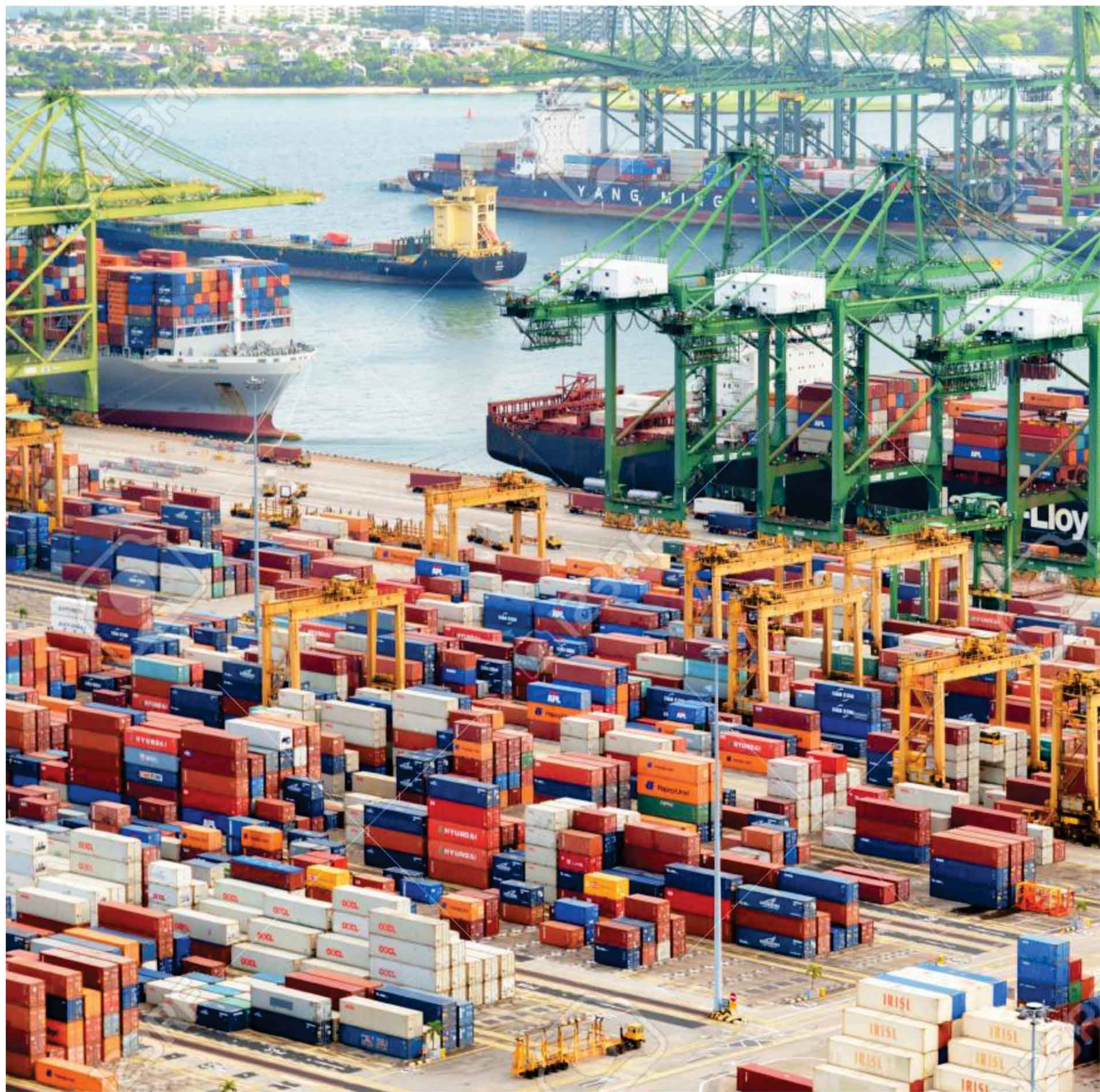
"ITIC reinforces its advice that all companies should be very aware of vendors or partners who change their bank details and should always telephone to confirm. And when doing so, they must use a phone number they trust, and not simply the one stated on the (potentially fraudulent) invoice," the insurer warned.

The method used in the case appears similar to a scheme detected and publicized by the cybersecurity firm Secureworks in 2018. The gang of hackers in that attack used spearphishing to insert malware on a target company computer, giving the hackers access to inside information that they could use to create fake invoices for payment.

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Greener Maritime Future

The Port of Singapore has performed well despite the challenges posed by the global coronavirus pandemic, and is on track to achieve its targets around maritime decarbonization while also promoting digitalization and enhancing inter-modal connectivity, Chee Hong Tat, Senior Minister of State, Ministry of Transport and Ministry of Foreign Affairs, said.

Singapore retained its position as the

world's largest bunkering port in 2020, recording marine fuels sales of 49.8 million mt, a 5% year on year increase, the Maritime and Port Authority of Singapore said.

The port's strong performance comes as the international shipping market deals with numerous challenges due to the pandemic, with bunker demand worldwide slowing and trade hindered as restrictions on movements, weak

macroeconomics and trade tensions persist.

"After a steep decline in early 2020 when COVID-19 first struck, international sea trade volumes have shown signs of recovery from the second half of last year," Chee said in his opening speech at the Singapore Maritime Foundation's New Year Conversations 2021 on Jan. 13.



"This has helped Maritime Singapore to stay resilient in 2020, even though our economy contracted by 5.8%," he added.

Singapore has also witnessed many maritime companies expand their presence in the city-state as it remained a trusted hub during tough times, Chee said.

Yang Ming chose Singapore as the regional base for its container shipping business to provide liner services across Asia, Middle East, North Europe and the Mediterranean. Swire Bulk, previously the dry bulk shipping division of China Navigation, has established its new headquarters in Singapore, while Wilhelmsen Ships Services has embarked on a joint venture with German engineering conglomerate thyssenkrupp to manufacture 3D printed maritime spare parts in Singapore.

Greener Maritime Future

Singapore has also been at the forefront of promoting the use of cleaner marine fuels, including LNG.

The city-state has been developing LNG bunkering capabilities under the LNG bunkering pilot program. It has also partnered port administrations to establish a global network of LNG bunker-ready ports, co-funded the construction of LNG-fueled vessels, and continues to promote LNG as a cleaner, interim fuel.

Keppel Offshore and Marine delivered Singapore's first LNG bunkering vessel, FueLNG Bellina, on Jan. 4. With this, the Port of Singapore is now ready to support ship-to-ship LNG bunkering in its waters.

The MPA is also evaluating proposals to award up to two additional LNG bunker supplier licenses, Chee said.

"But there is scope to do more beyond LNG, such as in the areas of setting new standards and developing green solutions associated with zero or low carbon fuels," Chee said.

Through the S\$40 million (\$30.1 million) Maritime Green Future Fund, the MPA is working with the industry and academia to develop technologies and pilot the use of alternative marine fuels such as methanol and biofuels, and electric vessels, he said.

"We are starting with our harbor craft sector; S\$9 million has been set aside to support up to three consortiums over the next five years under a R&D grant call to decarbonize the domestic harbor craft fleet," he said.

Technology Enhancements

Technology remains the backbone of an efficient shipping industry.

"Singapore is continuing with the long-term investments to transform our port, to secure our pole position as the world's top transshipment hub. We partner our port operators, PSA and Jurong Port, to co-fund R&D to automate manpower-intensive and manual processes, to improve port efficiency and productivity," Chee said.

The PSA is looking into automating quay crane and quay-side operations such as coning and deconing systems for containers.

Inter-modal connectivity is also being fostered. As a cargo solution, it is cheaper than full air freight and faster than full sea freight.

"We previously worked with the industry to develop inter-modal connectivity solutions for specific goods such as chilled meat, and to meet increased e-commerce volumes," Chee said.

Government agencies have partnered industry stakeholders in January to roll out a new inter-modal express cargo solution between Batam and Singapore, he said.

High-value, time-sensitive cargoes such as electronic components manufactured in Batam, Indonesia are first transported by sea to the Singapore port before being trucked to the airport to be flown to other countries.

The entire shipment process occurs within a single day, and benefits manufacturers and logistics companies in Batam and Singapore by enabling a quicker, more efficient and cost-effective distribution of cargo while also enabling Singapore-based companies to leverage off cost efficiencies through extended production bases in Batam.

"We will build on the successes of the solution, and continue working with industry partners to explore other novel inter-modal solutions to boost Singapore's cargo connectivity, and buttress our position as the logistics hub of the region," Chee said.

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New renewable energy platform launched

Oslo-listed asset and investment manager MPC Capital AG has initiated a new renewable energy platform under the brand MPC Energy Solutions as part of its strategy to capitalize on the growing demand for sustainable and cost-competitive low-carbon energy infrastructure.

In a private placement directed towards institutional investors, MPC Energy Solutions NV has raised a total of NOK 857 million (\$ 100 million) in advance of its listing on Oslo Stock Exchange's Euronext Growth segment.

"The private placement attracted strong interest from Nordic and international high-quality investors and was multiple times oversubscribed," MPC Capital said.

MPC Energy Solutions will focus on developing, operating and owning clean energy assets including utility-scale solar PV and wind farms, energy storage, co-generation as well as other infrastructure that helps reduce energy consumption and carbon emissions.

"We have a strong team with a proven track record in renewable energies of more than ten years and made great strides towards becoming the leader in renewable energy infrastructure in the region of Latin America and The Caribbean," Ulf Holländer, CEO of MPC Capital, said.

"The successful initiation of MPC Energy Solutions underlines the ability of the MPC group to tap capital markets for attractive real asset investment strategies. In doing so, Oslo Stock Exchange was an obvious choice in our search for the most suitable marketplace."

MPC Energy Solutions will cover the full life cycle of a project by implementing an integrated business model. As informed, the renewable projects are located mostly in emerging markets, which enables capital inflow in these countries, primarily focusing on the Caribbean and Latin America.

"The clean energy sector has matured materially in the past 10-15 years, but the environment is changing, and the simple deployment of solar PV and wind

technology is often not sufficient anymore. The industry and our clients require solutions that provide around the clock low carbon, cost-competitive and reliable power supply. Therefore, it becomes critical to design projects that meet such demand utilizing different generation and storage technologies," Martin Vogt, CEO of MPC Energy Solutions, said.

"The company aims to implement projects with more than 500 MW of installed capacity of low carbon and renewable energy infrastructure over the next two years. Given our local presence and strong experience within the Caribbean and Latin America, we will build a first series of projects here before expanding into other parts of the world. In our core markets, the clean energy sector requires about \$18 billion of investment in the coming decade. We aim to become the leading contributor to the energy transition in the region and beyond."

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Name of the Course	Date
TASCO (ATOTCO)	: 06/01/2021
CHEMCO (ATCTCO)	: 18/01/2021
GASCO (ATGTCO)	: 25/01/2021
BTOTCO (OIL & CHEM)	: 18/01/2021
BTGTCO (GTFC)	: 11/01/2021
STSDSD (SECURITY DESIGNATED)	: Every Monday, Wednesday & Friday

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

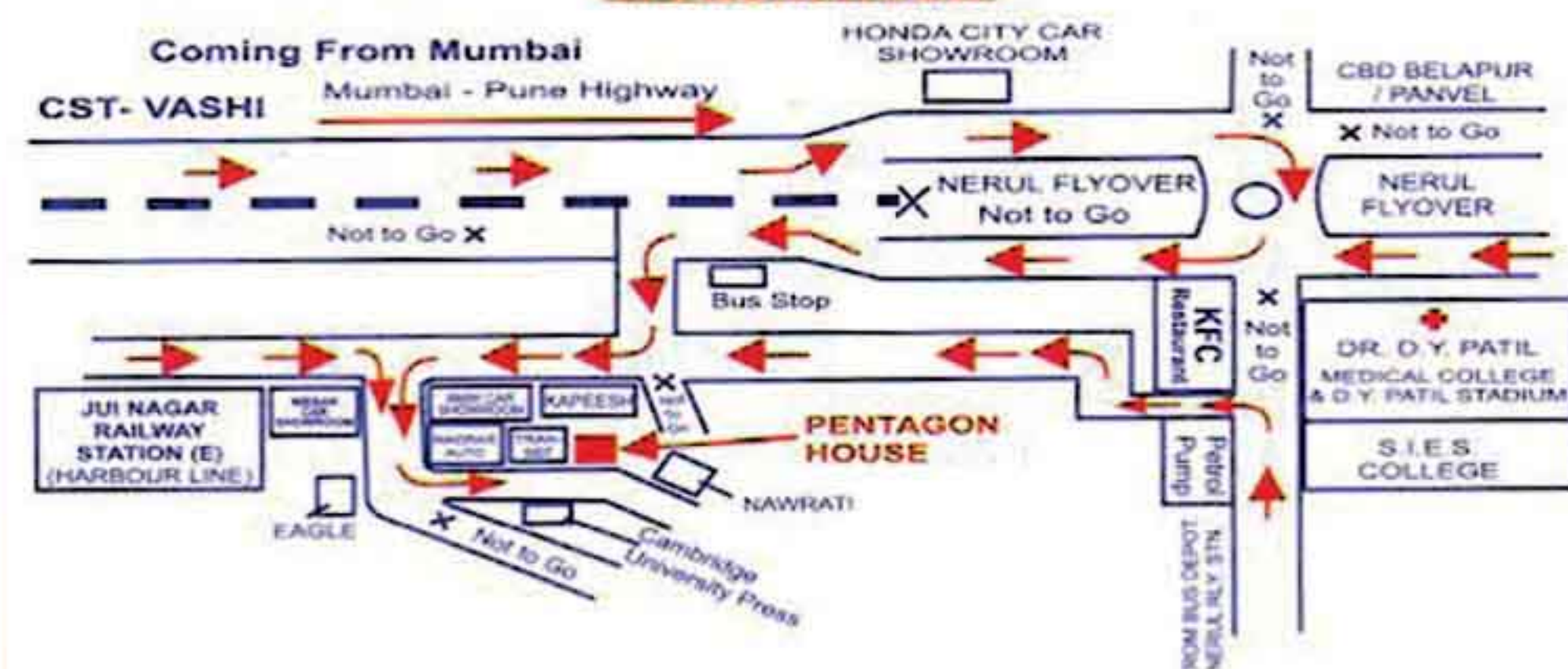
2) The above duration (6 hours a day) is minimum and same can be increased by maximum a day if the candidate and or faculty so requires.

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APPROACH MAP



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NAME OF THE COURSE	HELD ON
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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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Efficiency of Ocean Logistics is way below its potential

Ocean shipping is the most popular method of delivering products overseas today. However, the efficiency of ocean logistics is way below its potential. We explain the reasons for that inefficiency and how modern integration solutions can overcome them.

Due to the ongoing COVID19 pandemic, many of us avoid close contact with people and prefer to stay at home as much as possible. Fortunately, the Internet and mobile technologies are tightly embedded in our lives, allowing us to buy goods without leaving our homes.

Online marketplaces and stores provide us with services to track the status of ordered goods and change those on the fly. All these affect our consumer behavior and make us take a high level of customer service for granted. When something goes wrong, and the delivery on the promised date and time is impossible, we become unsatisfied, provide one-star ratings and write reviews in which we suggest ourselves and the rest of the Internet never buy from this seller again.

In today's harsh business reality, unhappy customers are a real threat to many companies' business success. To cope with this issue and ensure the highest level of customer satisfaction and an outstanding level of service, businesses must ensure efficient logistic operations.

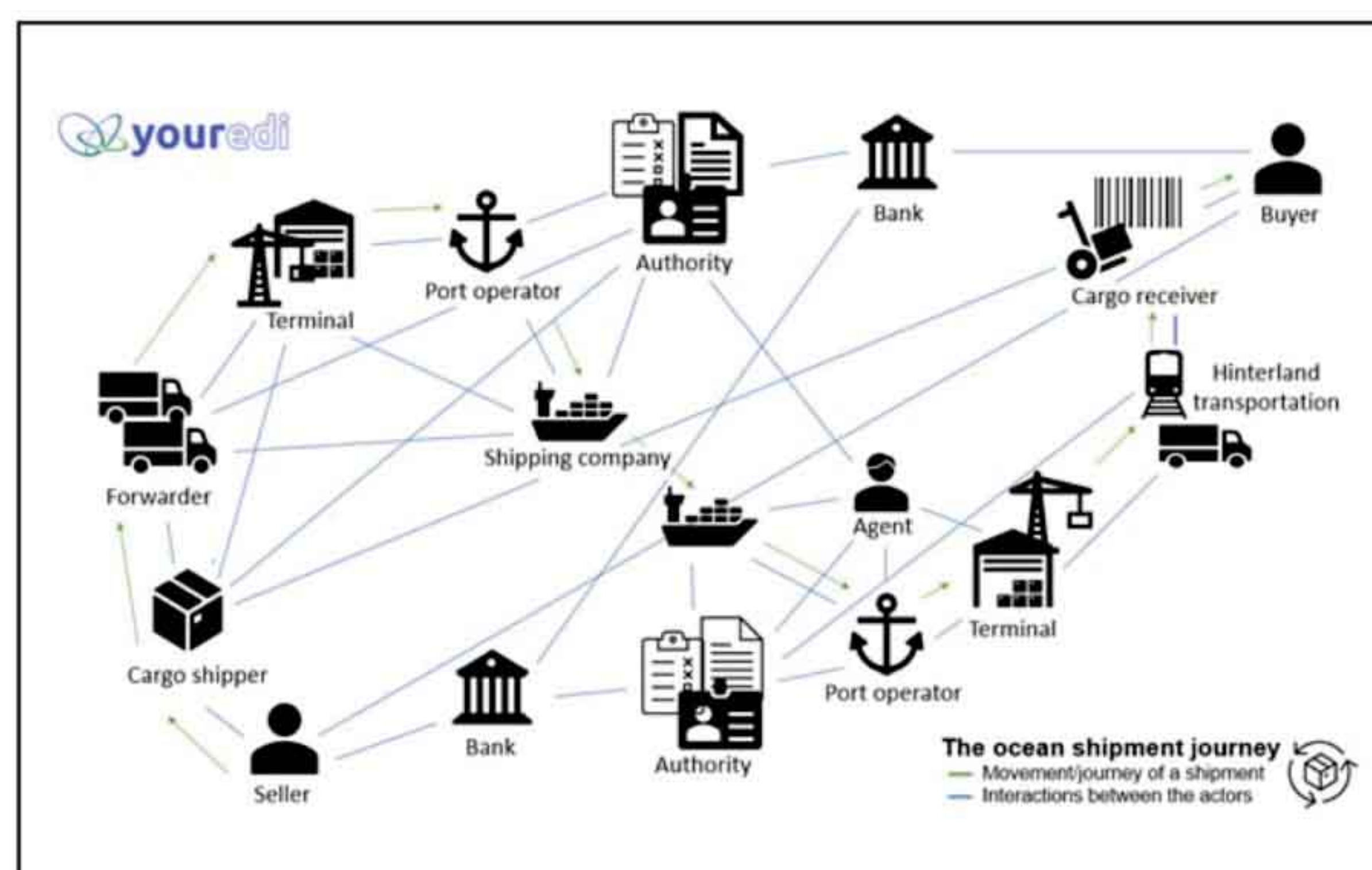
Businesses constantly demand improvements in logistic companies' performance to whom they outsource logistics tasks. Logistics companies, in their turn, maximize their supply chains' performance and work only with partners that can ensure an adequate exchange of information vital for better supply chain planning.

Since shipping goods by sea is the most popular method of delivering

products overseas, ocean logistics has become a key global supply chain element. Visibility on an ocean shipment and meeting partners' requirements regarding information exchange has become crucial for all actors of the ocean logistic sector. Unfortunately, due to the industry's nature, many actors encounter significant challenges, which leads to poor performance and causing inefficiencies in the industry.

The Nature of Ocean Logistics and the Reasons for its Inefficiency

Although the ocean logistics industry is usually considered a well-organized system, it is a fragmented environment composed of various actors. An ocean shipment journey depicted in diagram 1 demonstrates the complexity of moving a shipment by sea from one point to another.



Analyzing the diagram, we can see all the steps and interaction points where partners must communicate. However, due to a difference in the level of technologies involved parties utilize, those communications are often challenging.

This happens because exchanging information between actors happens in a manual mode or with the help of legacy technologies that are unreliable, labor-intensive, and inefficient. They are often based on ANSI X12, EDIFACT, or in-house proprietary formats that typically are variations of the two mentioned above.

Although EDIFACT is the most widely used messaging format in ocean shipping today, dealing with it implies restrictions and limitations that often lead to inadequate or missing data.

The situation is aggravated by the fact that historically involved parties have been competing and lacked cooperation and willingness to work



towards the common good. As a result, there is no interoperability between the in-house data standard that actors have in place. Plus, none of those are suitable for a direct exchange of information or interaction with modern APIs becoming so popular today.

Despite the apparent drawbacks, companies still heavily rely on their systems due to significant infrastructure investments made over several previous decades. The exchange of business documents such as ocean bookings, booking confirmations, sailing schedules, shipment status updates, or invoices between industry stakeholders is cumbersome and hard to implement, which slows all processes and drags the industry's performance down.

Overcoming these issues will let industry stakeholders improve their communications and interoperability and achieve greater transparency and visibility across the entire ocean shipment journey, ultimately leading to increased efficiency of the industry.

The Initiatives Aiming to Help Overcome the Challenges

Nowadays, to improve the situation with common standards and free the industry from its heavy reliance on EDI (electronic data interchange) technologies, several organizations have taken the initiative in establishing common rules for data exchange and communication. Today's most prominent is the Digital Container Shipping Association (DCSA), a consortium of the largest container shipping companies established in 2019. As clear from the name, the association promotes digitization to consolidate the industry and improve data exchange between the actors.

Up for today, besides the blueprint enabling a common language for the container shipping, DCSA has published these standards: Track and Trace (T&T) standards helping to track container journey, the standard for operational vessel schedules (OVS) enabling automatic data exchange between carriers and operational service providers, Load List and Bay Plan definitions easing communication of container load volumes and stowage details between VSA (vessel sharing agreement) partners, terminals and ports, Just-in-Time (JIT) Port Call program helping improve schedule reliability, and the most recent initiative aiming to facilitate acceptance and adoption of an electronic bill of lading (eBL).

Besides the standardization initiatives, we can also see an increasing number of digital platforms, community systems for supply chain visibility, and apps aiming to help consolidate the industry and foster data exchange between the actors. Excellent examples of such innovative offerings are XLOG, NYSHEX, and TradeLens. While the first two represent digital platforms that facilitate booking processes and provide shippers, brokers, and carriers with real-time freight visibility and centralized information, the TradeLens ecosystem enables true information sharing and collaboration across the entire supply chain, allowing for tracking and managing end-to-end shipments.

An efficient supply chain implies parties' involvement that can synchronize their actions and exchange information about the shipping progress with each other in near real-time. All those companies relying heavily on paperwork and other error-prone and outdated technologies will most likely have challenges getting



market shares or even being out of the game soon. Those companies who realized the need for a smarter way of doing business and started digitalization and adopting the mentioned above initiatives and platforms will grow their businesses further and prosper.

With Every Opportunity Comes a New Challenge

Undoubtedly, the initiatives regarding the unification of the industry's standard and ongoing digitalization provide new opportunities and lots of value for the industry and its actors. However, adoption still requires a certain level of knowledge and know-how. To enjoy the benefits of being DCSA compliant or integrated with digital communities and platforms, the actors still need to make significant efforts.

Adopting new standards or integrations with new systems almost always implies significant changes to the existing IT and data integration solutions. Such changes always go hand in hand with huge investments in hiring and managing a team of integration experts who possess the required skills and do the job. Due to the unclear timeline and risks associated with such projects, companies prefer partnering with data integration professionals instead of doing integrations themselves.

Such partners provide integrations as a service, meaning a well equipped and experienced team will take care of the required integration and maintenance. Due to a sharp focus on a particular sector, integration experts have the required expertise and best practices in-house, allowing them to accomplish integration projects in a short while with no risks of failure. The solutions they offer often have a form of an additional layer running on a cloud platform designed to work with many formats and protocols

common for the ocean logistic sector. Designed to complement the customer's existing systems, such solutions imply no change in how the client's IT systems work.

Youredi is one of such providers who offer cloud-based integration solutions focusing on global supply chains and logistics. The company has helped stakeholders of the industry overcome some of their major obstacles related to bookings, schedules, eVGM, and container tracking for many years. Today, Youredi is the leading provider of managed integration solutions for the industry.

Besides complex enterprise solutions enabling bridging of EDI and API worlds, Youredi offers a set of predefined managed services allowing actors of the industry to solve many issues related to ensuring data of required quality, transforming data to the expected standards, data aggregation from multiple internal and external sources, extending the functionality of main IT system (TMS, TOS, etc.) by integrating functionalities from external applications and many others.

Besides that, being an official partner of TradeLens and facilitating the expansion of DCSA's standardization initiatives, Youredi also offers true SaaS connectivity solutions enabling rapid integrations with the platform (whether you are a data contributor or data consumer) and solutions enabling you to enjoy the benefits of the unified industry standards developed by DCSA without changing your system.

These services are offered under Youredi Rapids' name and imply predictable, fixed monthly pricing with no long-term commitments.



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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.

However, the Online edition will be duly published and be made available on time.

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