

Indian Seafarers of the MV Jag Anand, land in India



Mumbai, 21 Jan 2021: 23 Indian seafarers on the ship, MV Jag Anand, who were stuck at a Chinese port at anchorage for more than 7 months, have

landed in India at the Cochin airport yesterday.

Indian seafarers on the MV Jag Anand were stuck at a port in China for more than 7 months

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QR Code for NOTI Course Schedule

• For details of courses refer Page No. 7

and since then the National Union of Seafarers of India (NUSI), along with Maritime Union of India (MUI) had been exploring several options to bring them back home.

The impasse is believed to be the outcome of the political & trade war between Australia and China.

43



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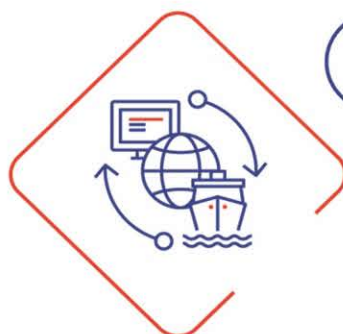
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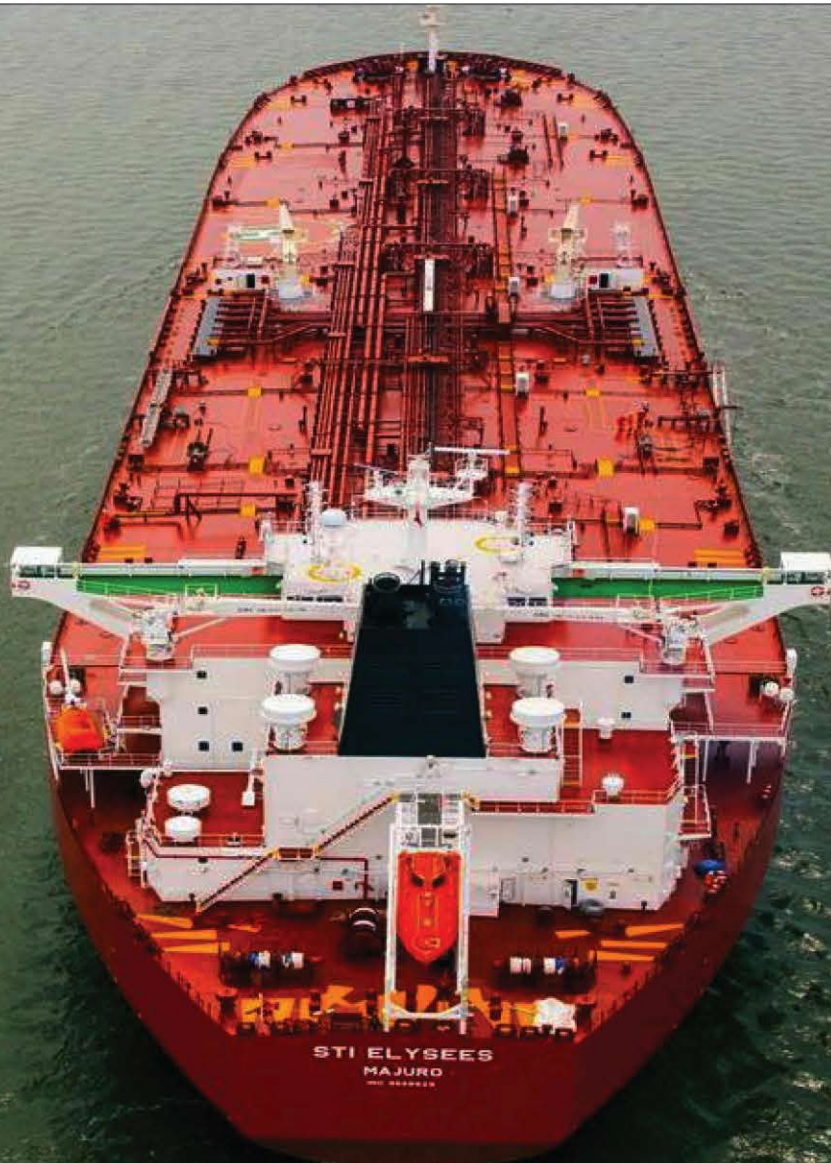
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3	DP Simulator (Advanced)	5	35000
II. Offshore Vessel Courses (Simulator Based)			
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2	Anchor Handling & Towing	4	28000
3	Offshore Supply, Support and Cargo operations	2	14000
III. Offshore Crane Operations (Simulator Based)			
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3	Offshore Safety Induction Training	3	18000
4	Offshore Scaffolding (Basic)	4	30000
VI. Skill Enhancement Training Under NUSI SAKSHAM Scheme			
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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/-

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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			
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Baltic index up

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry bulk commodities, was up for a third straight session on Thursday as higher demand for panamax and supramax vessels outweighed a slight dip in capesizes.

The Baltic dry index, tracking rates for capesize, panamax and supramax vessels ferrying dry bulk commodities, rose 9 points, or 0.5%, at 1,837, its highest since Jan. 13.

The capesize index edged 5 points lower, or 0.2%, to 3,077.

Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, were down \$42 to \$25,515.

The panamax index rose 22 points, or 1.4%, to 1,639, a one-week peak.

Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, were up \$199 to \$14,749.

The supramax index gained 14 points to 1,133, a peak since late-October of 2019.

V-shaped recovery

The Indian economy is undergoing a "V-shaped recovery" and the world is watching the same in surprise, Union Home Minister Amit Shah said.

Shah, one of the senior most members of the cabinet, also said the COVID-19 vaccination drive is progressing well and once everyone is vaccinated, "we will attain victory over the pandemic".

He made the comment while joining through video-conference the inauguration of a four-lane over-bridge in Shilaj here by Gujarat Deputy Chief Minister Nitin Patel.

"Economies of all countries in the world were affected due to the coronavirus. But, the world is surprised and watching the V-shaped recovery of the Indian economy," Shah said.

The GDP contracted by 23.9 per cent in the June 2020 quarter due to the lockdown, and the contraction narrowed down to 7.5 per cent in the September quarter as compared to the same in the year-ago period, as the unlock process began.

Shipping Container Surcharge Announced

Active Minerals International, LLC (AMI) announced a temporary \$300 per container surcharge on all exported product effective February 1, 2021. As a critical move to protect our customers' supply chains, flexible solutions are being implemented that allow containers to meet shorter window times at port and react faster to challenging demands of daily vessel changes. This temporary surcharge represents only a fraction of the additional expenditures Active Minerals is making in its efforts to ensure customer delivery requirements are met.

The current unprecedented surge in demand for products moving from Asia to the rest of the world has created a fluid set of constraints that is difficult to manage for many exporters. The supply chain – including steamship lines and ports – are now dealing with insufficient vessel space and severe congestion. At the same time, many steamship lines are using almost half the available vessel space to send empty containers back to Asia to meet surge demand.

Have a great week ahead!

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

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

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NOTICE

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.

Inconvenience Regretted.

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Due to threat of Corona virus (COVID-19), as per Government & DGS Directives, Forsma Maritime Institutes, NOIDA 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.

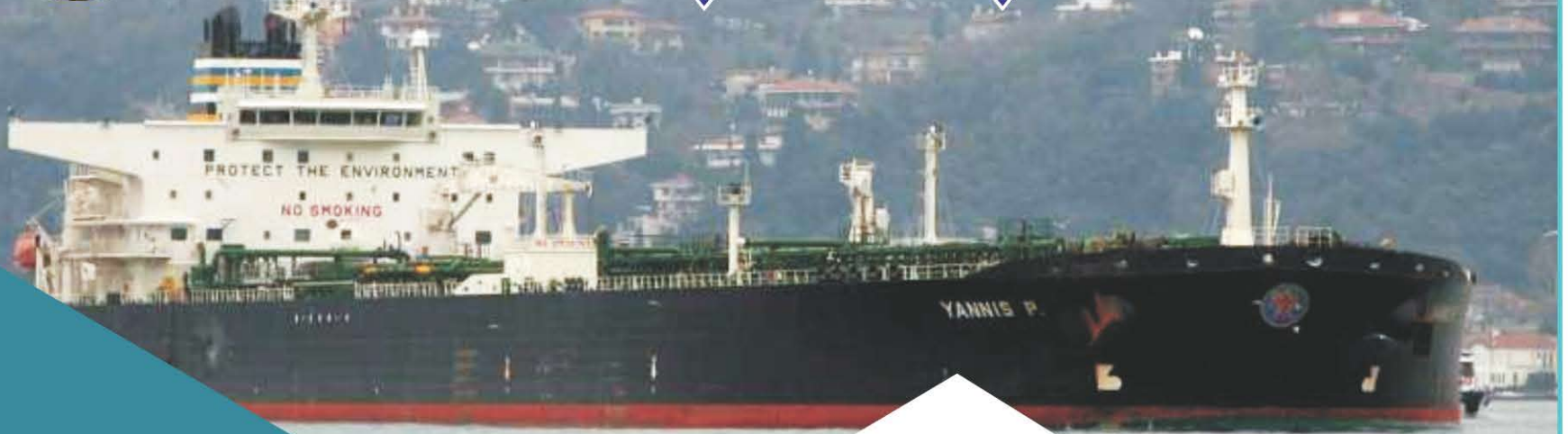
COURSE SCHEDULE, w.e.f. 11th JANUARY 2021

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			17	15		16		15		15,000/- p.m.	40& 36 (II Batch)
3	Chief Mate Phase II	3 months	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	LCBS (Oil)	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		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	LCBS (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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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)

Norwegian Maritime Authority Approved

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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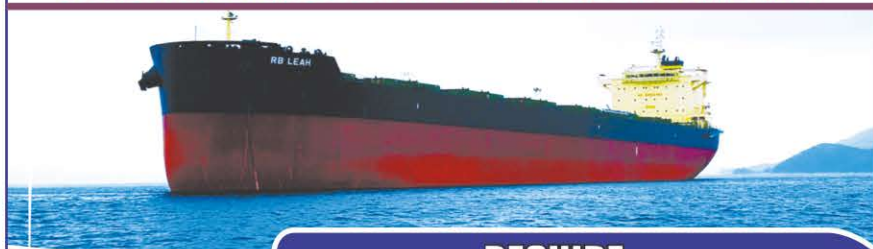
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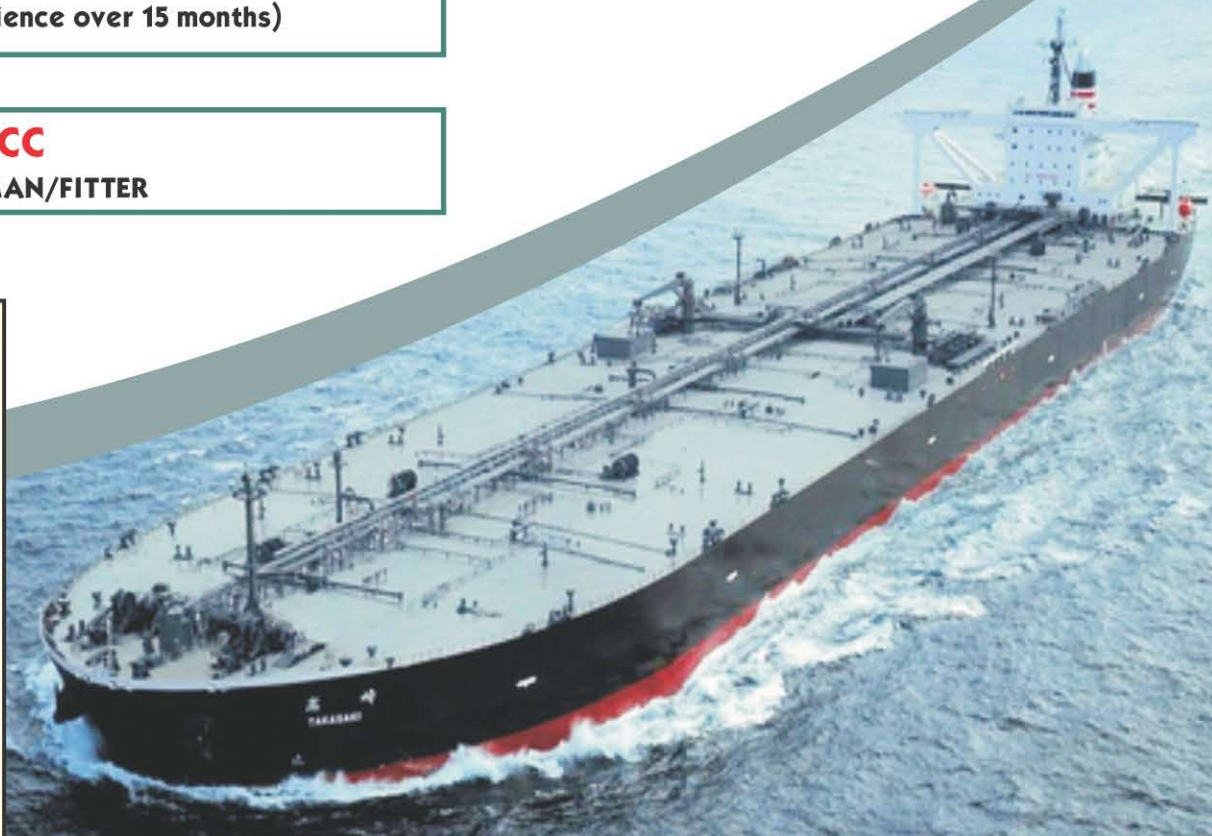
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- **Capt Pandey N Mumbai 25th Jan**
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Taxation: Game Changer for Global Shipping

The Organization for Economic Cooperation and Development recently released a blueprint for an internationally-coordinated minimum tax for multinational enterprises, and aims to reach a global agreement on this in 2021.

It is not certain that any agreement would cover global shipping. If it does, however, the plan would affect longstanding preferential tax treatment that has become one of the financial foundations of maritime business and reach across the international freight sector.

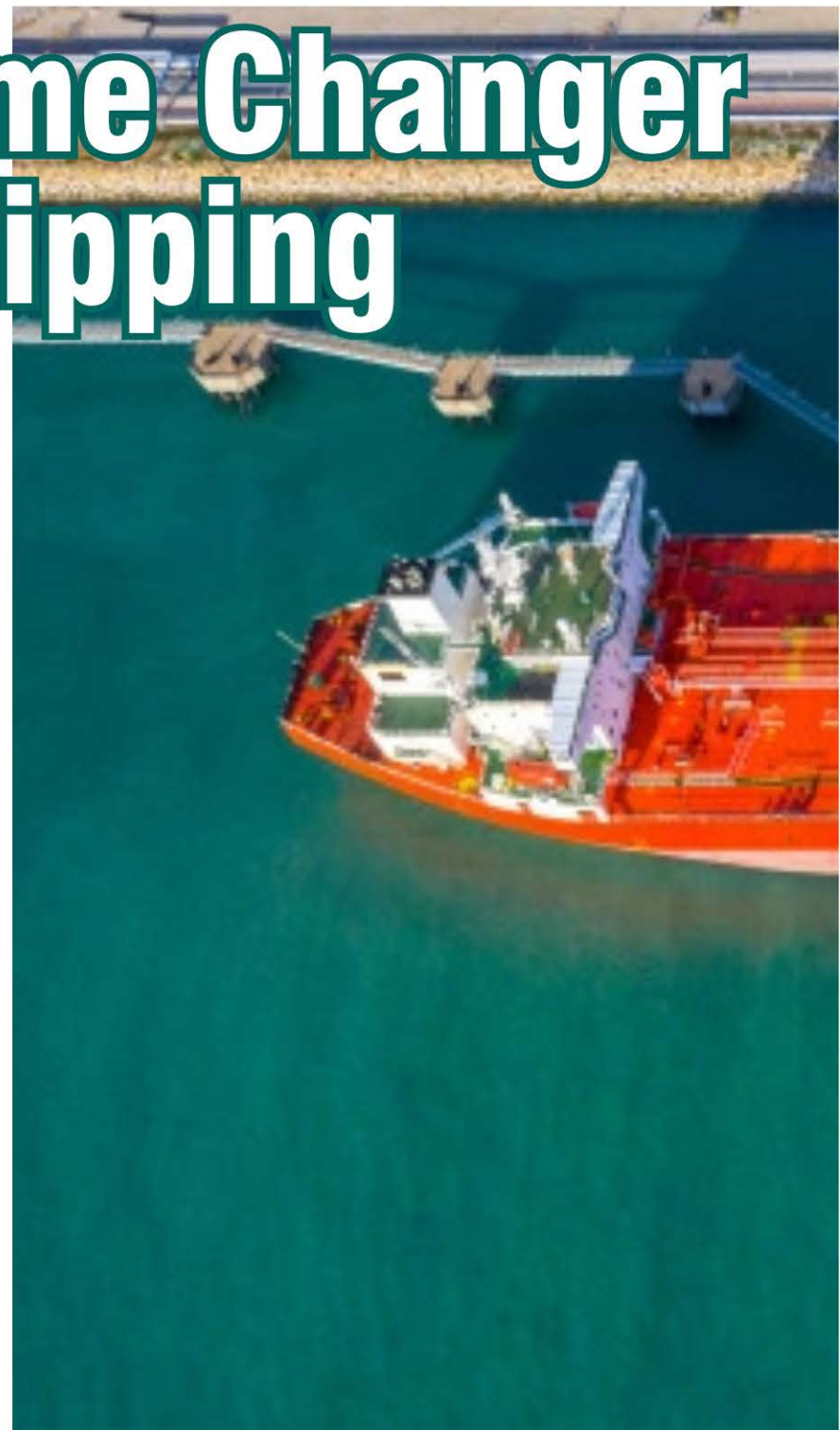
The proposal for a minimum tax is an attempt to address the issue of tax avoidance. The practice, in which multinational companies take advantage of tax havens to lower their taxes while their business operates in another country, is known in bureaucratic terms as base erosion and profit shifting. The OECD estimates the practice costs countries between \$100 billion and \$240 billion in lost revenue, or the equivalent of 4% to 10% of the corporate tax revenue globally.

The OECD plan aims to take away the tax incentives by making it possible for tax authorities in the places where the multinational is headquartered to impose a tax to make up for the avoidance through a tax haven. This would in essence create a global minimum tax.

The current proposal leaves it open if the global minimum tax also applies to the shipping sector.

Shipping lobbyists have lobbied for a carve-out and have been at least partially successful, as some countries have supported their case. Some countries have argued against a special exception, however.

Subjecting shipping to a global minimum tax would reverse decades of tax avoidance by the sector. Governments have supported the practice by allowing their shipowners to register their vessels in tax havens. They then sought to recoup lost revenue through measures such as taxes on cargo volumes carried on ships, called a tonnage tax, that are generally very favorable to shipping companies.



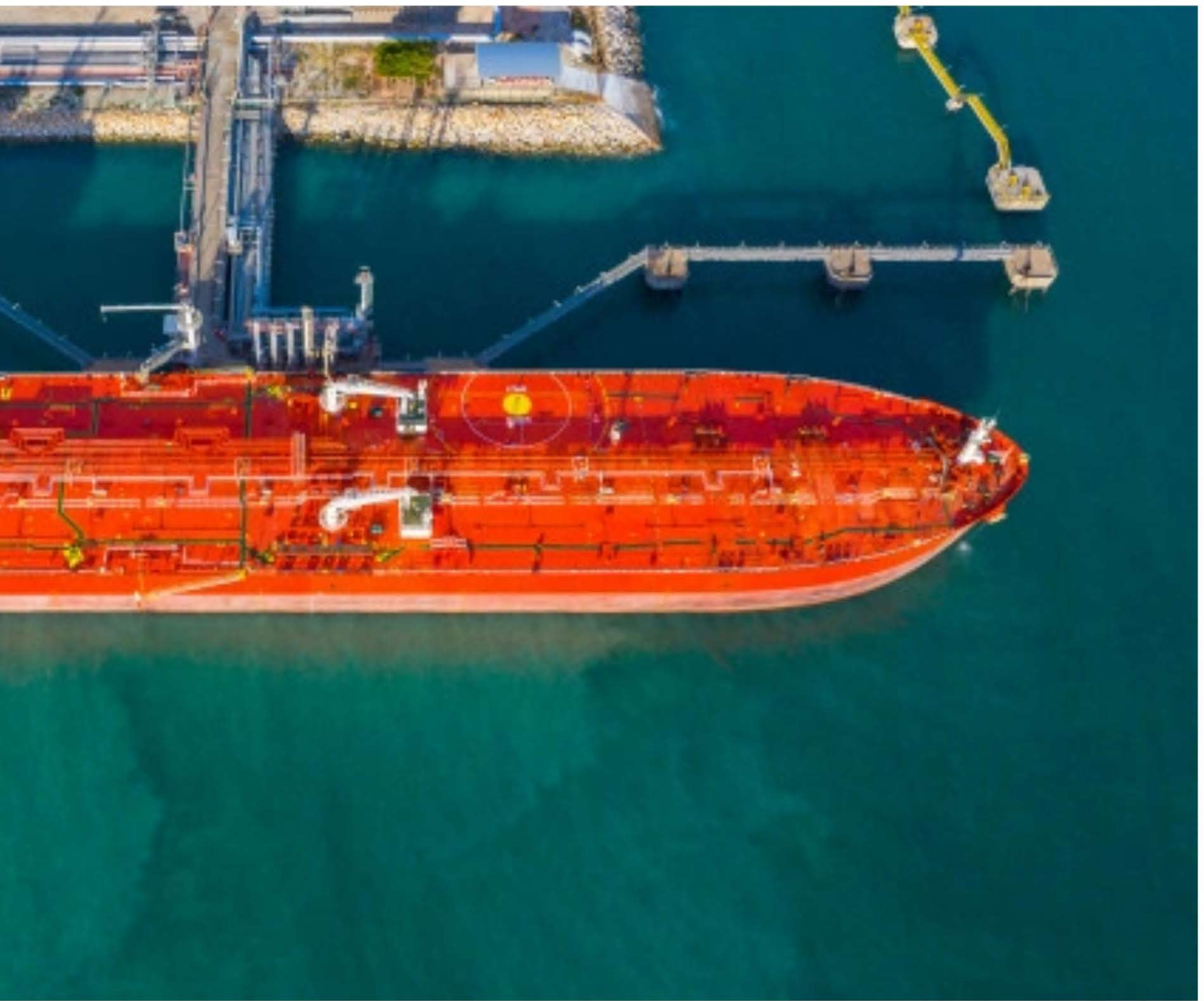
As a result, many shipping companies pay no corporate income tax. On average, the effective corporate income-tax rate is 6% for bulk transport, 3% for the tanker sector and 0% for cruise shipping companies.

That is well below the average corporate income-tax rate for other parts of the freight transport sector. The average rates for freight forwarders, for instance, is 27%.

A minimum tax rate of 12.5% of earnings would bring in an additional \$2.5 billion a year of tax revenues from the shipping sector alone. Most of these additional tax revenues would likely flow to states in Europe and Asia.

Part of this would translate into lower profits for shipping companies, and part would be transferred to customers and result in higher maritime supply-chain costs. As shipping costs represent a very small part of the import value of most goods, however, the effects on the broader commercial sector that uses maritime trade would likely be marginal. But the effects on freight transport as a whole could be significant.

Various shipping companies are active in other parts of the freight transport chain: they operate port terminals, own trucking companies and act as freight forwarders.



Regulation in various countries has stimulated this vertical integration.

A 2019 International Transport Forum report on maritime subsidies noted the European Commission approved several tonnage tax schemes in member countries that allowed shipping companies to bring the revenues of their terminal, forwarding and even trucking operations partly under the tonnage tax.

In other words, the non-shipping activities from these firms could benefit from the very favorable tonnage tax scheme.

Recent research shows that port terminal operators that are part of a larger shipping group have an effective tax rate of 14% while independent, nonintegrated terminal operators have an effective tax rate of 21%. The market share of terminal operators that are part of shipping groups has doubled over the last decade and stands now at around 40%.

Applying a global minimum tax rate to the shipping industry would help resolve this competitive distortion and could stop the trend toward vertical integration in maritime logistics.

It would also change the institutional landscape for shipping.

Currently, most ships are registered through international registries, also called flags of convenience. The convenience here is for shipowners, as they guarantee no corporate taxes and limited requirements related to labor or transparency.

But this structure is problematic for the enforcement of global shipping regulations as it depends to a large extent on the oversight of a small number of states that are favored registration locations. The largest flag states are Panama, Marshall Islands and Liberia. These flag states carry large leverage within the International Maritime Organization, the arm of the United Nations that is shipping's global regulator, as they pay the lion's share of its contributions.

Applying a global minimum tax to the shipping sector would likely reduce the importance of these flags of convenience. This could also rebalance power within the IMO, with the leverage on decision-making and implementation likely to shift to trading and ship-owning nations with stronger capacity to enforce regulations.

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Stepping it up

In the days of coal and steam, ships in port for long periods would allow their boilers to cool down and shut off, to reduce their fuel costs and spare longshoremen the misery of doing back-breaking labor while breathing soot. This was referred to as 'cold ironing,' and was a lot more straightforward with no onboard computer systems to run.

But now, whether or not a ship is moored alongside, hotel load – the electrical needs of the bridge and non-propulsion based auxiliary systems – is enormous, particularly on passenger vessels. Until recently it wasn't possible to run these systems without burning some form of – usually expensive – diesel fuel in auxiliary generators. But shore power (its nomenclature is now regarded as interchangeable with 'cold ironing') is seeing uptake at various ports around the world. Vessels can connect to a cable and run their hotel loads on grid energy, switching off their fossil-fired generators in the process.

Recently, the California Air Resources Board (CARB) extended regulation compelling ships to connect to shore chargers to car carriers and tankers, as well as container, reefer and cruise vessels. Most ports around the world do not have regulations to force vessels to use shore power, but rather offer it as a cheaper alternative to burning fuel oil in

onboard generators. CARB, though, reports that its regulation, originally adopted in 2007, has reduced particulate, NOx and sulfur emissions by 80%, which reduces the risk factors for many types of cancer.

A mixed bag

For shipowners, there is a case to be made for expanding shore power availability, as a retrofit is simple; many containerships, including COSCO, CMA CGM and Hapag-Lloyd vessels, now sport a containerized shore-power connector system on deck.

In the Americas, grid power is supplied at a frequency of 60Hz, the same as the internal power supply on a ship. In European countries though, grid power is supplied at a frequency of 50Hz – which means that European installations must feature a frequency converter to adapt the energy before it is used to power the ship.

Some countries could offer energy cheaper than others; Iceland and Norway have grid energy that is almost entirely comprised of renewables, and could cut CO2 from ships moored at their ports.

Meanwhile in France, abundant nuclear energy also lends itself to cheap



shore power, and in September the Port of Dunkirk became the first to offer this service.

Germany, thanks to high energy costs, has a checkered relationship with shore power. But late last year, the Port of Hamburg committed to install it at the terminals of Burchardkai, Predöhlkai and Europakai, as well as its cruise terminals. This was followed by a similar announcement from the Port of Kiel, in February, which plans to provide some 16MVA for vessels at its Ostseekai and Schwendekai terminals. (A Stena vessel inaugurated the connection this month.)

Then in June, Hapag Lloyd Cruises' vessel Europa 2 connected up at Hamburg's Altona terminal, and consumed 2.2MW of power per hour—the equivalent of one 130m onshore wind turbine running at maximum capacity – for 30 days. Germany's grid supply is more than a third renewable, and it was from this fraction that power was provided to Europa 2 – fortunately, not from the 22.5% of German power that comes from burning lignite. This spared some 600 tons of carbon dioxide.

A step further

If the maritime industry is to take seriously the notion of battery power, shore power becomes even more attractive. While there is almost zero chance of running deepsea commercial vessels on pure battery power before 2050, some of these ships are starting to incorporate smaller battery installations for auxiliary power purposes, such as load-levelling; leaving port with them fully charged could save a good deal of fuel while underway.

Smaller vessels, however, will see the greatest benefits. Norway is in the process of electrifying many of the passenger and RoRo ferries which network the country's various islands; in many cases, vessels are being fitted with large energy storage systems which can handle enough charge for a whole voyage, and recharge at the terminal while offloading using shore power.

Not every country can yet offer grid energy – especially renewable energy – cheaper than the cost of ships' fuel oil. However, as vessels strive to meet their obligations under the IMO's 2030 and 2050 emissions targets, and new, exotic and expensive fuel types become part of the mix, this is likely to change – and fast.

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Maritime Financial Insight

Container shipping: The year 2020 was full of highs and lows for liner operators marked by a significant swing in fortunes. While carriers struggled in the first half not knowing how to deal with COVID-19 led downturn, in the second half, carrier conditions were boosted by sustained capacity discipline. By the end of the year, the idle capacity as a percent of the total fleet was down to 3.2% – a significant fall from 9.8% in June, reflecting the intense demand for tonnage. A key takeaway for carriers from last year is the lesson that it is more profitable to curb capacity than add capacity, which has been the norm over the last 15-20 years. Meanwhile, spot freight rates went through the roof which was mirrored by stock prices. Ironically, despite the fears of a market collapse due to the pandemic, the year concluded with a significant increase in ordering activity.

Port and terminal operators: Despite recording third consecutive quarter of increase (4Q20: 18%, 3Q20: 4%, 2Q20 14% and 1Q20: -38%), port sector average return was unable to recover the loss it incurred during 1Q20 meltdown, ending the yearly return in negative territory (2020: -16%). Since the second quarter of 2020, both central bankers and governments around the world made synchronized efforts to uplift investor's confidence. The positive effects of which was clearly visible in later quarters. Even-though lower interest rates and vaccine rollout are currently supporting the rich equity valuations, higher consumer confidence along with the influx of liquidity can quickly bring back the inflationary pressures, requiring substantial uptick in corporate earnings to support the current up-move.

Dry bulk shipping: Dry bulk shipping has seen a strong comeback after a dip due to the COVID-19 outbreak. The recovery was further fuelled by the recent surge in the demand for commodities after the stimulus package from various economies came into play. Furthermore, the ongoing winter has boosted heating demand in China, in turn, increasing coal imports from Indonesia and Russia.

Moreover, due to the cold weather, energy demand has also strengthened in other Far Eastern countries and Europe. This, in tandem with multi-year high LNG spot prices, will be positive for non-coking coal imports. Hence, we expect the coming months to be of consolidation for shipping rates and stock prices.

LNG shipping: DMFR LNG shipping index surged 29.3% in 4Q20 on account of robust spot LNG shipping rates. LNG shipping companies' stocks with spot exposure have gained the most, with Golar LNG increasing 59.1% and Flex LNG 52.5%. LNG spot shipping freight rates surged due to the cold snap in Asia, congestion in the Panama Canal and lower availability of LNG vessels in the spot market. DMFR LNG index declined 19% in 2020, with Nakilat being the only stock which recorded positive returns (up 39.5%).

LPG shipping: VLGC freight rates were volatile in FY20, but moved up in 4Q20. Despite the holiday season in December, fixtures remained steady from the US and the Middle East, with fixing window getting extended to February. The congestion at the Panama Canal, wide US-Asia propane arbitrage and strong LPG demand in Europe and Asia are expected to further strengthen shipping rates in the second half of January, following which, we may see some consolidation.

Crude tanker shipping: The three major indices – S&P 500, DJIA and Nasdaq Composite – surged 12.4% QoQ on average in 4Q20 with positive news on vaccine availability, giving hope that COVID-19 will finally be contained. However, stocks of crude tanker shipping companies in our portfolio declined 4.1% over the same period as unusually weak earnings across vessel classes kept these stocks under pressure. Ample tonnage availability, weak oil demand coupled with increased restrictions in several European countries led to a sharp decline in TCE rates of crude carriers. For instance, average VLCC earnings on Middle East-China (TD3C) in



4Q20 plunged 96.5% to ~USD 10,300pd from a record high of ~USD 250,000pd seen in mid-March. TCE rates on major trading routes are expected to slide further across vessel classes, weakening crude tanker stock earnings in 1H21.

Product tanker shipping: DMFR product tanker index moved up 5.9% in 4Q20 as spot rates strengthened on the key trading routes amid seasonal demand. Second-hand asset prices of MR vessels remained flat over the same period as the uptrend in day rates

arrested the decline in asset prices. However, the index plunged 53.5% YoY in 2020 as the fall in TCE rates across vessel class has substantially eroded the market capitalisation of product tanker companies. Meanwhile, the rollout of vaccines provides hope of potential recovery, but the product tanker market is expected to remain under pressure in 1H21.

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tweets this week



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Training for Joint Operation in Andaman Sea: Exercise Kavach
pib.gov.in/PressReleasePa...
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Running of Time-tabled container trains on scheduled path.

Railways have commenced time-tabled container trains services on scheduled path on the following specified route.

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2. Daily service from JN Port to Dadri. Time of Departure: 05:35 Hrs.
3. Triweekly (Tue, Thu, Sat) from Tuglakabad to JNPT. Time of Departure: 03:00 Hrs.
4. Daily Service from Sanat Nagar (CSTN) to JNPT. Time of Departure: 02:50 Hrs.
5. Triweekly (Mon, Wed, Fri) from Dadri to JNPT. Time of Departure: 00:30 Hrs.
6. Triweekly (Mon, Wed, Fri) from Kanpur (CPC) to JNPT. Time of Departure: 15:20 Hrs.

The above scheduled running of trains will be helpful to the trade in ensuring timely connection of EXIM cargo containers.



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@SailorsSociety

Indian deck cadet Subin Babu was abandoned illegally in Iran for nine months by an unscrupulous manning agent who gave him the wrong visa.

Sailors' Society's Manoj Joy and activist Shaheed Sayeed helped him get home.

Manoj said: "I am helping him overcome the trauma."



All India Seafarers Union
@AllSeafarers

Governments will not be able to inject their citizens without the shipping industry or, most importantly, our seafarers."



Office of Mansukh Mandaviya
@OfficeOf_MM

Shri @MansukhMandviya to chair 'Chintan Baithak' with Chairpersons of all Major Ports and Senior Officials of @ShipMin_India from 21st to 23rd January, 2021 at Dhordo, Kutch, Gujarat.

pib.gov.in/PressReleasePa...



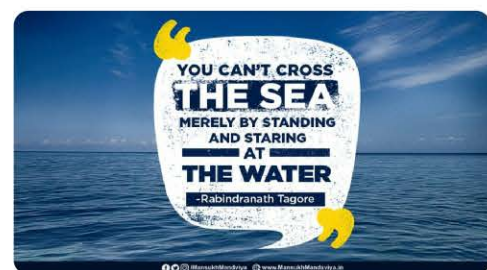
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#ThursdayThoughts



Abdulgani Serang
@AbdulganiSerang

Our seafarers of "Jag Anand" stuck in China for seven months reach India to reunite with their families.

V r proud of our seafarers of "Jag Anand", "Anastasia" who continued to discharge their duties onboard. V r now eagerly waiting for good news for our seafarers of "Anastasia"



WMU
@WMUHQ

In its recent 75th session, the United Nations General Assembly continued to recognize the importance of WMU as a centre of excellence for maritime education, research and capacity building. @IMO HQ bit.ly/35VVbAF





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a very Happy
**REPUBLIC
DAY**



NI Launches '*The Souvenir*'- a Magazine as a Tribute to Seafarers

- Prisilla Nadar

Seafarers are the ones who tirelessly work to keep the world moving; and COVID-19 pandemic has taught everyone the importance of seafarers. To Honor them Nautical Institute (NI), London along with Nautical India, South-West branch bestowed 'The Certificate of Appreciation' on companies, associations and others, who worked day and night for seafarers' wellbeing during this time.

Now as a tribute to the seafarers, NI launched its very own magazine (Special Edition) called 'THE SOUVENIR'. The event was virtually attended by receivers of Certificate of Appreciation and other stalwarts of the industry globally. The magazine focuses on the tough times the industry faced in 2020.

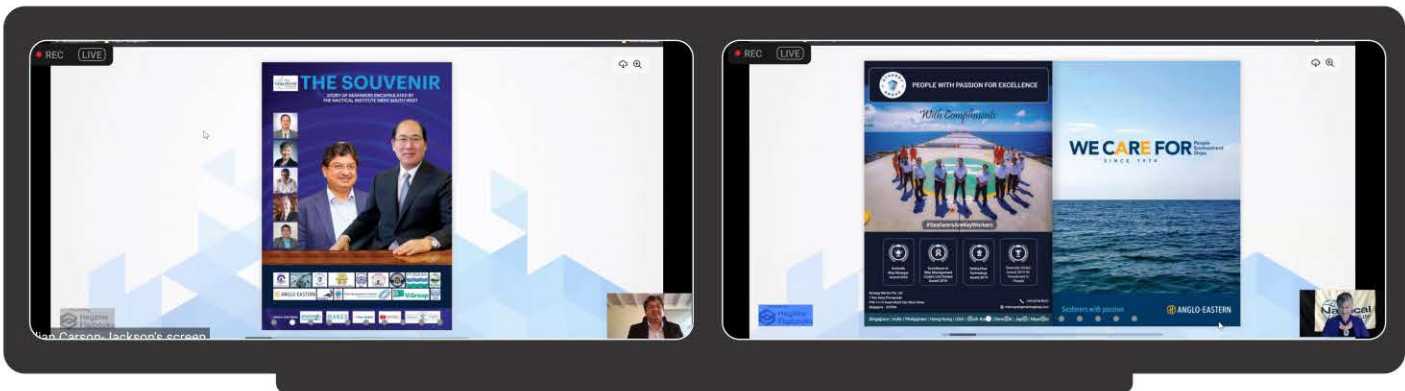
"This is a special edition of magazine that belongs to all of you," said Mr Vinod Naveen, AFNI, Secretary, NI, India SW, while welcoming the guests.

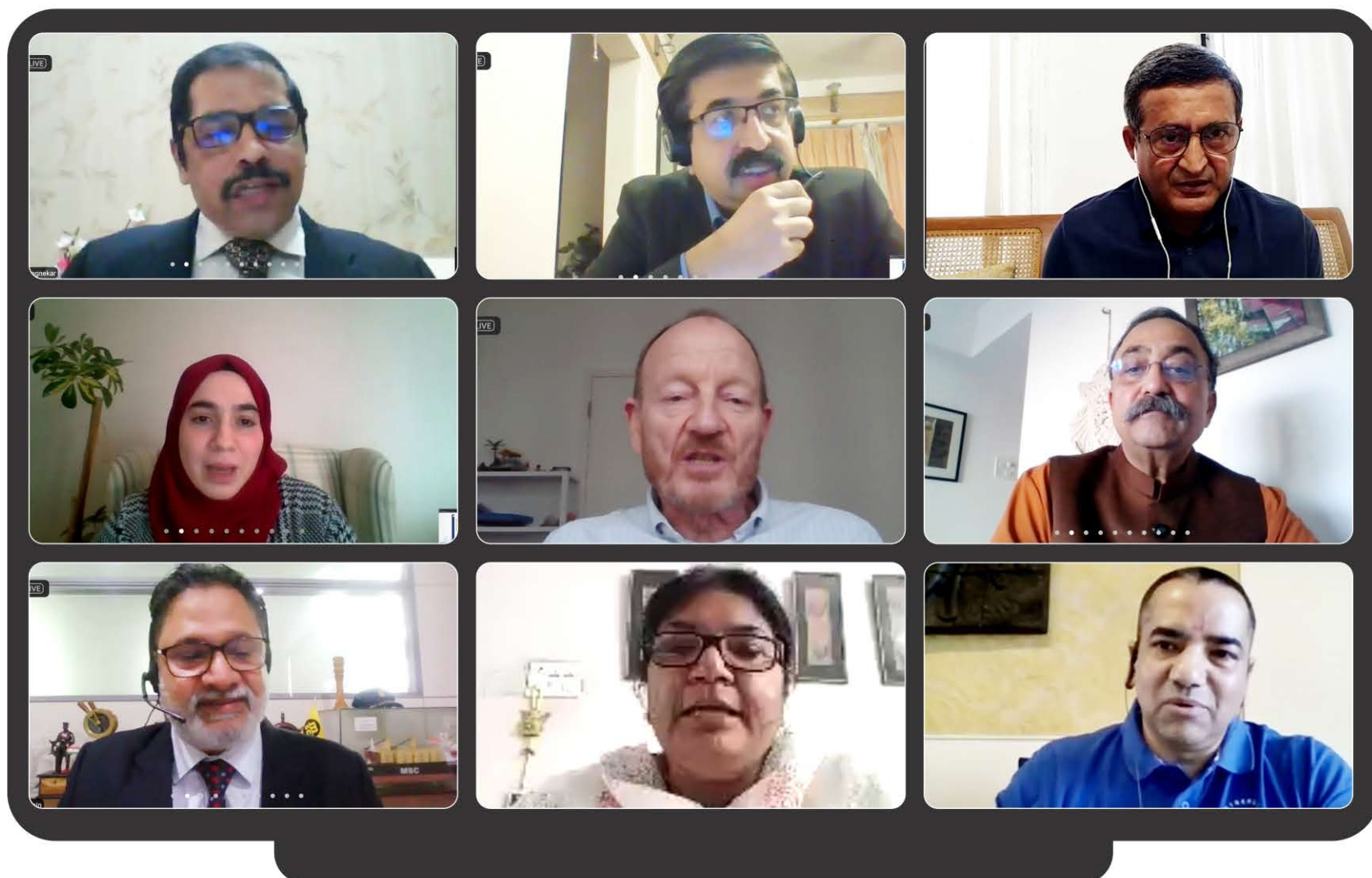
"Seafarers are the people who moved this world for last few months; so we thought that we should not overlook the efforts of the people who made this possible", he added.

Mrs Jillian Carson Jackson, President, NI London stated, "The year 2020 will be remembered for different reasons, one of them is seafarers stuck onboard for 16 to 18 months straight." She thanked everyone who kept the industry running in tough times.

Mr Amitabh Kumar, Director General of Shipping (DG) spoke about his and his team's tough times working to get back Indian seafarers stuck onboard due to lockdown restrictions internationally.

"This pandemic has proved shipping is essential as ships continued to perform, feed the hungry all over the world," he said. He also added, "India





has managed to save most of the jobs for Indian Seafarers, at a time when people in most sectors were losing their jobs.”

Mr Kumar informed the audience, “We are in the process of amending Indian Merchant Act, where we have proposed to declare seafarers as key workers and it is at discussion stage.”

Mr Joseph Alapat, who was instrumental in bringing Cochin Port on world map by 700 plus operations with zero incidents and Dr Shyamini Ayyapunny from Port health organization, Cochin, shared challenges they faced during crew change and other related problems with the audience.

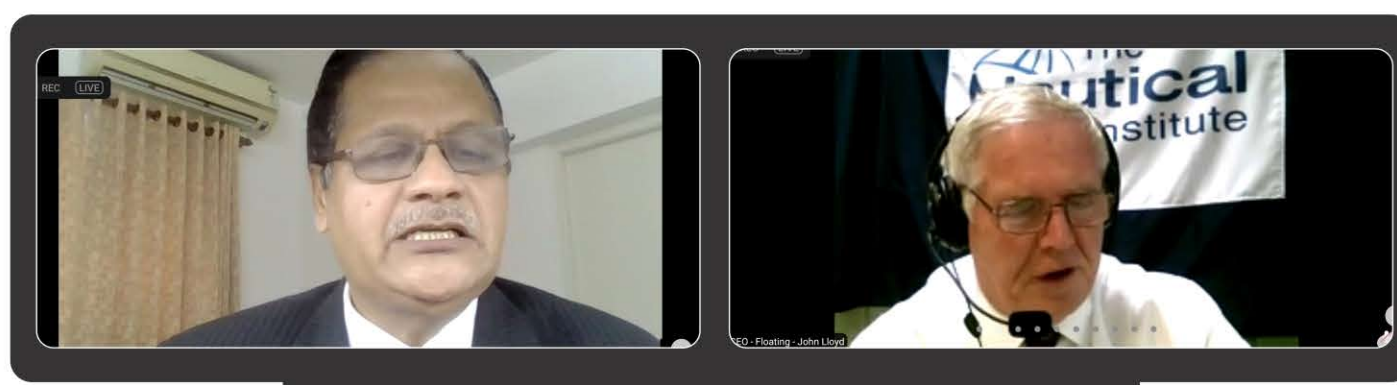
Likewise Capt Anshul Rajvanshi, Managing Director, Synergy Maritime Recruitment Services Pvt Ltd; Capt Rajesh Tandon, Global Director, V Group; Capt MP Bhasin, Managing Director, MSC; Dr Sanjay Bhavnani,

Director and Chief Operating Officer, MMS Maritime (India) Pvt Ltd; Capt Shiv Halbe, CEO, MASSA; Mr Maneesh Pradhan, Managing Director, Anglo-Eastern Ship Management; Capt Chirag Bahri, Director of Regions, ISWAN; Capt Prashant Rangnekar, Chief Operating Officer, Fleet Management and Mrs Saleha Shaikh, President, MUI Women's Wing showed their gratitude and spoke about challenges that they are still facing due to the pandemic.

The Souvenir will be available on NI website with limited edition of hard copies for the recipients of Certification of Appreciation informed Ms Bridget Hogan, Director, Publishing, NI Headquarters, London.

Mr Deepak Sasikumar, Treasurer, NI India South West branch closed the event by thanking all the dignitaries for gracing the event.

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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.

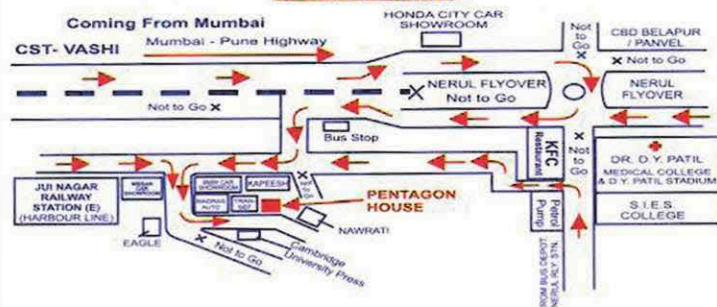
2) The above duration (6 hours a day) is minimum and same can be increased by maximum a day if the candidate and/or faculty so requires.

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For Jui Nagar(East) Railway Station.
(400 meters from Jui Nagar Station)

APPROACH MAP



Walking distance (400 mtrs) from Jui Nagar (East) Rly Stn. towards Pune-Mumbai highway

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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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Institute of Chartered Shipbrokers discuss speed and consumption claims

- Sriti Devadiga

Institute of Chartered Shipbrokers, Hong Kong and Singapore recently jointly hosted their first webinar of 2021 discussing speed and consumption claims. The webinar aimed to look at the disputed area of speed and consumptions claims holistically covering the entire spectrum of the claim from its genesis to the contractual negotiation stage to the crystallization of the claim during the operation stage and finally to settlement of the claim in the post fixture and execution stage.



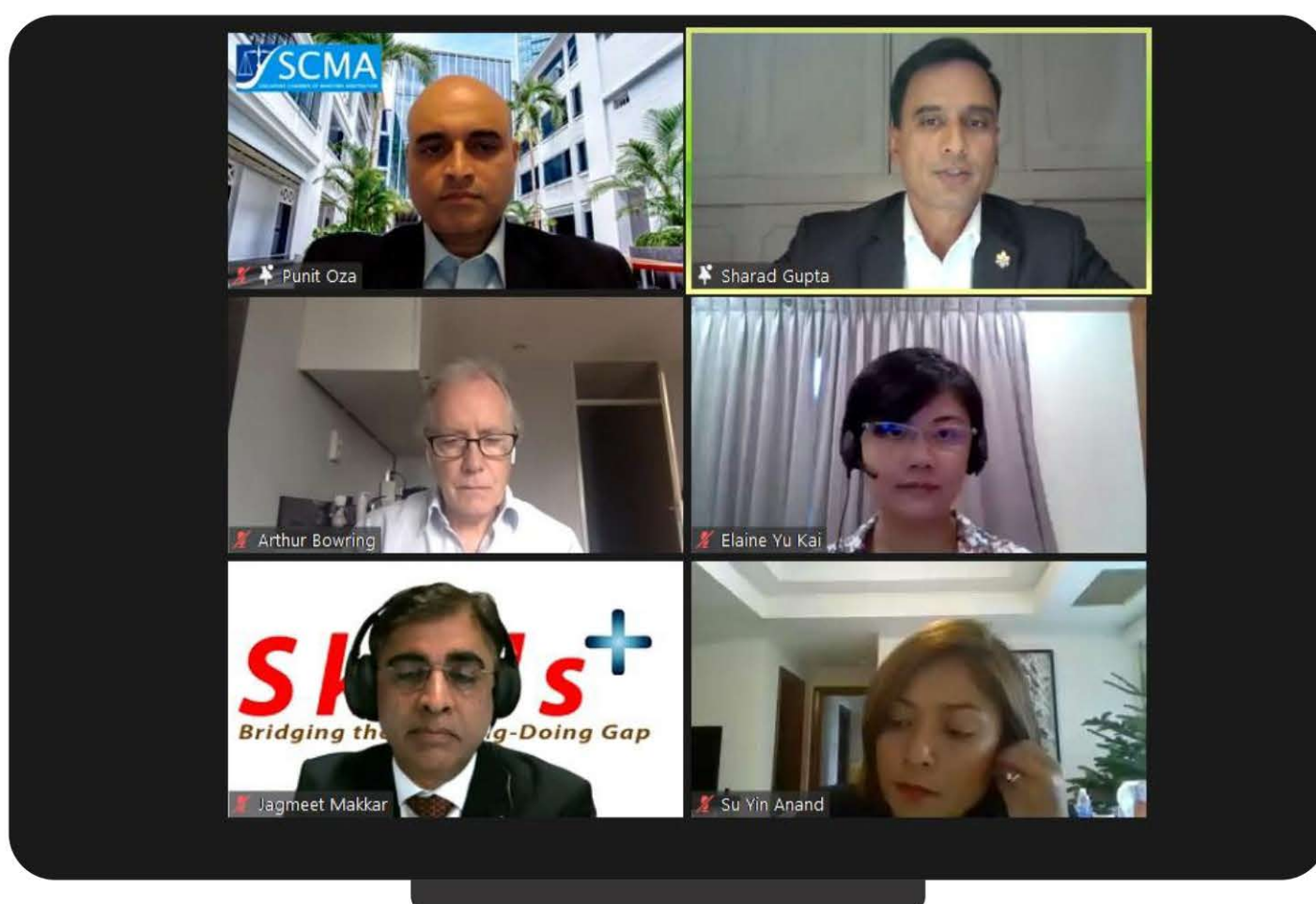
INSTITUTE OF
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Webinar by Hong Kong & Singapore Branches

Mr Punit Oza, Executive Director, Singapore Chamber of Maritime Arbitration (SCMA) took charge of the proceedings.

The webinar hosted on 15th January was co-organised by Hong Kong Maritime Arbitration Group and Hong Kong Institute of Arbitrators. The webinar covered the commercial aspect and legal aspect of the speed and consumption claim area.

The panellists of the webinar included Mr Jagmeet Makkar, Chairman, ICS HK Branch; Mr Arthur Bowring, MH President- Hong Kong Maritime Arbitration Group, FICS; Ms Elaine Yu, Freight Trader, ICS Tutor, FICS; and Ms Su Yin Anand, independent Arbitrator.



The panel discussed in detail each stage of the claim clauses, the loopholes, how the clauses are made to be agreed, how the calculations are done and how it impacts the whole settlement of the claims.

Mr Bowring cited few case studies of how the arbitrators work around a case and how the parties are engaged to clarify the clause before settlement.

He discussed various parameters of the clause. He spoke on how speed and performance disputes commonly arise between owners and charterers under time charters. These disputes normally take the form of deductions from hire which have either already been made by the charterer or are to be made in the near future. Such claims are equally important to both parties.

Many factors can affect the efficient performance of a ship on its voyage, including engine performance, fuel consumption, marine hull growth and weather conditions. When analysing speed and performance claims, however, legal niceties and practical considerations often clash.

The webinar stressed that It is advisable for parties to seek agreement on all possible common issues and identify those issues that are subject to disagreement. Members should also carry out their own 'good weather' calculations, based on a careful review of the charter-party terms and following the methods set out under approved case law.

The panellists cited various measures for the charterers to minimise the claims which included simple techniques, documentations, and clarity that helps to reduce dispute, enhance management time, cost reductions, and foster better relations.



While these cases of claims are limited in many ways to its particular facts, the webinar showed that tribunals will apply speed and consumption warranties within their strict legal limits and that Charterers will, however imaginative they are in presenting their arguments and weather evidence, struggle to obtain arbitration awards for apparent poor performance in periods other than those to which warranties strictly apply or by means of assessment methods differing from those specified in the charter.

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01 Indian...

Informing about the pleasant outcome, Abdulgani Y Serang, General Secretary-cum-Treasurer, NUSI, said, "We are happy to inform you that today our seafarers of 'Jag Anand' have landed in India at the Cochin airport.

"NUSI appreciates the support and direction of Shipping Minister, Shri Mansukh Mandaviya, Shri Amitabh Kumar, Director General of Shipping, the International Transport Workers Federation (ITF), the Great Eastern Shipping, individual seafarers, and their family members, and various associations in extending support to bring our seafarers back."

He further added, "We are proud of the seafarers of "Jag Anand" who continued to discharge their duties even in these challenging times.

NUSI along with MUI took up the matter nationally and internationally, with the Great

Eastern Shipping, the Indian maritime administration, Ministry of Shipping, Ministry of External Affairs, Prime Minister's Office, ILO, and IMO. The International Transport Workers Federation (ITF) extended their strong support in solidarity. On the advice of NUSI, thousands of seafarers sent protest emails to the IMO Secretary-General to initiate effective measures. NUSI also provided counselling to the seafarers onboard and their families through the "NUSI Sahara" counselling helpline.

On arrival at Cochin airport, the seafarers of "Jag Anand" were given a grand welcome by NUSI Cochin Branch Representative, Bro. Vinay Pai and a large number of seafarers.

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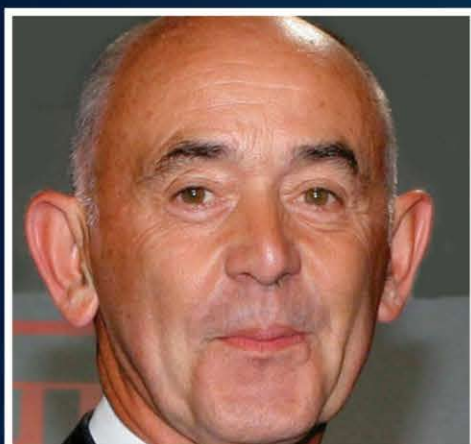
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Stop Talking, Start Doing



IMO 2021 has arrived. The shipping community have been anticipating this for a while now. The fleet operators that wanted to get ahead of the deadline have been rushing to fulfil at least the minimum perceived requirements to comply. Some of them are getting it right - designing and properly implementing security controls that actually reduce the cyber risks of the shipboard systems. Others have taken a more confused approach, with the worst involving just superficial paperwork - compliance, not actual security.

This should not be a surprise. There has been a lot of guidance produced on cyber security in the maritime sector. While many of these are helpful, most are aimed at providing recommended checklists of "what you need to do" to secure shipboard systems, rather than practical, step-by-step help on "how to do them." The list of recommendations can feel endless and daunting. So it can paralyse fleet operators into inaction.

Why are we setting up this campaign?

At CyberOwl, we have been supporting many shipping companies on their

journey towards cybersecurity maturity. Along the way we have developed knowledge, tools and resources that we believe are useful for the whole sector. These are methodologies, frameworks, templates, libraries or pieces of technology that can provide clarity and a practical way forward.

We are on a mission to help the shipping sector improve the cyber resilience of their shipboard systems. So we are launching a campaign to provide shipping IT Managers and Security Officers with a free toolkit that they can use to move their own programmes for cybersecurity of shipboard systems forward. From talking, to doing. From theory, to practice.

Why should you engage with this campaign?

Our aim is to address a range of cyber risk management areas for shipboard systems. We will break the content down into bitesize, practical chunks, so you can choose whether to take incremental steps or embark on a whole cyber transformation programme at once.

The tools and resources will be aimed at the "how". They will be designed to give you a "leg up" and help you either get started or to improve your cybersecurity programme for shipboard systems. The tools will be designed for self-service, so should help you achieve incremental security improvements on your own. But if you would like our help or our recommendations of other experts in the sector that we trust, please reach out.

As this campaign evolves, we will be led by you. Tell us how the tools and resources are working for you and how they can be improved for the whole shipping community. Tell us areas where you would like additional tools and resources.

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*Wishing all seafarers
their families*

HAPPY REPUBLIC DAY

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