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Kanoo Shipping facilitates special emphasis on safety and welfare of their crew

- Jagdamba Pandey

The ongoing C19 pandemic has affected our day to day life, and is slowing down the global economy. Amongst the many affected, seafarers were worst affected due to the lockdowns where they were at sea beyond their contract period. Leading from the front, Kanoo Shipping India Pvt Ltd under the able guidance of **Capt Amresh Jha**, Director, Kanoo Shipping took various initiatives to facilitate crew changes and crew vaccinations across India.

"We have always been proactive in taking up difficulties, hindrances and customer concerns to the respective concerned authorities. Thus, we are able to assist our customers and seafarers in carrying out smooth crew changes during this most difficult period. Our effort continues in vaccinating seafarers in all Indian ports," articulated Capt Jha.

Since the pandemic, Kanoo Shipping has managed 11

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The course fees will be INR 30,000 plus taxes (INR 35,400) for each Part for Non- Members.
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For booking information, you may get in touch with Capt. Sasikumar S. (CEO) ceo@cmmi.co.in
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Part C exam will be held in October 2021


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CMMI ELECTION OF WARDENS
FOR THE TERM 2021-2023

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2	Capt. Bhambhani Shailesh	18	Capt. Gill Joginder Singh	34	Capt. Pradhan Kaustubh Vasant
3	Capt. Bhandarkar Vivek K.	19	Capt. Gupta Pawan Kumar	35	Capt. Pramod Kumar Singh
4	Dr. (Capt.) Bhardwaj Suresh	20	Capt. Gyanendra Singh	36	Capt. Rai Karanjit Singh
5	Capt. Bhargava Rahul	21	Capt. Halbe Shivanandan M.	37	Capt. Rangnekar Prashant Sadanand
6	Capt. Bhasin Mahendra Pal	22	Capt. Harjit Singh	38	Capt. Rao Mallikharjuna Ajjarapu
7	Capt. Chadha Kamal Harcharandas	23	Capt. Jha Birendra Kumar	39	Capt. Santhakumar M.
8	Capt. Chandramowleeswaran R.	24	Capt. Karanjikar Gajanan Bhalchandra	40	Capt. Serpes Sheldon
9	Capt. Chaudhary Kedar P.	25	Capt. Khalape Akbar Mahammed	41	Capt. Srivastava Chandra Mouli
10	Capt. Dayal Ruchin Chandreshwar	26	Capt. Manoj Kumar	42	Capt. Subramaniam Harihar
11	Capt. Diwan Praveshchand Premchand	27	Capt. Naik Mohan Vasant	43	Capt. Sujlana Karamjit Singh
12	Capt. Dubey Chhote Lal	28	Capt. Nambiar R. V. Rajesh	44	Capt. Sushant Kumar
13	Capt. Dutta Kaustuv	29	Capt. Naresh Kumar	45	Capt. Tandon Rajesh
14	Capt. Gadpande Suneha	30	Capt. Nigam Prabhat	46	Capt. Tipnis Aniruddha Vasant
15	Capt. Gangaadharan Ajay	31	Capt. Panda Tapan Kumar	47	Capt. Varma Rahul
16	Capt. George Alexander K.	32	Capt. Patankar Milind Kashinath		

No. 874

LEARN-O-WIN QUIZ?

1 What kind of conditions would you observe as the eye of a storm passes over your MODU's position?
A) Flat calm seas, heavy rain, light winds, and an extremely low barometer
B) Huge waves approaching from all directions, clearing skies, light winds, and high pressure
C) Flat calm seas, heavy rain, light winds, and high pressure
D) Huge waves approaching from all directions, clearing skies, light winds, and an extremely low barometer

2 A semisubmersible with a positive GM, and TCG located starboard of the centerline, inclines to an angle of
A) heel
B) loll
C) trim
D) list

3 You are discharging cargo and the inert gas system is in operation to inert the tanks. The pressure in a tank being discharged starts to drop below the allowable limit. What action should you take?
A) Cut in another IG fan to increase gas flow.
B) Open the tank isolation valve to the fully open position.
C) Reduce the pumping rate.
D) Open the pressure control valve until the pressure increases.

4 The supplement to the IOPP Certificate contains what type of data?
A) A list of the underwriters who will assume financial responsibility in the event of an oil spill.
B) The grades of cargo that an oil tanker is permitted to carry.
C) A checklist of the equipment installed for controlling the discharge of oil.
D) The trade routes upon which the vessel may operate.

5 Which vessel is required to have a shipboard oil pollution emergency plan?
A) an oil tanker of 150 gross tons or above, or other ship of 400 gross tons or above
B) an oil tanker of 400 gross tons and above, or other ships of 150 gross tons and above
C) any barge or other ship which is constructed or operated in such a manner that no oil in any form can be carried aboard
D) all vessels, regardless of size and commercial application

6 Which part of a cargo boom has the greatest diameter?
A) Heel
B) Middle
C) It has the same diameter along its complete length.
D) Head

7 The unit used to measure anchor line tensions in the offshore drilling industry is the
A) short ton
B) long ton
C) metric ton
D) Kip

8 The DEEP DRILLER is loaded as shown in Sample Load Form #4 (Drilling). While the unit is deballasting, starboard valve 19 fails in the closed position. You may deballast from tank 9S by pumping from tank 8S by opening valves 20 and
A) 35
B) 21
C) 18
D) 17

9 The proper tool used for cutting new external threads is called a thread
A) Die
B) Chaser
C) Tap
D) Broach

10 In accordance with the international MARPOL Annex VI regulations, which of the listed substances are prohibited from being burned in a shipboard incinerator?
A) Polychlorinated biphenyls (PCBs)
B) Oil residue sludges
C) Unground garbage
D) Sewage waste sludges

For Answers See BELOW

ANSWERS TO THE Learn-O-Win Quiz

Q1 D	CHECK YOUR SCORE	Q6 B
Q2 D		Q7 D
Q3 C	EXCELLENT - 10-8 points	Q8 C
Q4 C	GOOD - 5-7 points	Q9 A
Q5 A	POOR - 1-4 points	Q10 A

more than 650 vessels at Indian Ports and carried out more than 5000 crew changes so far in Indian Ports. Being the leading shipping agency in India, Kanoo Shipping has done many firsts when crew change started in India in 2020. “In complete lockdown, Kanoo Shipping was the first to do crew change in many ports in India, including first to do foreign seafarers signing off from Mumbai Port and Cochin Anchorage,” Capt Jha said.

Continuing further, he stated that our efforts to vaccinate Indian seafarers' onboard vessels brought another first for Kanoo Shipping. “On 27th June at JNPT onboard Ardmore Sealion and on 29th June at New Mangalore port onboard vessel Ardmore Engineer, we carried out Covishield first dose vaccinations. This is the first vessel at JNPT and New Mangalore port that was allowed for crew vaccinations. All the approvals were granted. We take this opportunity to thank the District Collector, Nodal Officer, Municipal, Ports, Deputy Conservator, PHO, and all the other authorities who were part of making this successful. We are grateful to our medical and operation team on the ground for executing it smoothly,” Capt Jha added.

Expressing his gratitude, he said, “There are many people to thank right from DG Shipping – Mr Amitabh Kumar; Capt Daniel for the assistance in crew change activities to FRRO, Ports, PHOs, Local Administrations, Labs, Hospitals, Quarantine Centres and my excellent team who has worked with me day and night to serve customers. Our esteemed customers Anglo-Eastern, D'Amico, Selandia, Elegant, Synergy, OSM, Wilhelmsen, S5 Agency World for all the support and opportunities. Few names I would like to mention here are Mr Maneesh Pradhan, Mr Rajiv Sarang, Mr Rohan Martin, Capt Bopana Mandana, Capt Kulwant Singh Budwal, Jonathan Bygrave, and Nikolai Norman, for being such great support and encouraging me which helped to go the extra mile to serve fellow seafarers and esteemed customers.”

“We look forward to assisting in crew changes and vaccination drives for seafarers at Indian ports. We have done vaccination activities for joiners/off signers at Mumbai, JNPT, Vizag, Haldia, Kakinada, Vizhinjam, Kandla and very soon we are going to do at other port locations as well. Please do connect with us if you require any assistance for seafarers' vaccinations or crew change in Indian ports,” Capt Jha concluded.

From being the first Arab shipping agency in the region in 1890, Kanoo Shipping has grown into the largest regional shipping service provider in the Middle East. With regionally centralized operations, finance, and communications, the Kanoo office network covers an extensive area, including the Gulf, the Red Sea, and the Indian Sub-continent. The largest independent family-owned company in the Middle East with 15, 000 ship calls every year and Offices in 19 countries covering 150+ ports. Kanoo Shipping is one of the founders of S5 Agency World Ltd, the rapidly growing global shipping agency company established to meet the increasing requirements of clients. Looking to benefit from the financial and the process efficiencies derived from global coverage.

Marex Media

Oil spills after colliding with dredger off Manila

A cargo vessel collided with a dredger in the waters of the South Harbor Anchorage area in Manila, the Philippines, in the early morning hours of 8 July 2021.

The ships in question are the Philippine-flagged vessel MV Palawan Pearl and Cyprus-flagged utility vessel BKM 104, the Philippine Coast Guard (PCG) said.

The incident caused the 345 GT Palawan Pearl, which carried 3,000 litres of diesel in its oil storage tank, to tilt and take on water. The ship also has a drum of diesel oil, 60 litres of engine oil, and 60 litres of bilge oil.

The ill-fated vessel is located outside the breakwater of Baseco Beach, approximately 100 meters from Baseco Beach shoreline.

The Philippine Coast Guard deployed patrol boat BRP Panglao and other assets to conduct close monitoring and provide necessary assistance to the cargo vessel.

"At this time, the cargo vessel MV Palawan Pearl remains half submerged where the spread of 'oil sheen' is observed around it," the PCG said, adding that containment boom was placed around the distressed ship.

Luckily, no injuries have been reported after the collision.

Based on the PCG's initial assessment, Palawan Pearl traveled from Commander's Wharf to Baseco Compound to El Nido, Palawan.

Meanwhile, the BKM 104 was sailing in Manila Bay Anchorage area to Bulacan when the incident happened. The 375 GT BKM 104 is a foreign utility vessel contracted to perform dredging and other land development activity required for the construction of New Manila Airport.

According to the skipper of Palawan Pearl, while sailing at a speed of 7 knots at three kilometers from the Pasig River, they noticed BKM 104 approximately 100 metres away from their port side (left) and traveling at the speed of 10 knots.

Palawan Pearl allegedly tried to avoid BKM 104, but the latter crashed twice into the left side of the cargo vessel and almost sank it.

The multipurpose vessel reported no damages except minor damage to its paint.

Marex Media

Implementation of IMO Instruments spotlighted

Mr Kitack Lim, Secretary-General, IMO welcomed the excellencies, distinguished delegates, and observers to the session of the Sub-Committee on Implementation of IMO Instruments. And address the following:

While we move ahead with important changes to regulations, we have also had to respond to the challenges posed by the COVID-19 pandemic and its serious impact on global trade and travel, and particularly on seafarers.

We continue to work tirelessly together with UN sister organizations and industry partners to encourage Member States to recognize seafarers as "key workers", as also advocated by the UN General Assembly Resolution adopted in 2020, and to prioritize their vaccination, thereby facilitating seafarers' safe movement across borders.

In this regard, I would again impress on Member States the need to designate seafarers as "key workers" and thank all those that have already done so.

We must put our commitment to this year's World Maritime Theme: "Seafarers: at the core of shipping's future", into action.

The theme provides a unique opportunity to send a clear message to the world to help protect seafarers' rights and raise awareness of their exceptional contribution as key workers.

On a related topic, I would like to express my gratitude for the support I received when convening three video conferences of port State control regimes in 2020 to harmonize practices in the context of the pandemic.

This illustrated, once again, the importance of the partnership with PSC regimes for the harmonization of PSC activities, which are essential to shipping.

At this session, you will be expected to prepare the 2021 version of the Procedures for PSC.

Now, in terms of the agenda of the meeting in an Assembly year, your Sub-Committee is expected to finalize the preparation of a series of draft Assembly resolutions, on matters related to casualty analysis, port State control, survey and certification, and obligations under instruments relevant to the IMO Instruments Implementation Code.

On casualty-related matters, while having the pleasure to announce the release of the new taxonomy of the GISIS module on marine casualties and incidents, I am certain that your discussions will facilitate progress on the timeliness and the rate of reporting following the investigation of casualties.

Turning to the IMO Member State Audit Scheme, I welcome the implementation of the agreed methodology for analysis of consolidated audit summary reports, developed by your Sub-Committee in 2018.

The review of the analysis of four consolidated audit summary reports (CASRs) should provide input to the regulatory process of the Organization through the established process for reporting to the committees and their onward reporting, for the first time, to the Council.

The outcome of the analysis of four CASRs should also provide feedback from audits for further development of technical assistance to Member States.

In addition to the expected finalization of two Assembly resolutions on the Surveys Guidelines under the HSSC and the updating of the non-exhaustive list of obligations, your sub-Committee is expected to complete the updating of the list of certificates and documents required to be carried on board ships and achieve the preparation of the draft Model agreement for the authorization of recognized organizations acting on behalf of the Administration for approval of an MSC MEPC.5 circular by the committees.

I am certain that the planned working arrangements at this session, including the use of preparation by correspondence, will help you in overcoming some of the challenges of the remote conduct of the meeting.

I am confident that with the usual IMO spirit of cooperation you will prevail.

Distinguished delegates, I cannot conclude my remarks, without highlighting once again my belief in the importance of the work of your Sub-Committee, which is supported by the hard evidence that without implementation, the mandate of the Organization cannot be fulfilled.

Finally, I welcome the importance of your Sub-Committee as a forum that reflects the strong spirit of cooperation among FAO, ILO and IMO, as demonstrated by the fourth session of the Joint FAO/ILO/IMO Ad Hoc Working Group on IUU fishing and related matters and the Ministerial Conference on Fishing Vessel Safety and Illegal, Unreported and Unregulated (IUU) Fishing.

The clock is ticking, and I very much hope for the fulfilment of the entry into force criteria of the Cape Town Agreement by 11 October 2022, the tenth anniversary of its adoption, and its entry into force by 2023.

You have a highly diverse set of subjects on your agenda.

I have no doubt that the elected Chair and Vice-Chair will ensure that you make significant progress on the highly important and diverse set of subjects on your agenda, providing vital support for the implementation of our strategic directions to improve implementation.

And I'd like to inform you that I appointed Mr Brice Martin-Castex as Acting Head of the Department of Member State Audit and Implementation. His team together other parts of the Secretariat will be ready to best serve you throughout the meeting.

Marex Media

Values of ship assets have continued to rise

Chalk up yet another record for ocean shipping. More vessels traded hands in the first half of this year than in any other six-month stretch — yet another industry signal that's flashing green.

It's not just container ships. An exceptionally high number of tankers and bulkers were sold as well. Values of ship assets have continued to rise across the board, not only in container and dry cargo shipping, where freight rates are very strong, but also, incongruously, in tanker shipping, where freight rates are abysmal.

The higher ship prices go, the higher the shipowner's net asset value (NAV, the market-adjusted value of the fleet and other assets, minus liabilities). The higher NAV goes, the higher stock prices should theoretically go.

According to Steve Gordon, managing director of Clarksons Research, "The stellar S&P [sale and purchase] market achieved 'top marks,' with all-time record transactions of more than 85 million DWT [deadweight tons], up 131% on H1 2020 and 31% on H2 2020, and more than double the long-term trend.

"At this run rate, around 8% of the fleet will change ownership in 2021," said Gordon.

Stifel analyst Ben Nolan cited "a frenzy of activity," explaining that the "real surge" in investment is in S&P deals more so than newbuild orders. "Typically, about 1,200 large oceangoing ships are bought and sold annually, but we have already reached that level in 2021," said Nolan.

Container sector

According to Alphaliner, 301 container ships with aggregate capacity of 1,025,000 twenty-foot equivalent units (TEUs) traded hands in January-June. "The volume represents the largest TEU amount ever bought and sold in a six-month period," it said.

Mediterranean Shipping Co. (MSC) led the charge, buying 53 ships totaling 185,590 TEUs in the first half. It has bought 72 ships totaling 289,950 TEUs since last August — "a buying binge that is unprecedented in history," said Alphaliner.

The more exposed liners are to skyrocketing freight rates, the higher their profits will be. Carriers can increase near-term exposure in two ways: by chartering in ships or buying them secondhand.

Alphaliner noted that chartering activity has now slowed due to a lack of available tonnage. The shortage "could be here to stay, changing the face of the charter market." Non-operating owners (NOOs) — companies that charter ships to liners — have been placing their vessels on multiyear

charters, “meaning that a significant portion of the NOO fleet will not be available again in the charter market for years to come,” said Alphaliner.

Fewer charterable ships means carriers must buy vessels secondhand to increase near-term exposure to freight rates. At the same time, NOOs that have already chartered out their existing fleet are looking to buy more vessels so they can charter them to liners.

This dynamic should add even more fuel to the fire in the S&P market. Container-ship values “have been skyrocketing from April onwards,” said Alphaliner, noting that a 1,700-TEU ship was sold in June for $21.5 million, triple what this size of ship fetched in January.

According to Gordon, the Clarksons index that tracks secondhand container ship values surged 124% during the first half of the year.

Tanker sector

Frenetic S&P activity and soaring asset values make perfect sense in container shipping, given stratospheric freight rates. But why would sales and values be rising in the tanker sector, where rates, as Nolan put it, are “apocalypse-level bad”?

Allied Shipbroking reported that 278 tankers totaling 33.2 million DWT traded hands in the first half. Last year's numbers were skewed low by COVID lockdowns. Looking to the more normal year of 2019, this year's first-half tanker sales were double H1 2019's in terms of DWT.

When freight markets collapse, as they did after the financial crisis, ships are divested amid declining asset values by distressed sellers needing to raise cash and stay afloat. That's not what's happening in the current tanker-rate depression. Tanker values are increasing even though almost all tankers in service are bleeding cash.

Clarksons' secondhand tanker value index is up 12% since the beginning of the year. Tanker executives speaking at the recent Marine Money Week virtual event said that depending on the type of tanker, values are up as much as 25% from lows in late 2020.

“The disconnect between asset values and charter rates — I don't think I've ever seen anything like this before, where rates have been so low for so long and rates have hung in there,” said Ridgebury Tankers CEO Bob Burke during the Marine Money Week event.

Burke attributed disconnect to several factors. “One is that balance sheets have staying power from the party last year [when tanker rates were extremely high] so people are able to hold the line. Another is that this is not like past cycles where there's a huge orderbook that has to be worked through. This time, we see an end point in the not-too-distant future when charter rates will go back up.” In other words, there's no rush to be a seller, so those who sell only do so at a high price relative to current freight rates.

Christian Walgrave, director of research and commercial performance at Teekay Tankers (NYSE: TNK), told Marine Money Week attendees that tanker values are being buoyed by outside factors. “Newbuild prices have gone up because of the increasing price of steel and container ships soaking up yard capacity. That's putting [upward] pressure on the modern end of the [secondhand] spectrum.”

Older tanker values are also being supported by higher steel prices. “Scrap prices are at a 10-year high,” said Walgrave. He also pointed to buyer demand for older ships deployed in “sanctioned trades.” Owners willing to risk carrying Venezuelan and Iranian oil receive premium rates, justifying higher values for older tonnage that would otherwise be scrapped.

Dry bulk sector

According to Allied Shipbroking, 532 bulkers totaling 37.4 million DWT traded hands in the first half. This is 143% above tonnage sold in the first half of 2019.

Clarksons' secondhand bulker value index is up 38% since the beginning of the year.

Unlike in the tanker market, higher bulker sales activity and valuations are being supported by strong freight rates, which are at 10-year highs for medium- and smaller-size bulkers.

Dry bulk also faces more constraints on the newbuild front than other segments, which increases secondhand buying interest in secondhand tonnage when spot rates are high.

First, steel input costs make up a larger portion of the overall bulker newbuild cost than for more complex vessel types. Second, yards make higher margins building container ships, gas carriers and tankers than they do with bulkers. Third, bulkers are harder to “future proof” against yet-to-be-written decarbonization rules than other ships, because the expense of installing dual-fuel systems represents a larger portion of the overall newbuild cost.

According to Braemar ACM Shipbroking, “As orders for new bulk carriers have been suppressed the secondhand market has been extremely hot. Secondhand values for bulkers, especially older tonnage, have made hefty gains. We expect activity to remain heated in the coming months as owners use this avenue to renew fleets and engage in the strong spot market.”

Marex Media

Shanghai vows to build world-class international shipping centre

Shanghai vows to build a world-class international shipping centre characterized as convenient, efficient, open, integrated, and capable of providing strong support, according to the city's 14th Five-Year Plan on the construction of Shanghai's international shipping centre.

The plan set a series of goals for the construction of the international shipping centre from different

aspects including the hub's service, logistics collection and distribution, shipping service, cruise economy and environmental optimization and cooperation and exchange.

According to the plan, the city's annual container throughput will reach at least 47 million 20-foot equivalent units (TEUs) by 2025; the annual throughput of air passenger travel will reach at least 130 million; while the annual throughput of cargo ships will reach 4.1 million tons or above.

In terms of logistics collection and distribution, the city vows to enhance its service level of multimodal transport with the proportion of water-to-water transfer of TEUs reaching no lower than 52 percent and the number of marine-to-rail transfers reaching at least 650,000 TEUs. Besides, it will take only 40 minutes for the cargos departing from Shanghai Pudong International Airport to arrive in the city's downtown.

By 2025, the Asia-Pacific cruise enterprise headquarters base will basically take shape in Shanghai to form an environmental friendly, smart and efficient cruise industry chain.

According to the Xinhua-Baltic International Shipping Centre Index (2020), Shanghai's international influence has been increasing steadily as the city was ranked the world's third in the international shipping center ranking.

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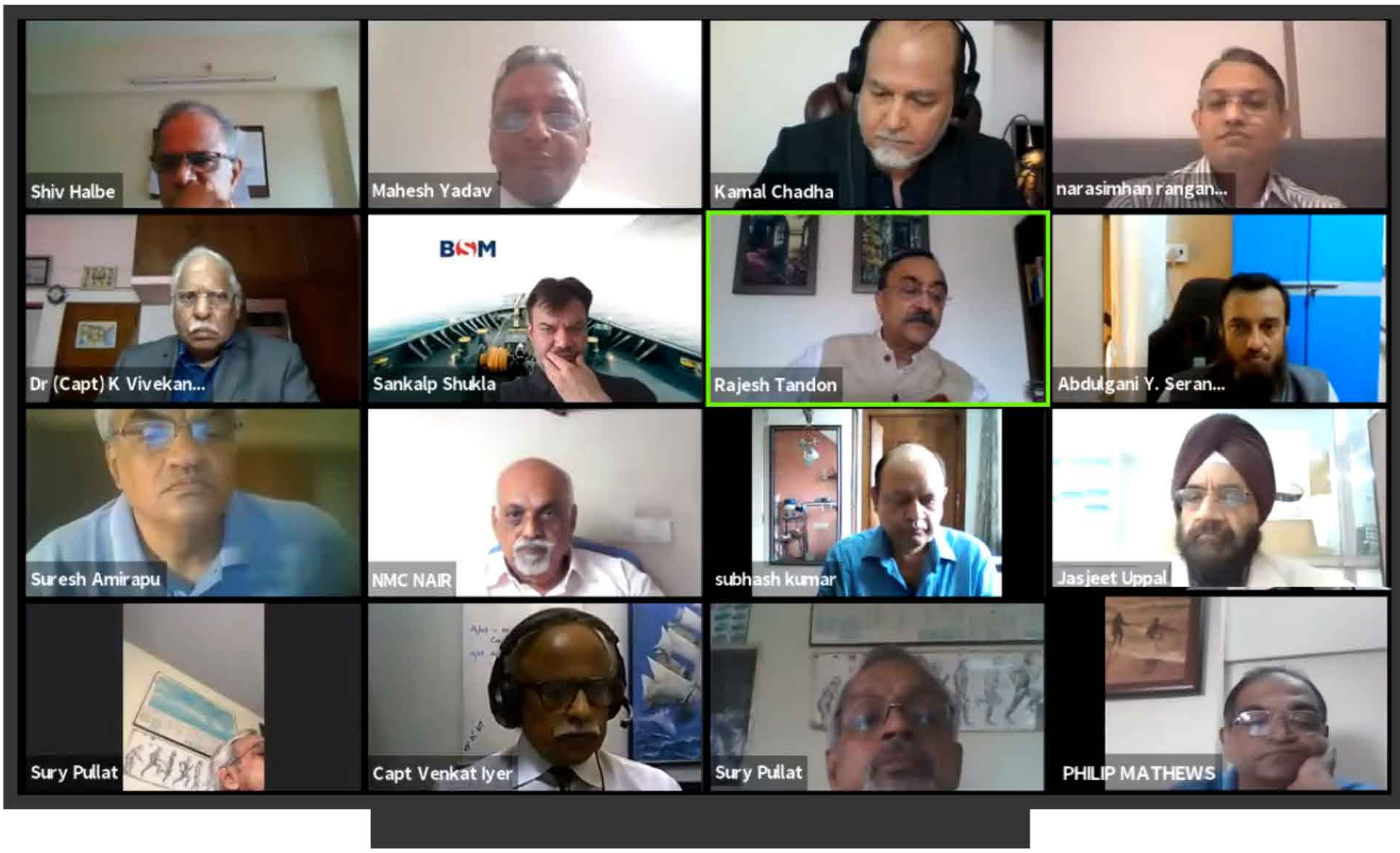
AMICIE deliberates on Mariners welfare's shortcomings and achievements



[Mumbai, 05th July]

In general the industry has widely spoken about seafarers' welfare, the question now arises how much has been done? Shedding some light on this Association of Maritime International Commercial Interests & Expertise (AMICIE) – a think tank of professionals from the maritime industry organised a webinar on 03rd July titled **Mariners Welfare.**

Capt Sudhir Subhedar inaugurated the session – ***Maritime Labour Convention (MLC) exists for the welfare of the seafarers, but how it remains effective.*** Capt Kamal Chadha, MD, Marex Media Pvt Ltd introduced the speakers.

Opening the panel discussion, Capt Rajesh Tandon, President, Vships expressed “if the MLC is followed in letter and spirit, it will effectively ensure that seafarers will get the minimum. The National welfare board for seafarers exists. However, they need to be more active, and have this welfare schemes in place, sooner or later.”

Capt Shiv Halbe, CEO, MASSA, spoke on The Collective Bargaining Agreement that highlighted its importance from; Seafarers' employment and social rights.

The panel speakers delivered a detailed presentation on Work and rest hours, wages, seafarer's responsibility, Gender discrimination etc.

Speaking of gender discrimination, India's Marine Pilot Ms Reshma Nilofer said, “We women in maritime are busting the myth though it is not bed of roses for women in the industry. We need equal opportunity to prove ourselves. We need more mentoring. Please do away with your biases and prejudices.”

Capt Y Sharma started with the quote saying, 'seafarers are our assets,' and continued with how seafarers treated in corporate world.

Giving government perspective Capt BB Sinha, Advisor, The Great Eastern Shipping, said, “We must understand that, whenever we frame rules, it has to be in context with national legislature.” He mentioned that, Indian Seafarers have been looked after well by enacting various legislations by the Government of India. Capt Sinha also highlighted various schemes available for seafarers.

Capt Sanjeev Verma, Managing Director, Landbridge Ship management Hong Kong Limited raised several questions to the panelist.

Capt Ramesh Ramakrishnan, Chairman, Transworld Group, Mr Manoj Yadav, General Secretary, FSUI and Dr Sanjay Bhavnani, Director & Chief Operating Officer highlighted the achievements and what needs to be done more.

Capt Mahesh Yadav, Director (Training) FOSMA a veteran in training explained the amendments in MLC.

During this pandemic, the unions and associations worked hand in hand to get seafarers vaccinated. Capt Sanjay Prashar, Managing Director, VR Maritime Services Private Limited appreciated unions and associations for carrying out vaccination drives even in remote areas. As per the data available most of the companies have done 90% of the first dose and 57% of the second dose.

Seafarers have been changed to assets to the shipping industry this change came out because of the responsible unions. India has done a considerable job over a decade, MLC came later.

“We are not living in an idle world many things were achieved by active participation of maritime administration. We do accept, there is room for improvement, but we have achieved what most of the countries could not achieve,” said Mr Abdulgani Serang, General Secretary - cum – Treasurer, NUSI.

Supporting the above statement Capt Sankalp Shukla, Managing Director, BSM, opined, “India stands as a role model today for the way we acted last year for crew change. This year we started the vaccination drive and we have done a splendid job in this. We may be lacking in few places, but what we have achieved is something we need to proud of.” Capt Shukla also brought out a fact that the HK Flag admin and unions may be holding about US$ 80 million collected from various ship owners over a period of time, towards welfare levies, and a sizeable amount may belong to Indian who had worked on board HK ships. He questioned as to whether ant claim is being laid.

Capt Venkat Iyer stated that the Maritime Administration had completely forgotten the mandate under the MS Act 1958 Sec 218 regarding the welfare measures promised in the act some 63 years ago. He also said that the administration had only ensured that the owners and RPSL are audited for compliance and the Administration which is obliged under Sec 218 has not subjected itself to any audit.

Capt Iyer further suggested that the Ministry must open the access to Port trust hospitals to the seafarers and their families 24x7 cash less basis. Capt Subash Kumar ex Pilot and Port C'man added that he had tried to help sailors through Port Trust hospitals. Where such ministry controlled hospitals are not there the seafarers must be allowed to use state run ESI hospitals and make available referral facilities free of cost. The administration must build and create dedicated hospital and medical facilities to the seafarers and their families. Retired seafarers must also be included in the system for benefits.

The Government must create facilities similar to CGHS (Central Government Employees Health Scheme) and or ECHS (Ex Servicemen Contributory Health Scheme) for total coverage of the seafarers and their families on a permanent basis. Companies must be encouraged in association with Seafarers welfare fund to obtain additional medical cover under group medical policies.

Though a lot needs to be achieved in regards to betterment of seafarers, India has again proven to be the role model for the world by helping the seafarers in need during 15 months of pandemic.

Mr Sanjay Bhavnani summed up the seminar and Capt Kamal Chadda handled the Q&A session.

The webinar came to end with Capt Venkat Iyer thanking the speakers for sharing their thoughts.

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Blue hydrogen to go beyond 2050

Norway's state-controlled energy company Equinor is confident there is a long-term role for hydrogen produced from fossil fuels with carbon capture and storage, the company's senior vice president for low-carbon solutions Grete Tveit said.

The development of "blue" hydrogen from fossil fuels with CCS would pave the way for green hydrogen production from renewable energy, and while future supply would likely be entirely green, there was still plenty of room for blue hydrogen in a 2050 net-zero CO2 scenario, Tveit said.

"If I'm investing in blue hydrogen facilities that can last for 30 or 40 years, then I'm happy," Tveit said.

Equinor is spearheading several blue hydrogen projects across Europe, but is also developing green hydrogen projects in parallel.

"We don't see them as competing because we really think we need both as soon as possible and as much as possible," Tveit said.

The company is part of a consortium developing the NortH2 renewable hydrogen project, powered by 4-GW of offshore wind in the Netherlands by 2030. However, blue hydrogen would be the dominant low-carbon hydrogen pathway in the next decade, she added.

"Most of the other green projects are in the megawatt scale," she said. "What we need is gigawatt, and we need many gigawatts. That's why I believe blue is important."

And while the company aims to become global offshore wind energy major, the scale of its plans in the hydrogen space could be similarly ambitious. It aims to be a large-scale hydrogen producer in three to five industrial clusters by 2035, which Tveit said could account for 10% of European low-carbon production.

Humber decarbonization cluster

The company said at the end of June it was expanding its blue hydrogen plans in the UK, adding 1.2 GW of capacity in the Humber region on top of the 600-MW H2H Saltend project.

Much of the production will feed the Keadby hydrogen power station, which Equinor is developing with utility SSE Thermal. Equinor said it could deliver with its partners over half of the UK's 5 GW low-carbon hydrogen goal by 2030.

Tveit said the large industrial customers for blue hydrogen in the Humber region would be adding to the hydrogen demand pool, rather than replacing existing conventional hydrogen, as the area sought to decarbonize completely by 2040.

Equinor is also developing the H2morrow blue hydrogen project in Germany with Open Grid Europe and Thyssenkrupp to supply the country's largest steelworks, in Duisburg. In the Netherlands, it is working with Vattenfall and Gasunie to convert Vattenfall's Magnum gas-fired power plant in the Netherlands to run on hydrogen. And the company has partnered with Engie to develop low-carbon hydrogen value chains in Belgium, the Netherlands and France.

Funding support needed

Tveit said that while blue hydrogen had a price advantage over green, and both would become more competitive as costs fell and carbon prices rose, state support was still needed.

"As it is right now, we need funding support, and so does the customer buying the hydrogen."

Platts assessed the cost of hydrogen production by steam methane reforming from natural gas at Eur2.66/kg ($3.15/kg) July 8 (Netherlands, including carbon, CCS and capex), while hydrogen from unabated fossil fuels was assessed at Eur2.25/kg.

By contrast, renewable hydrogen via alkaline electrolysis in Europe was almost double the cost, at Eur4.96/kg (including capex), with PEM electrolysis production at Eur6.18/kg.

The UK government had gone a good job in consulting and supporting the industry, she said, which was why Equinor had progressed blue hydrogen projects the furthest there.

Asked if blue hydrogen developments were critical to ensuring natural gas remained a viable commodity in the energy transition, Tveit said that was not the primary motivation for Equinor's investments in the sector.

Equinor does not anticipate a complete divestment from fossil fuels any time soon, and Tveit saw a market for natural gas "way into the future."

Rather, the move into blue hydrogen was a way for Equinor to decarbonize its own operations to meet its aim of becoming a net-zero CO2 emission company by 2050, she said.

"If we then still have oil and gas production, we need to decarbonize our products."

Equinor is also investigating converting natural gas pipelines in Norway to ship hydrogen to continental Europe and possibly the UK.

"If we can reuse them, then, of course, that is a lot of savings," Tveit said.

Northern Lights

Tveit, who's department covers both blue hydrogen and CCS projects at Equinor, while renewable hydrogen sits within the company's renewable power division, also chairs the board of directors at the North Sea Northern Lights CCS project, a consortium with Shell and TotalEnergies.

The subsea storage site offshore Norway will have an initial capacity of 1.5 million mt/year when it comes online in 2024, with plans to expand to 5 million mt/year.

Commercial interest in the project accelerated after the consortium made a final investment decision in May 2020, Tveit said.

European carbon prices of Eur90-110/mt were needed to make CCS economically competitive, she added.

Around 400,000 mt/year of the capacity has been contracted by one customer, with a further 400,000 mt/year reserved for a second customer.

Equinor aims to have "a CCS transport and storage capacity of 15 million to 30 million mt/year by 2035," accounting for around 25% of European CCS. "We are looking at additional stores, primarily in the North Sea, both in UK and in Norway," she said.

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