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Vol XXI No. 57/21, Mumbai
MONDAY, 19 JULY 2021
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3) DP Vessel Maintainer Course (Nautical Institute Approved "DPVM") (As per IMCA guidelines)	5 Days	Commences Mon
4) Sea Time Reduction Course (Nautical Institute Approved)	5 Days	On Request
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QR Code for NOTI Course Schedule

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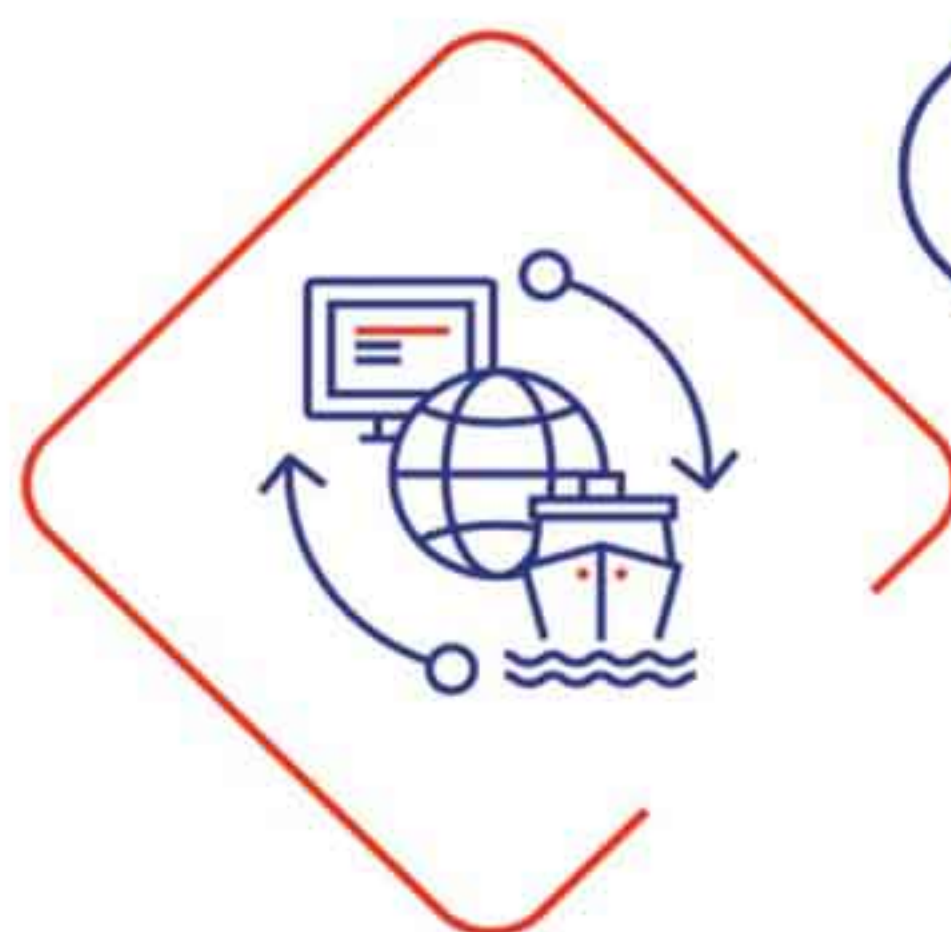
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E-mail Id - crew.mumbai@mtmsm.com

DELHI OFFICE : Unit No 254, 2nd Floor, D21 Corporate Park, Sector 21, Dwarka, New Delhi - 110077, PIC: Mr. Manoj Sharma: +91 8377909271, Mr Mayank Gogia: +91 8377909296, Email CV to crew.mumbai@mtmsm.com

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Sr. Engrs. & El.Off. - Mr. S.Swaminathan (022-66613134)

Sr. Deck Off. - Capt. Sanjay Upreti (022-66613209)

Jr. Engrs. - Ms. Shalet Lobo (022-66613115)

Jr. Deck Off - Ms. Janet Almeida (022-66613159)

Ratings - Mr. Suhas Gangan (022-66613595)

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The Institute is looking for full time/visiting **Marine Engineering/Nautical Faculty** (preferred age group 50-60 yrs.) who have a passion & flair for teaching. The applicant should hold MEO Class 1 Certificate of Competency (Motor) with sufficient experience in rank as Chief Engineer of a Merchant Ship or Master of Foreign Going ships with sufficient professional experience in rank. Candidates with experience of working on Tankers and with teaching experience in Maritime Institutes having undergone TOTA/VICT courses will be given preference.

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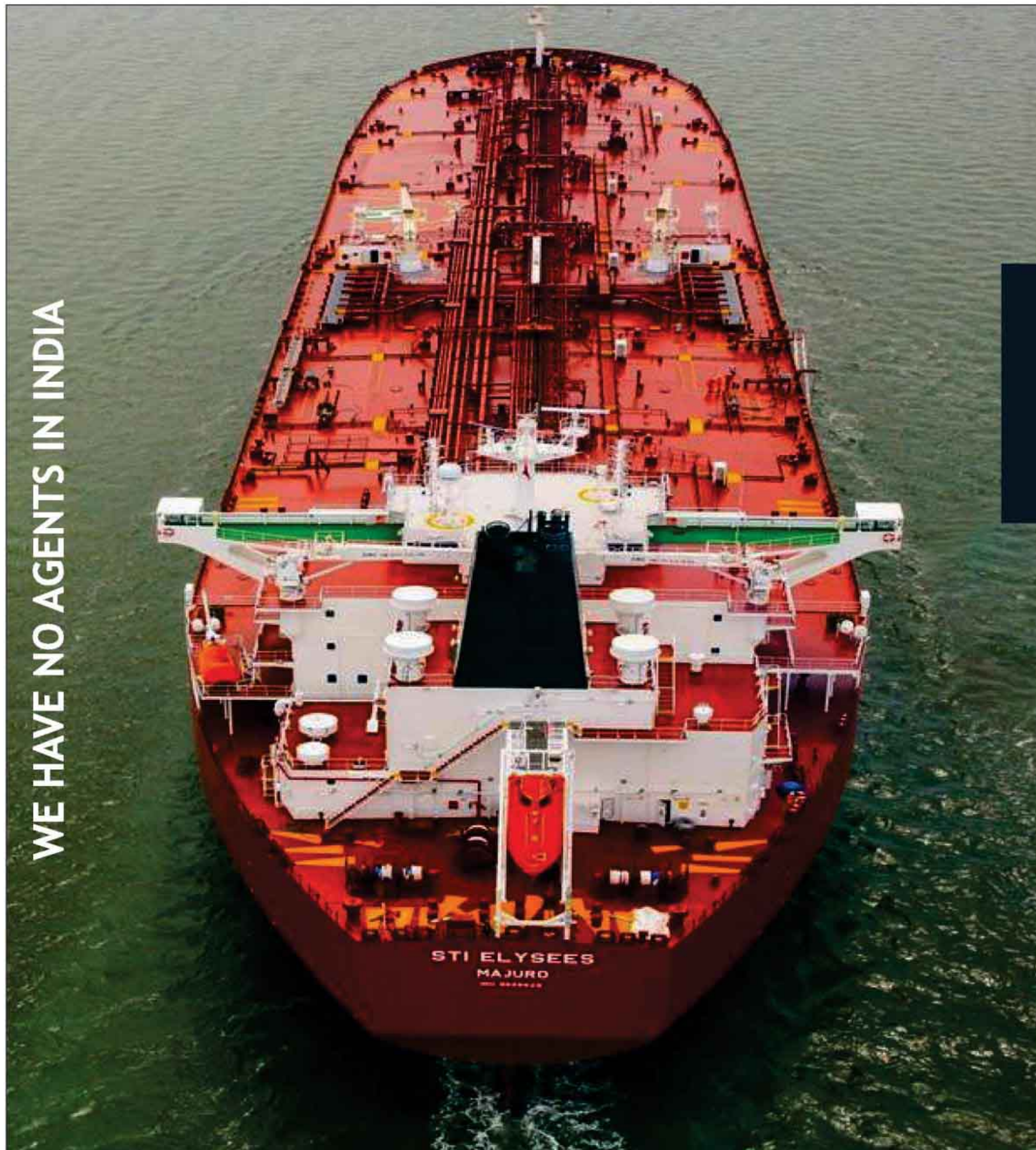
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Course	Duration	Commencing	Course	Duration	Commencing	Course	Duration	Commencing
1. ASM	45 Days	01.03 / 01.05 / 01.07 / 01.09 / 01.11	1. STCW (BSST) 4 Course	15 days	Every Monday	1. PST REF (without practical)	1 day	Every Wednesday & Friday
2. CHIEF MATE PHASE II	3 Months	15.03 / 15.06 / 15.09 / 15.12 / 15.03	2. STCW (BSST) + STSDSD Course	20days	Every Monday	2. FPF REF (Candidate has to physically attend the practical on his own)	1 day	Every Tuesday & Saturday
3. CHIEF MATE PHASE I	3 Months	15.02 / 15.05 / 16.08 / 15.11 / 12.02	3. STSDSD	3 days	Every Monday	3. MFA REF	1 day	Every 2nd Thursday of the month
4. 2ND MATE EG.	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	4. DTFC + CTFC	8 days	Every 1st & 3rd Monday of the month	4. MEDICAL CARE REF	2 days	Every 4th Thursday & Friday of the month
5. NWKO (NCV)	4 Months	15.02 / 15.04 / 15.06 / 16.08 / 15.10 / 15.12	5. GTFC	6 days	Every 2nd & 4th Monday of the month			
SIMULATOR COURSES			6. SSO	3 days	Every alternate Thursday			
1. GMDSS	2 weeks	Every 1st Monday of the month	7. MFA	4 days	Every 2nd Monday of the month			
2. ROC	2 weeks	Every 3rd Monday of the month	8. MEDICAL CARE	2 weeks	Every 3rd Monday of the month			
3. ARPA	7 days	Every 1st Monday of the month						
4. RANSCO	7 days	Every 2nd Monday of the month						
5. ECDIS	7 days	Every 2nd Monday of the month						
6. LIQUID CARGO HANDLING COURSE - MANAGEMENT (LCHS)	7 Days	1st Monday of the month						
7. SMS	7 DAYS	3rd Monday of the month						

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CONTACT PERSONS:

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Container rates set new record levels

Container shipping rates from Asia to the U.S. and Europe increased to new record levels over the past week, ensuring transportation costs will stay elevated for companies heading into a peak season for rebuilding inventories.

The spot rate for a 40-foot container from Shanghai to Los Angeles increased to a record \$9,733, up 1% from the previous week and 236% higher than a year ago, according to the Drewry World Container Index published Thursday. The Shanghai-to-Rotterdam rate rose to \$12,954. The composite index, reflecting eight major trade routes, hit \$8,883, a 339% surge from a year ago.

Among the reasons for the tight market: a persistent shortage of containers along the busy transpacific lane carrying American imports. Goods in containers are flooding into the biggest U.S. gateway for seaborne trade at five times the volume of steel boxes full of exports.

“The backlog of getting containers, getting the product, getting it on the ships and just the delays in getting any of those products is significant today,” Clarence Smith, chairman and CEO of Atlanta-based Haverty Furniture Cos., said during an investor conference this week.

Asked how long he expects the supply problems to last, Smith said “I'm hearing it's going to go into next year. I don't see it really getting better this year, maybe a little bit better. We're having to pay premiums to get containers.”

The Port of Los Angeles on Wednesday said loaded container imports totaled 467,763 20-foot equivalent units in June, while exports fell to 96,067 -- the lowest level since 2005. At Long Beach, import volume rose 18.8% to 357,101 TEUs last month, with exports dipping 0.5% to 116,947.

Combined, imports into both ports last month were up 13.3% from the same month in 2019.

Meanwhile, the number of anchored container ships waiting to discharge cargo at L.A.-Long Beach stood at 18 as of late Wednesday, compared with 20 a week earlier, according to officials who monitor harbor traffic. That bottleneck has persisted since late last year, peaking around 40 vessels in early February.

L.A. port Executive Director Gene Seroka said during a press briefing that the demand for consumer goods looks to stay solid for the rest of the year.

“Fall fashion, back-to-school items and Halloween goods are arriving on our docks, and some retailers are shipping year-end holiday products early,” Seroka said. “All signs point to a robust second half of the year.”

Have a great week ahead!

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

ADVANCED MODULAR COURSES

Assessment, Examination and Certification of Seafarers [AECS]

Advanced Fire Fighting [AFF]

Advanced Passenger Ships Safety Course [APS]

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Vertical Integration Course For Trainers (Earlier TOTA) [VICT]

Advanced IGF Course

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Familiarisation Course For Medical Examiner of Seafarers [DFC]

Liquefied Gas Tanker Familiarization [LGTF]

Passenger Ship Familiarization [PSF]

Personal Safety & Social Responsibilities [PSSR]

Security Training For Seafarers With Designated Security Duties [STSDSD]

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No	Name of DGS approved course	Duration	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	April 2022	May 2022	Fees (Rs.)	Capacity
Competency Courses																
As per Course Starting Dates notified by the Directorate General of Shipping																
1	Second Mate (FG)	4 months	15		16		18		15		15		18		6,500/- p.m.	40
2	Second Mate (FG) Foundation	2 months	01		02		01		01		01		01		6,000/- p.m.	20
3	Chief Mate (FG) Phase I	3 months			16			15			15			16	11,500/- p.m.	40
4	Chief Mate (FG) Phase II	3 months	15			15			15			15			12,500/- p.m.	38
5	Master (FG) ASM	1½ Month		01		01		01		03		01		02	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 (Non DG)	2 months	01	01	02	01	01	01	01	03	01	01	01	02	5,000/- p.m.	24
Modular Courses																
No	Name of DGS approved course	Duration	June	July	August	September	October	November	December	January	February	March	April	May	Fees (Rs.)	Capacity
1	RUT (Reval) Course for Deck Officers-Management/Operational	11/05 days	08,22	05,19	02,23	06,20	18	08,22							16,000 / 6,000	38
2	RUT (Reval) Course for Engineers-Management/Operational	11/06 days													10,000 / 6,000	38
3	RUT (Reval) Course for ALL ENGINEERS	3 days	15	13	24	21	26	23							6000/-	24
4	Ship Security Officer (SSO) Course	3 days	08,28	05,26	02,23	06,27	04,27	01,22							4,000/-	24
5	Passenger Ship Safety (PSS) course	5 days	21		23		25								7,000/-	12
6	Passenger Ship Familiarisation (PSF) course	2.5 days	16		16		21								3,000/-	12
7	Medical First Aid (MFA) 3 D(T) +1 D(P)	3 days(T)	01,21	05,26	02,23	06,27	04,25	01,22							2,500/-	24
8	Medical First Aid (MFA) Refresher 1D(T) +1D(P)	1 day(T)	04,24	08,29	05,26	09,30	07,28	05,25							1,500/-	24
9	Medical Care Course (Medicare) 8 D(T)+2D(P)	8 days(T)	7	12	9	13		8							5,500/-	24
10	Medical Care Course (Medicare) Refresher 1 D(T) +1 D(P)	1 day(T)	17-18	22-23	19-20	23-24		18-19							2,500/-	24
11	Advanced training for oil tanker cargo operations (ATOTCO Oil)	10 days	14	12	9	13	11	8							6,000/-	16
Simulator Courses																
1	Ship Manoeuvring Simulator - (SMS)	5 days													18,000/-	08
2	Radar, ARPA & Navigation Simulator (RANSCO)	6 days													7,000/-	09
3	ECDIS COURSE	5 days													8000/-	12
4	Radar Observers Course (ROC)	10 days													6,500/-	18
5	Automated RadarPlotting Aids. (ARPA)	5 days													4,000/-	18
6	Liquid Cargo Handling Simulator (LCHS Oil)	5 days													14,000/-	08
7	Eng Room Simulator For Operational Level	3 days													3,000/-	12
8	Eng Room Simulator For Management Level	5 days													5,000/-	12
9	Diesel Engine Combustion Gas Monitor Simulator	3 days													6,000/-	12

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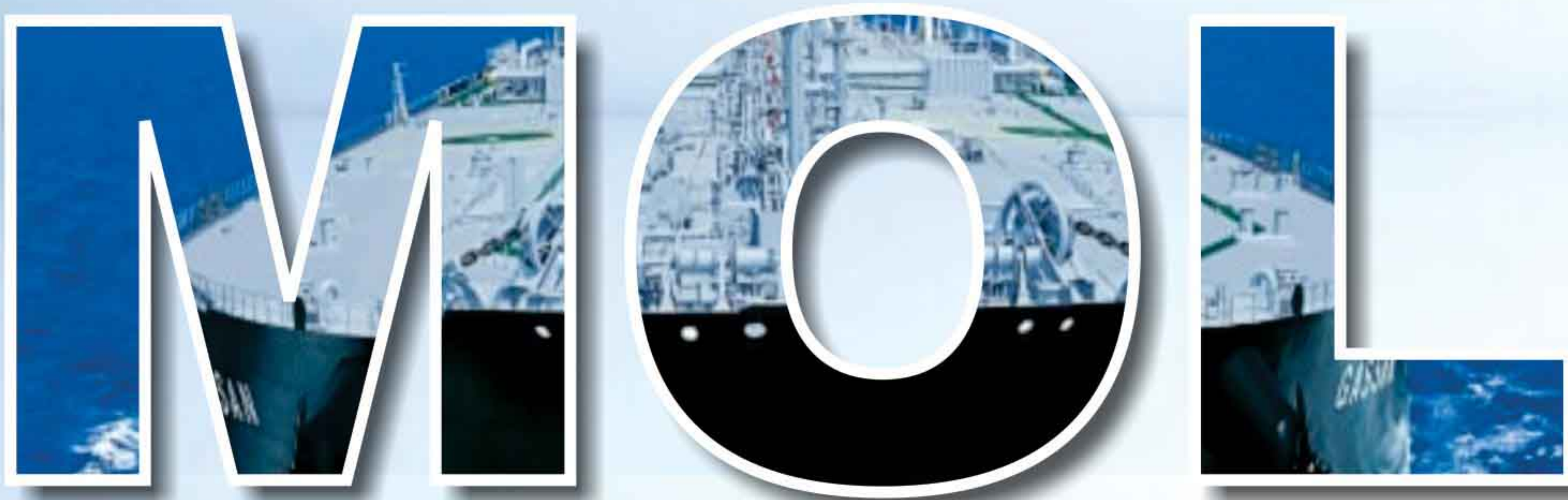
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Name of the Course	Date
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GASCO (ATGTCO)	: 12/07/2021
BTOTCO (OIL & CHEM)	: 26/07/2021
BTGTCO (GTFC)	: 26/07/2021
STSDSD (SECURITY DESIGNATED)	: Every Monday, Wednesday & Friday

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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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NAME OF THE COURSE	HELD ON	NAME OF THE COURSE	HELD ON
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2. Bridge Resources Management (BRM)	03 Days	12. Engine Room Familiarization	01 Day
3. Bridge Team Management (BTM)	03 Days	13. HAZMAT	01 Day
4. Bridge Team Resource management (BTRM)	05 Days	14. FRAMO	02 Days
5. Engine Room Resources Management (ERM)	03 Days	15. Crane Operator Course	01 Day
6. Engine Room Team Management (ETM)	03 Days	16. Steering Gear Course	01 Day
7. H2S (Hydrogen Sulfide)	01 Day	17. COW & IGS	02 Days
8. IILP (Incident Investigation & Loss Prevention)	01 Day	18. Large Vessel Handling	02 Days
9. RAM (Risk Assessment & Management)	01 Day	19. Ice Navigation	02 Days
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SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE	SR. NO.	NAME OF CANDIDATE
1	Capt. Aindley Virendra Nath	17	Capt. George G. K.	33	Capt. Phadnis Girish Jagadish
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. Sujana 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
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16	Capt. George Alexander K.	32	Capt. Patankar Milind Kashinath		

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Printed and Published by MAREX MEDIA PVT. LTD.

Printed at Young Graphics, 208 Shankala Industrial Premises, Gogatewadi, Goregaon(E), Mumbai- 400 063 and published from C-209, Morya House, New Link Road, Andheri (W), Mumbai 400053.

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LAYOUT DESIGNERS	SHIRISH KIRTANE MANISH MALVE SANTOSH NIVALKAR MANGESH SHELAR

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TYPE OF VESSEL	NO. OF VESSELS	DELIVERY DATE
DFDE	Three	Jul, Aug, Dec -2019
STaGE	One	Sept - 2019

In 2020-21

TYPE OF VESSEL	NO. OF VESSELS	DELIVERY DATE
XDF	Three	Jan, Oct - 2020 Jan - 2021

TOTAL LNG FLEET BY EARLY 2021 :- 23

TYPE OF VESSEL	NO. OF VESSELS
STaGE	Two
STEAM	Seven
Q-FLEX	Three
DFDE	Seven
XDF	Four

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Moderator:

[Mr. Sharad Gupta](#), FICS CEng FHKIMT MIMarEST, Education Officer ICS HK

Panellists:

[Ms. Catherine Smith](#), FCI Arb, General Counsel & Company Secretary, Wah Kwong Maritime Transport Holdings, Ltd

[Mr. Martin Henry](#), CengCMarEngFIMarEST, Managing Director, Tamar Ship Management Ltd

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IRClass to assist shipowners and managers in assessing EEXI and CII to determine compliance



Indian Register of Shipping (IRClass) will be offering two new services Energy Efficiency Existing Ships Index (EEXI) and Carbon Intensity Indicator (CII). Through these new services IRClass will assist shipowners and managers in assessing the EEXI and CII of their vessels and determine compliance.

Vessels will have to demonstrate compliance by the annual, intermediate or renewal IAPP survey whichever comes first on

or after 1 January 2023, by preparing a comprehensive EEXI Technical File including calculations on Attained EEXI which must be equal to or less than the required EEXI value set for that specific ship type and size as outlined by IMO. IRClass has developed web-based electronic tool for calculation of EEXI, evaluation for compliance and preparation of EEXI Technical File in the required format and it will be available on our existing web-based platform for SEEMP and Data collection and reporting.

Further for vessels which are not meeting the required level of EEXI, IRClass can advise on the reduction measures such as engine power limitation (EPL), fitting a bulbous bow based on operational profile, retrofitting duct around propeller, vortex generator fins / pre or post-swirl

fins, Propeller boss cap fins (PBCF), Optimized propeller, alternative fuel. IRClass can provide estimations of energy efficiency improvement using numerical methods such as Computational Fluid Dynamics (CFD) analysis.

The Carbon Intensity Indicator (CII) is an operational measure and will be applicable to ships currently required to report fuel consumption data under IMO DCS, i.e., ships of 5000 GT & above engaged in international voyages. Based on the annual data collected, the attained annual operational CII will have to be calculated, documented, and verified against the required annual operational CII to determine operational carbon intensity rating A, B, C, D or E (A being the most superior). Ship rated D for 3 consecutive years or rated as E shall develop a plan of corrective actions to achieve the required annual operational CII. IRClass will support the stakeholders in understanding and preparing the revised SEEMP and our electronic tool can be used to determine the attained and required CII and estimate the rating of the vessel. IRClass also provide customized training to create awareness about the new regulations for shore and ship staff.

IRClass Managing Director – Mr. Vijay Arora, said today 'IRClass supports the IMO's initiatives and is committed to develop new services towards achieving the decarbonisation goals. Through these new services IRClass provides technical expertise to shipowners and managers in achieving compliance.

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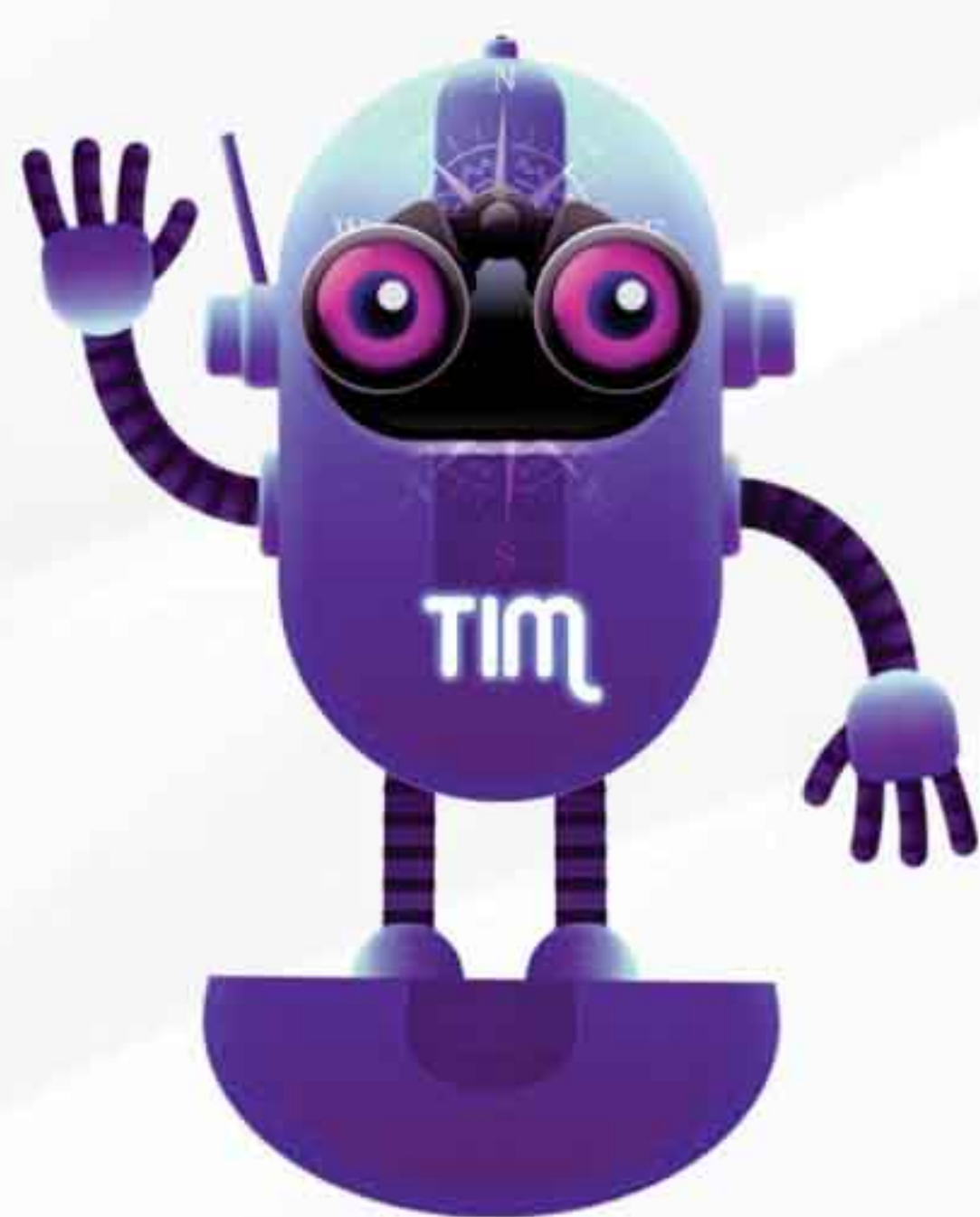
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CMA CGM Group extends its footprints in Nepal

The CMA CGM Group, a world leader in shipping and logistics, launched its Carrier Haulage service from Kolkata to Biratnagar via road, where the first shipment was successfully transported on July 6th 2021. With this service, the Group is able to provide a seamless, one-stop solution to its customers for moving their cargo from Kolkata to Biratnagar.

Since 2017, the CMA CGM Group has been successfully operating its Rail Service to ICD Birgunj via Kolkata & Visakhapatnam. With the launch of the new Carrier Haulage Service, Biratnagar is the second key location in Nepal being covered by CMA CGM global network.



On the start of the new service, Mr Atit Mahajan – Managing Director of CMA CGM India said: “Our Group is on a strategic expansion to all key commercial locations globally. Nepal is not just the neighbor country for India, it also holds key importance in our global commercial network. The new connection service will certainly boost our contribution to the blooming Nepal imports and to the Nepal trade overall. I am very hopeful that in the near future we will be able to cover many more key locations in Nepal.”

CMA CGM connects Nepal with its global maritime service via its hub ports in Colombo, Singapore and Port Klang which is connected to Kolkata and Visakhapatnam via dedicated feeder services.

Present in India for over 30 years, the CMA CGM Group has established 20 offices nationwide, employing more than 5,000 staff members. The Group operates 14 weekly mainline services via 7 gateway and 7 feeder ports in India. It also operates 12 weekly Block Train services starting from Mundra & Pipavav to various inland destinations PAN India along with an extended network of 69 Inland Container Depots (ICD) across India.

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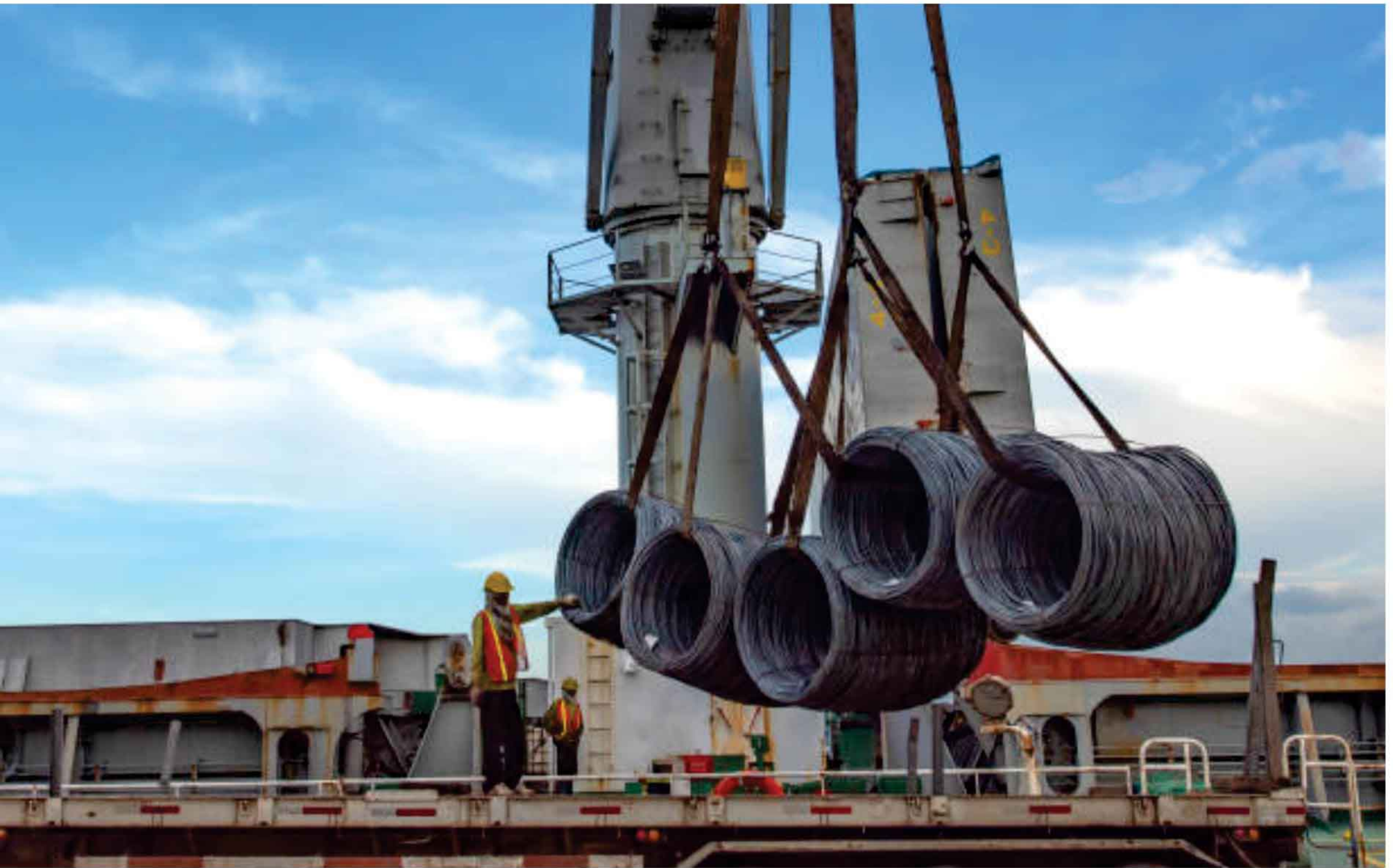
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Baltic index for dry bulk segment dips on lower rates



The Baltic Exchange's main sea freight index, which tracks rates for ships carrying dry bulk commodities, fell on Tuesday pressured by declines across all vessel segments.

The overall index, which factors in rates for capesize, panamax and supramax shipping vessels shrunk 72 points, or 2.2%, to 3,228.

The capesize index led declines falling 120 points or 3.2% to 3,650, snapping a four-day winning streak.

Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes of iron ore, fell by \$994 to \$30,272.

Iron ore futures in Asia rose on Tuesday, with the benchmark Dalian contract advancing more than 3%, as lingering concerns about tight supply of the steelmaking raw material eclipsed expectations of a slowdown in China's steel demand.

The panamax index dropped for a seventh consecutive session, declining 100 points, or 2.5%, to 3,970, the lowest since June 28.

Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,00 tonnes, reduced by \$892 to \$35,734.

The supramax index was down 17 points at 2,865.

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Union Cabinet approves Rs 1,624 Crore to boost employment and save Foreign Exchange

Despite having a 7,500 km long coastline and a policy of 100 per cent FDI in shipping since 1997, the Indian shipping industry and India's national fleet are proportionately small compared with its global counterparts.

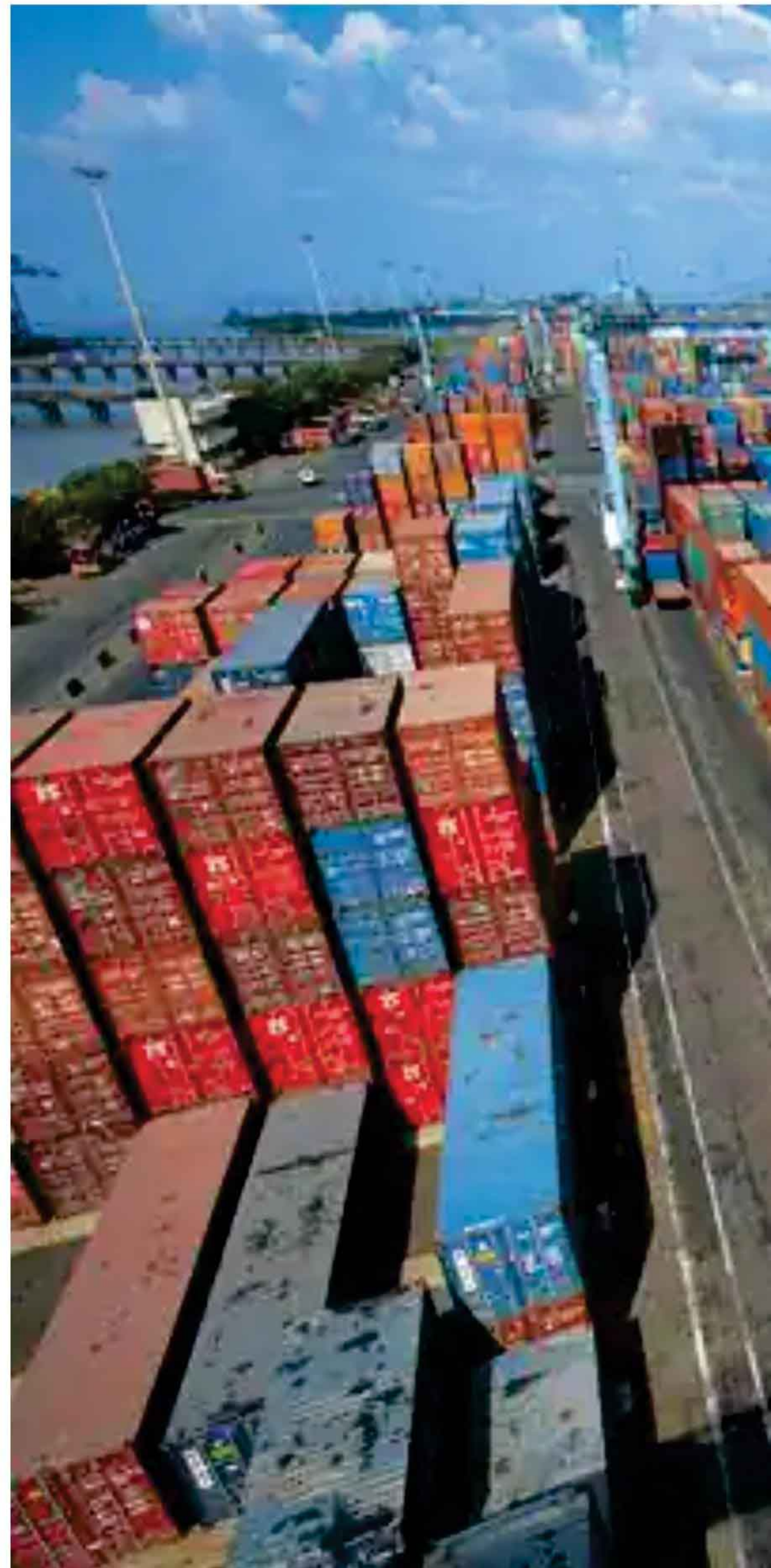
Currently, the Indian fleet comprises a meagre 1.2 per cent of the world fleet in terms of capacity. The share of Indian ships in India's EXIM trade carriage has drastically declined from 40.7 per cent in 1987-88 to about 7.8 per cent in 2018-19.

This fall has led to an increase in foreign exchange outgo on freight bill payments to foreign shipping companies, to the tune of around USD 53 billion in 2018-19 and approximately USD 637 billion during the last 13 years.

"Indian flagged ships mandatorily engage Indian crew and comply with Indian taxation and corporate laws. The operating costs of Indian ships are thus much higher as compared to those of foreign ships. The foreign voyage the cost of operation of an Indian vessel is higher by around 20 per cent. Thus, importing a shipping service by an Indian charterer is cheaper than contracting the services of a local shipping company," the Ministry of Ports, Shipping and Waterways said.

To overcome this challenge and to address the cost disadvantage suffered by Indian flagships, the Union Cabinet chaired by Prime Minister Narendra Modi has approved a scheme to provide Rs 1624 crore over five years as a subsidy to Indian Shipping companies to promote flagging of merchant ships in India by providing subsidy support to Indian shipping companies in global tenders floated by Ministries and Central Public Sector Enterprises (CPSEs).

The subsidy support proposed to Indian shipping companies would enable more Government imports to be carried on Indian flagships.



Further, it would also make it more attractive to flag merchant ships in India as the scheme would offset higher operating costs to a large extent through subsidy support.

This development would increase flagging and link access to Indian cargo to investment in Indian ships.

All existing Indian shipping companies and foreign citizens, companies, and legal entities interested in setting up Indian companies and flagging ships in India would be the beneficiaries of this scheme.

Thus the scheme will result in a more extensive and healthy Indian fleet, enabling greater training and employment opportunities for Indian seafarers besides enhancing Indian companies' share in global shipping.

Also, cadets wishing to become seafarers are required to obtain on-board training on ships. Indian ships will therefore provide training slots for young Indian cadet boys and girls.

Both of these will enhance the share of Indian seafarers in global shipping, and thus Indian supply of Seafarers to the world will increase manifold.

A policy to promote the growth of the Indian shipping industry is also necessary because having a bigger national fleet would provide economic, commercial, and strategic advantages to India.

A solid and diverse indigenous shipping fleet will not only lead to foreign exchange savings on account of freight bill payments made to foreign shipping companies. Still, it would also reduce excessive dependence on foreign ships for transporting India's critical cargoes.

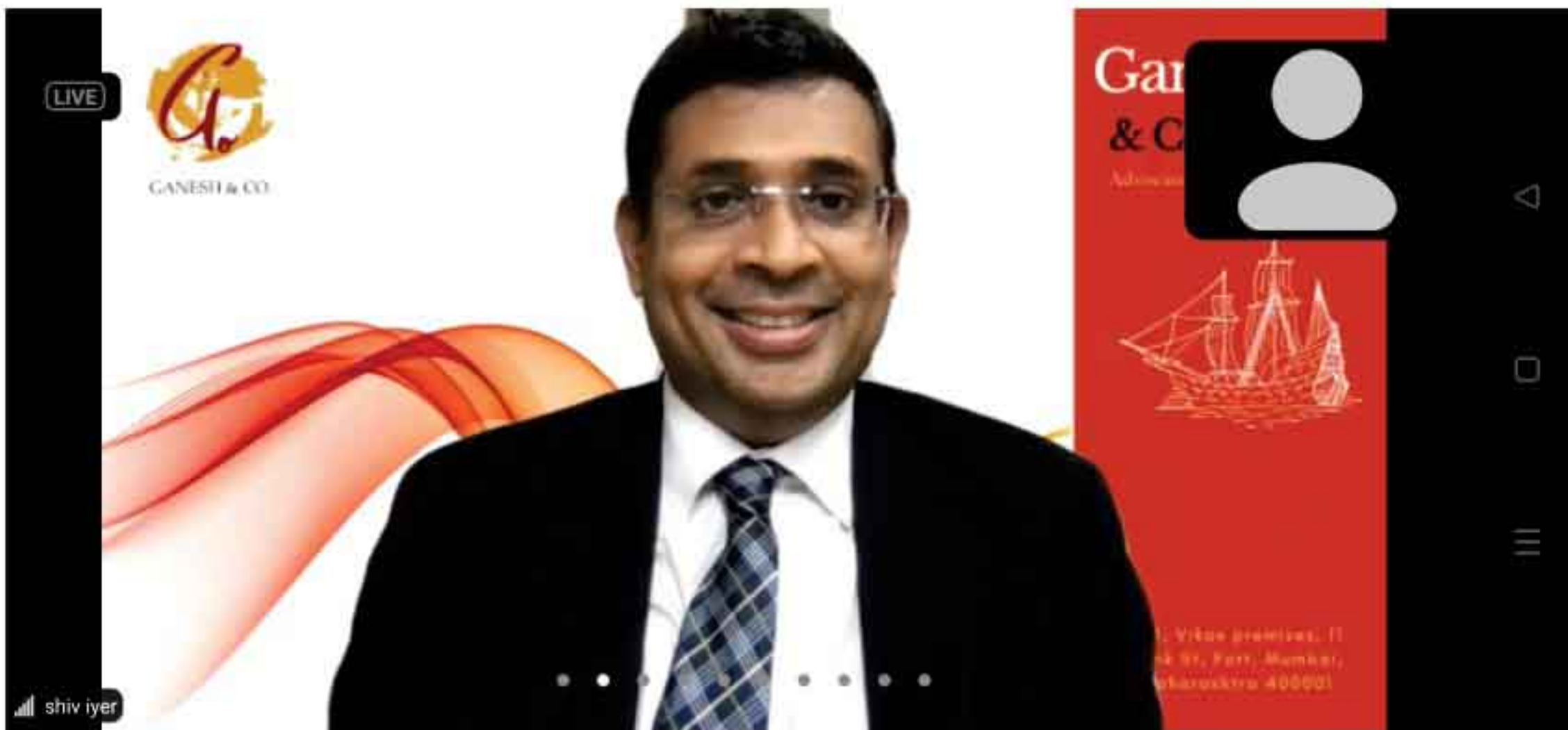
Further, an increase in the Indian fleet will also generate indirect employment in the development of ancillary industries such as shipbuilding, ship repair, recruitment, banking, etc. and contribute to the Indian GDP.

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NEW MARITIME ACT; IS IT READY TO BE TABLED?

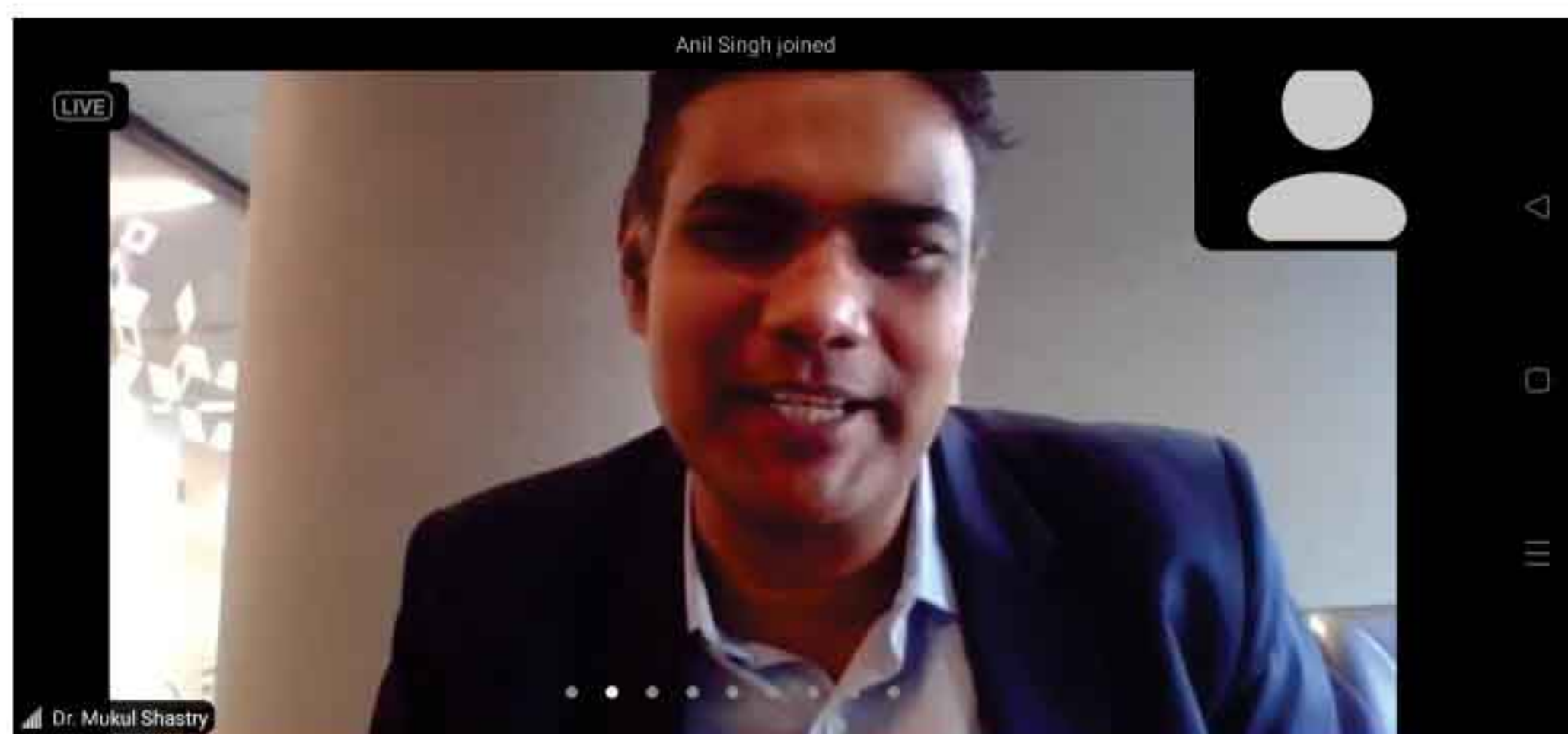
- Prisilla Nadar



[Mumbai, 12th July]

The Merchant Shipping Act, 1958, has become a age old act. With ever changing world and increasing technology, it is being suggested to improve the existing bill that will cater to modern

shipping practices. As it is said, 'Change is only constant,' everything has to undergo a change for better future irrespective of an individual or an industry as a whole.



India Seatrade on 09th July organised a webinar on 'New Maritime Acts.' The Mercantile Marine Acts should become a thing of a past. Indian Shipping due to old framework of legislation, rules and regulations, practices is very small compared to its growing economy and influence on world trade.

Mr K Mohandas, IAS (Rtd) Former Secretary Shipping, Govt of India raised a query, "Do these draft meets modern day Indian merchant practice and or do they require more modifications," during his keynote address. "The whole exercise is the part of current government's efforts to read out the irrelevant laws and to replace the updated laws with modern laws," he added. According to him, the biggest problem was to find a replacement for existing laws, but now the current proposed bill is much more developed than the previous one. Is the current bill giving all sort of satisfaction of a document which takes care of the current level of knowledge, technology, environmental, safety requirements etc.

The webinar focused on 3 bills namely; Merchant Shipping Act, 1958 draft bill, the Inland Vessel Act 1917 and the Indian Ports Act 1907, which will also have an significant bearing on the country's drive towards 5 trillion economy.

The session brought together the experts to discuss these draft bills in detail and to determine what significant changes are warranted with respect to ease of doing business, attracting investment, enhancing safety, security, efficiency generally for quantum sustainable growth of Indian Shipping.

The keynote address was followed by a panel discussion where the experts discussed to help transform primary

maritime legislation that meets India's need of today and tomorrow.

Capt Sudhir Subhedar, Former President and CEO, ICCSA, IMO Consultant moderated the entire session. He raised a question, whether the draft bill is ready to pass as an act, for which he answered 'No'. These discussions will help the government to get it right. He highlighted states responsibility towards Maritime industry.

The panel discussion included experts like Mr Ajoy Chatterjee, Former Chief Surveyor and IMO Consultant, Mr Puru Bakshi, Vice President, Ind-Aus Maritime Pvt Ltd, Dr Mukul Shastri, General Manager, Adani group represented port sector in India. Many from the audience too gave in their opinion about the Act.

Even the experts concluded that, there is a need to change our age old maritime law, if we want India to shine in Maritime sector.

Adv Sivakumar Iyer, Partner, Ganesh and CO said, "If we want to grow, we need healthy competition," during his closing remark. It was concluded that the 3bills are not yet ready to be tabled in the parliament. It has to grow through lot of improvements before being tabled.

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HSD Engine chooses ABB Ability™ Tekomar XPERT as a partner for marine engine performance optimization platform



From L-R: Young-Gi Kim, General Manager of strategy Business team, HSD and Sang-Min Lee, Senior General Manager of strategy Business team, HSD; Young-Ki Lee, Tekomar Global Sales Manager, ABB Turbocharging and Jae-Ung Park, Country Manager, ABB Turbocharging

On screen left to right: Cristian Corotto, SVP Digital Customer Solution, ABB Turbocharging and Mauro De Micheli, Head of Sales, Marketing and Partnerships Digital Solutions, ABB Turbocharging

Korean engine manufacturer HSD Engine is to offer ABB's diagnostics and advisory software Tekomar XPERT to shipowners operating its two-stroke and four-stroke marine engines.

Tekomar XPERT is a digital performance optimization platform applicable to any engine that can help shipping companies achieve substantial fuel savings and greenhouse gas emission reductions. Under the agreement, HSD Engine will offer the software as an option to shipowners, strengthening Tekomar XPERT's position in the market.

Sang Min Lee, Senior General Manager, HSD Engine said: "In response to market demand, HSD Engine reviewed various solutions for engine performance optimization and evaluation. We expect that Tekomar XPERT will give us a competitive advantage in the market and our target is to provide it as part of our standard engine package. After a long partnership in the turbocharger field, we are pleased to extend our relationship with ABB into digital solutions to deliver even greater value for our customers."

Cristian Corotto, Senior Vice President Digital Customer Solutions, ABB Turbocharging said: "This agreement is a strong endorsement of Tekomar XPERT's capabilities and an

important step in expanding the installed base. We are honored that HSD Engine has chosen to take this step into digital optimization with us."

HSD Engine's customers deploying Tekomar XPERT will benefit from significantly improved engine performance. The software's performance evaluation and advisory is based on high quality, reliable engine operating data, transforming them into actionable insights to reduce fuel consumption, cut emissions and optimize maintenance. In addition, using the Tekomar XPERT for fleet web application, managers can benchmark and optimize engine performance even across diverse fleets with multiple engine types.

HSD Engine, previously known as Doosan Engine, has delivered low-speed and medium-speed marine engines developed by leading engine designers since 1983. It continues to deliver between 90-100 engines each year.

ABB Ability™ Tekomar XPERT currently has an installed base of more than 8,000 engines on more than 2,000 vessels.

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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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South Korea's shipbuilders see highest volume for new orders in 13 years

South Korean shipbuilders secured 10.88 million compensated gross tons (CGTs) in new orders in the first half of 2021, the highest volume in 13 years, the Ministry of Trade, Industry and Energy said July 12, which industry participants said was driving demand for steel plate.

Citing data from UK-based shipping information provider Clarkson Research Services, the ministry said South Korea's orders accounted for about 44.4% of global orders for 24.52 million CGT in H1.

South Korea's orders were up from 1.32 million CGT in H1 2020 and 3.74 million CGT in H1 2019, although the year-



on-year spike was due largely to a low base in H1 2020, when the shipbuilding industry was significantly impacted by the coronavirus pandemic.

However, when compared with the pre-pandemic H1 2019, orders in H1 2021 were still almost three times higher.

The increases were supported by South Korean shipbuilders winning most of the orders globally for the most high-value ships such as LNG carriers, container ships and very large crude carriers.

For LNG carriers, the shipbuilders secured all 16 of the new orders globally for such ships, 81 of the 154 orders for container ships, and 27 of the 31 for VLCCs.

The ministry expects new orders, both globally and locally, to support the domestic shipbuilding industry in the second half of 2021, singling out demand from Qatar Petroleum.

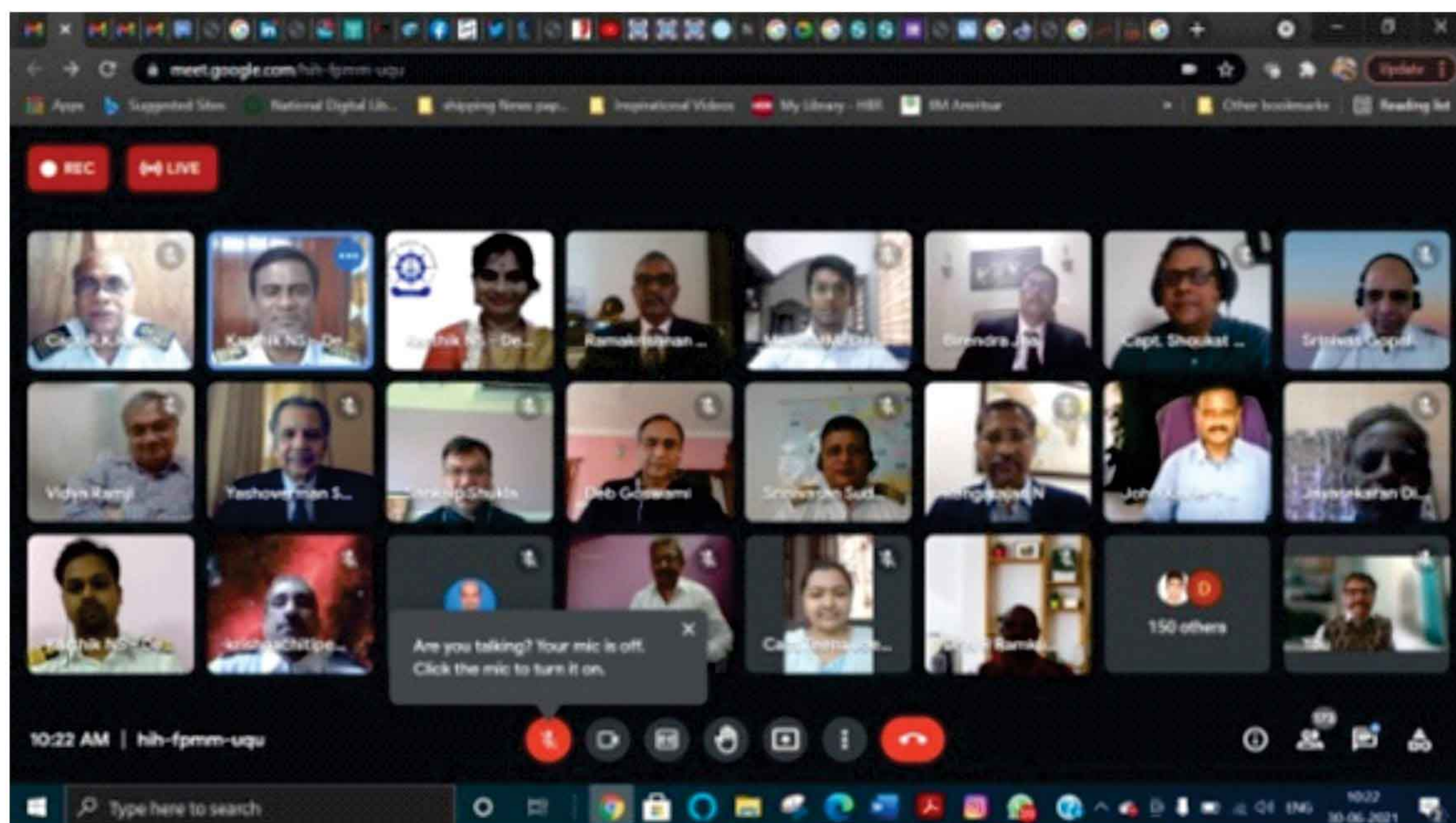
QP in June 2020 signed three agreements with South Korean shipyards to reserve newbuild slots for over 100 LNG tankers at a combined cost of almost \$19 billion, both to support its North

Field gas expansion projects and its future LNG carrier fleet requirements, S&P Global Platts reported earlier.

The increase in new orders also supports South Korean steelmakers such as POSCO, whose largest customers for steel plates include shipbuilders. POSCO sold about 4.77 million mt of steel plates in 2020, which accounted for 16.3% of its overall steel product sales in the year.

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Shipping – The backbone of International Trade



On 30th June, AMET University Nautical Science Department organised a national virtual conference titled Shipping – The backbone of International Trade. It witnessed the confluence of stalwarts from shipping industry. It's main aim was to bring to the fore, indispensable contribution of the shipping industry to sustain global trade and deliberate on contemporary issues impact on shipping.

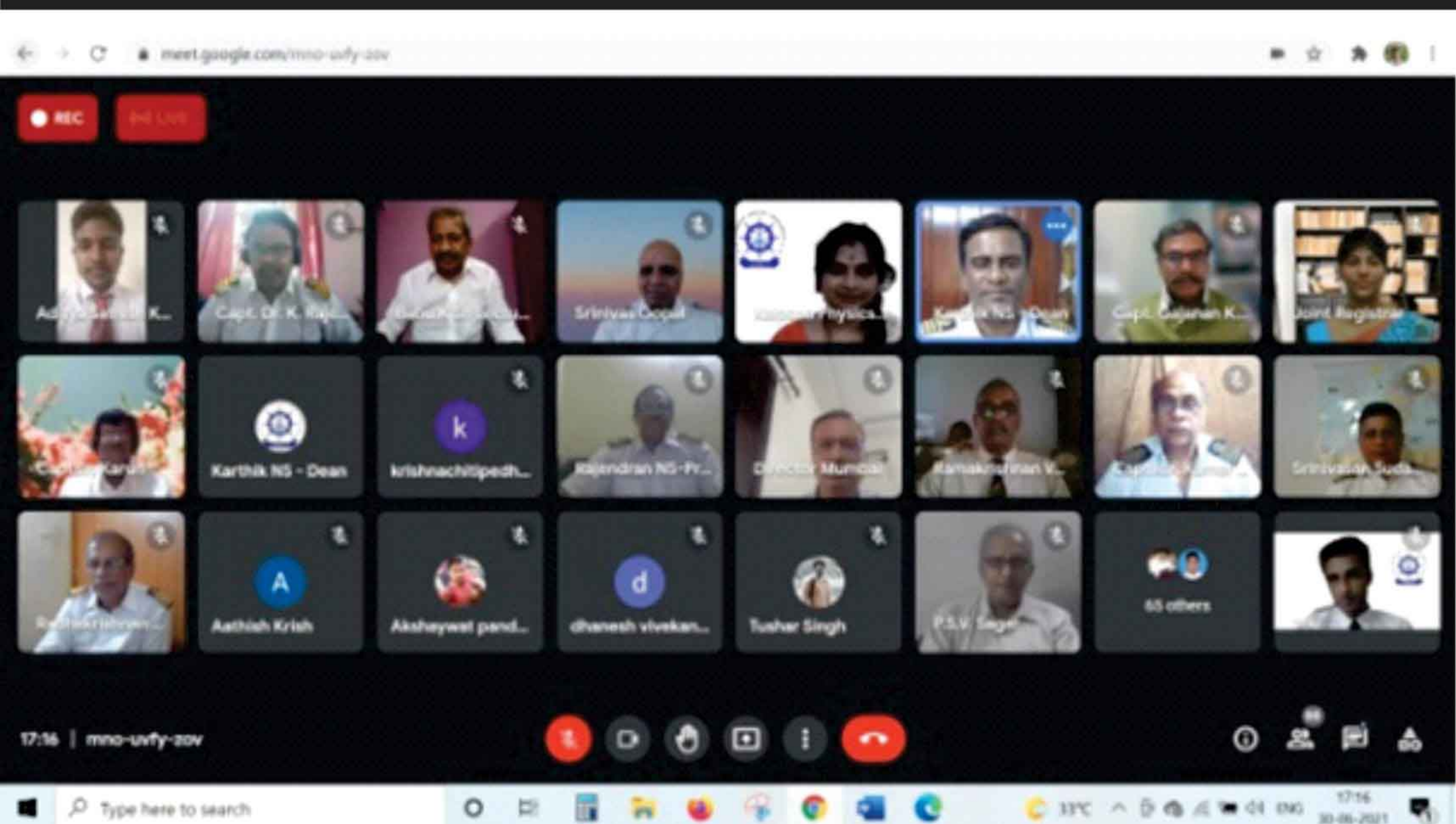
Capt K Karthik, Dean and Head of the Nautical Science department welcomed the gathering and expressed his appreciation to all the invited guest and participants for their wonderful response by way of contribution through expert lectures and presentation of research papers. He also thanked the guidance and support extended by Dr J Ramachandran Chancellor, AMET university and Col Dr G Thiruvassagam, Vice Chancellor, AMET University.

In his address, Dr Jayaprakashvel, Registrar, AMET University said that sea is the first front faced by humans and the first living organism in this world evolved in the oceans. He touched upon the importance of IMO's theme for 2016 – Shipping indispensable to the world.

Capt Sankalp Shukla, Chairman, FOSMA requested the participants to observe a minute of silence to respect the souls that the shipping industry lost due to pandemic. He thanked the families of seafarers for the support rendered by them to the seafarers to sail through the pandemic. He also said if ship is the backbone, seafarers are the central nervous system. He thanked the Directorate General of Shipping (DGS) for the continued support to FOSMA, INSA, MASSA and CMMI during these difficult times.

Capt Birendra Kumar Jha, Master, The Company of Master Mariners of India said "Shipping is best mode of transportation when it comes to cost, environment, safety and volume of trade and recent Suez canal incident has made the world to realize that the supply chain could go for a toss even if shipping freezes for a day."

In the technical session, Capt Yashovarma Sharma, Director, True North spoke about how technology is driving efficiency in marine supply chains. He said, "Be ready for the changes which are sure to come in the years ahead as the digital technology is changing our world to embrace Industry 4.0 technology."



Capt Anil Kishore Singh, CEO – Dredging & Inland Waterways, Adani Ports and SEZ Ltd spoke about what goes on behind making a successful ship turn around in port. The several aspects that need to be taken into account for port planning including the factors that govern site selection and safety measures were presented vividly.

Speaking on blended and online learning environment in imparting vocational skills, Capt Ramji Krishnan, Past Director & CEO, Mundra International Container Terminal Pvt Ltd touched upon the future of learning wherein he emphasised the transition from “Term/Time based class – creation of Kuch Kuch maalim saabs to “A true master or achieving mastery Sab Kuch Maalim sab” which will happen if students have interest in education.

Capt Rengarajan, Co-Founder & Director, Torq Commodities recalled the Ever Given Suez Canal accident and its impact on world trade and how the cost implications will pass to the end user besides mentioning about the prolonged legal process/stress faced by the ship's crew.

Capt Rahul Negi, Regional Training Manager, South Asia, & Team Lead-Safety Coach, THOME India Pvt Ltd explained Sustainability Development Goals (SDG's) and the categories into which they fall and its impact on shipping. He further emphasised that whenever technology advances it paves way for the creation of several new jobs and as long as we are competent for the new world, jobs will always be there and the arrival of autonomous ships need not be seen as threat!

Capt Shashank Jahagirdar, Director, Maersk Tankers, India began explaining how Maersk tankers is a leading player in tramp shipping industry. He motivated the cadets with his keenness towards progressive learning and said learning is an everlasting journey.

Both Capt Negi and Capt Jahagirdar appreciated the cadets for the interest and efforts taken by them to write research articles and present the same in conference.

Capt Gajanan Karanjikar, President AIMPA shared his appreciation for AMET University and department of nautical science for organising the national conference. Emphasising that such conference give a great learning opportunity for the cadets as well as it triggers the thoughts towards contemporary issues in the mind of cadets which is the stepping stone for progressive research.

The conference came to successful culminated with the valedictory address of Mrs Sangeetha Albin Joint Registrar, AMET University wherein she appreciated the relevance of the theme and insisted the importance of shipping which needs to be heralded to the larger community by creating awareness as shipping is truly indispensable.

Marex Media

tweets this week



We expect a substantial upward revision in the valuation of [@shippingcorp](#) the benefits of which will route back to the Govt of India [@SecyDIPAM](#) [@shipmin_india](#) [@sarbanandsonwal](#) [@PMOIndia](#) THANK YOU

Ministry of Ports, Shipping and Water...
Big impetus to #AatmanirbharShipping
With subsidy support of Rs 1624 crores over next 5 years approved today, it would:
Promote flagging of merchant ships
Boost greater training & employment for our se...



I thank Tripura CM Shri [@BjpBiplab](#) ji for visiting & greeting me in New Delhi. We discussed various matters related to the state and I assured him all support in further developing inland waterway connectivity in the state.



Crisis Continues in South Africa with Violence Impacting Durban [scl.io/n8ABHXq](#) #maritime #shipping #Durban #SouthAfrica



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US agencies to collaborate on maritime competition concerns [bit.ly/2URWzBq](#)



Most of the shipping agents send seafarers to IRAN for job without salary. #IndianSeafarers used your Redressal Grievance against RPSL for your Salary. Working President Of [@AllSeafarers](#) Union quoted in this story. #Lokmat_15_2021.

लोकमत

इराणच्या कंपनीने थकविला खलाशांचा पगार ५० हून अधिक तरुणांची फसवणूक

सुहास शेळार
लोकमत न्यूज नेटवर्क
मुंबई : मुंबई : इराणमधील जहाज कंपनीने भारतीय खलाशांचा २५ महिन्यांचा पगार थकविलाची माहिती समोर आली आहे. यात देशभरातील ५० तरुणांचा समावेश आहे. थकीत स्वकम अडीच कोटींहून अधिक असल्याचे कळते.
जहाजावर नौकरी मिळविण्यासाठी या तरुणांनी एका दलालाला प्रत्येकी साडेतीन लाख रुपये दिले. सप्टेंबर २०२० साली जहाजावरील पगार जमवून

पैसे परत मिळविण्यासाठी काय करावे लागेल?
डॉ. जी. शिपिंगने संबंधित कंपनी-विरोधात कारवाई करण्यासाठी पुढाकार घेतल्यास पैसे परत मिळविता येतील. त्यासाठी फसवणूक झालेल्या खलाशांना अधिकृत तक्रार दाखल करावी लागेल.
डॉ. जी. शिपिंग प्रत्येक खलाशाला 'इंडोस' नंबर आणि यजर आयडी-



Giving a big boost to [#AatmanirbharShipping](#), the cabinet approved the scheme for the promotion of flagging of Merchant Ships in India

Incentivizing the pace of economy, it would lead to massive savings in outflow of foreign exchange on foreign flag ships

[pib.gov.in/PressReleasePa...](#)



Canada Provisionally Reopens Ports to Cruise Ships Starting November [scq.io/ECZJacy](#) #cruise #Canada #Maritime #shipping



Canada Provisionally Reopens Ports to Cruise Ships Starting Nov...
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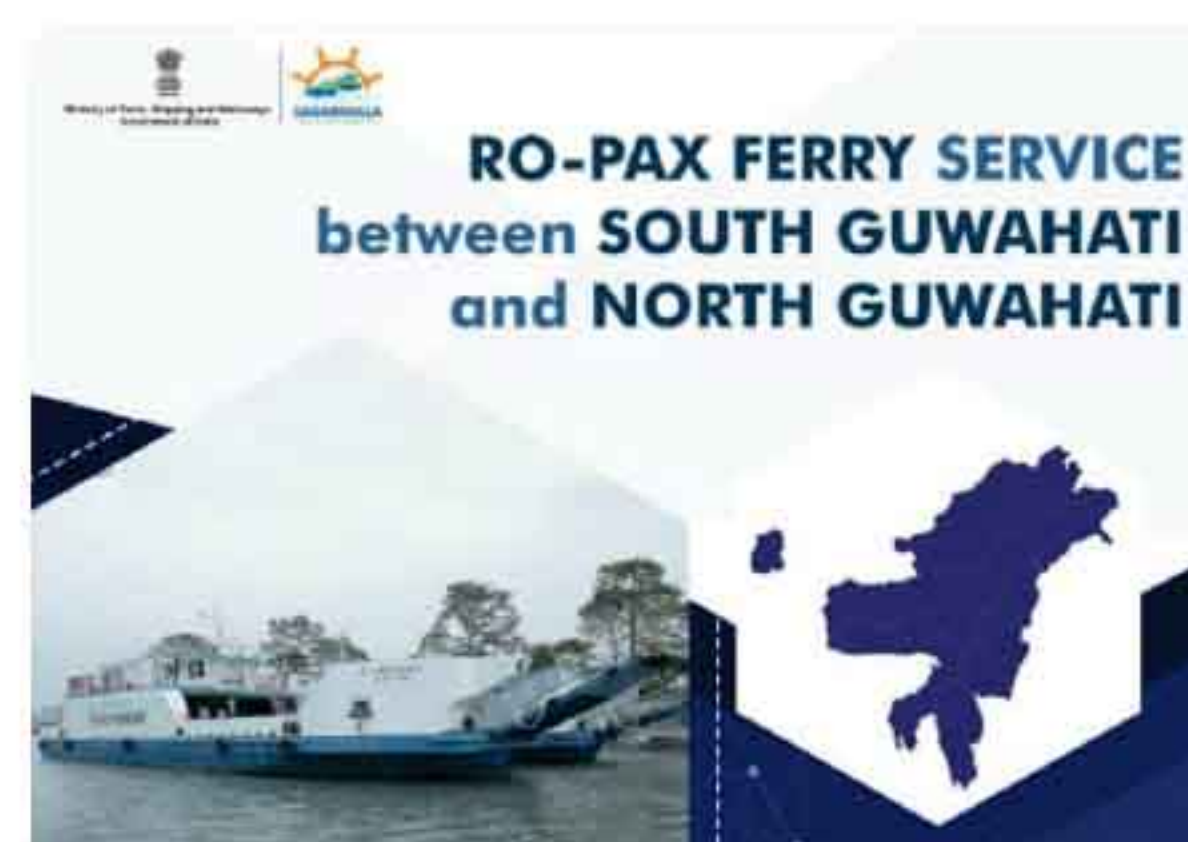
Former multimillionaire Shipping Tycoon, Owner Of TMT Co Ltd Liberia, Nobu Su Arrested [s.einnews.com/53G836N2E0](#)



Enhancing Connectivity & Boosting Trade and Investment in [#NortheastIndia](#)

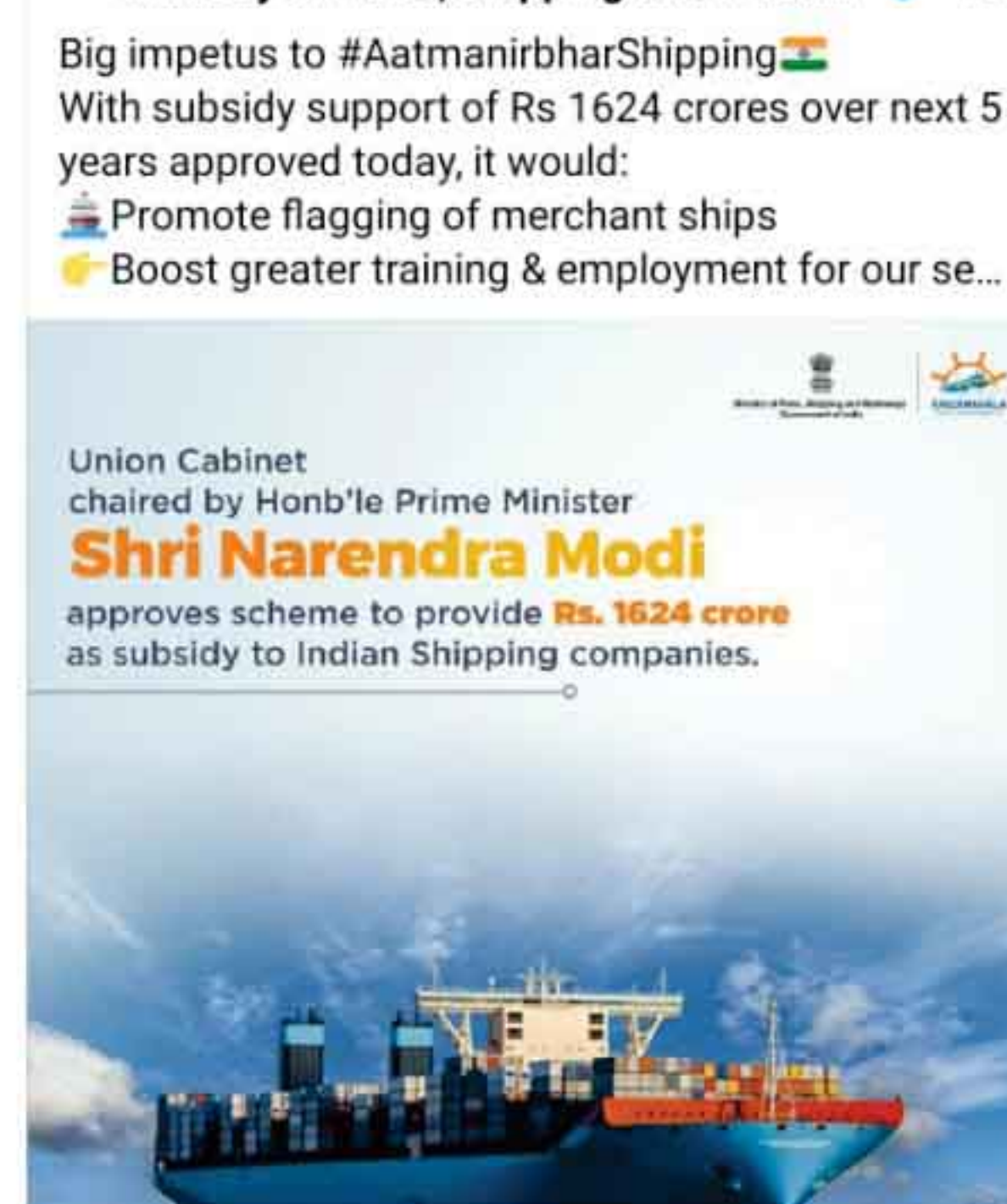
RO-PAX Ferry between North & South Guwahati has incentivized the pace of economy:

- ✓ Cost-Effective
- ✓ Sustainable
- ✓ Boost Regional Connectivity
- ✓ Reduce waiting time for Farmers, Traders & Common Man



An increase in training slots for Indian cadets will be available with the increase in the Indian flag vessels, THANK YOU [@shipmin_india](#) [@sarbanandsonwal](#) [@PMOIndia](#)

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World's Largest Sailing Ship Detained in UK due to Legal Dispute [scq.io/mBueUbo](#) #maritime #UK #Shipping @TradewindVoyage @BrodosplitS @starclippers



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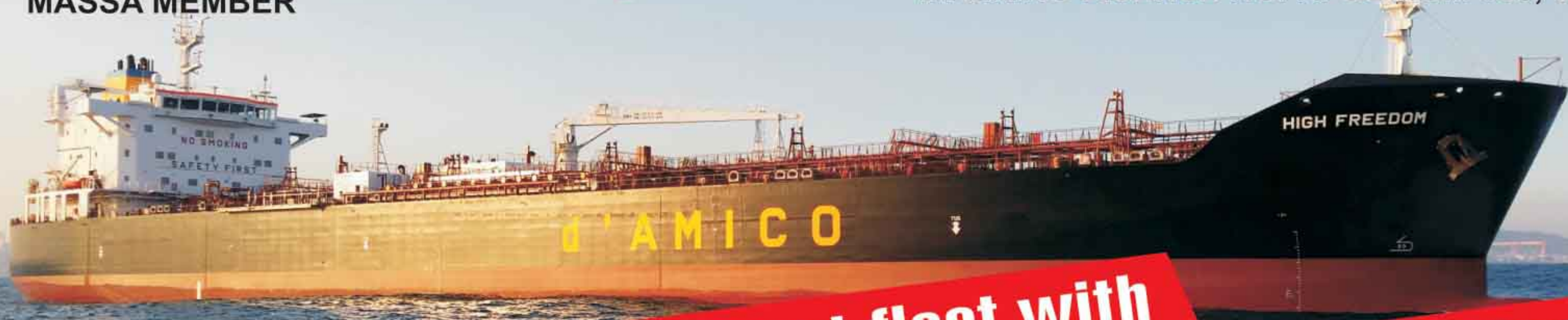
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