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MONDAY, 26 JULY 2021
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FOSMA

MASSA

34

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for VLGC

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ETO (with crane experience) | BOSUN | AB

for Aframax & Oil/Chem

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CHIEF ENGINEER | 2ND ENGINEER | 3RD ENGINEER
BOSUN | AB | PUMPMAN | FITTER

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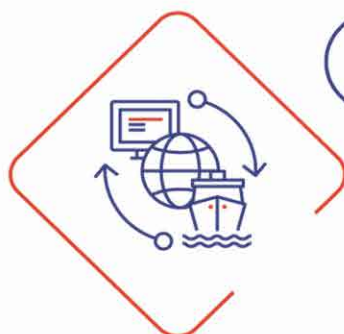
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Jr. Engrs. - Ms. Shalet Lobo (022-66613115)

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

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

Ratings - Mr. Suhas Gangan (022-66613595)

Apply in person or send your application by email to :

Email : fleet@greatship.com; Website : www.greatship.com

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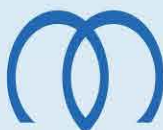
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CHIEF OFFICER

LARGE CRUDE TANKERS (VLCC)

CHIEF OFFICER

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MASTER / CHIEF ENGINEER / CHIEF OFFICER / FIRST ASSISTANT ENGINEER

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VLCC

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- ◆ ETO

CONTACT PERSONS:

Dr. Sanjay Bhavnani | Capt. H. K. Engineer | Capt. A. Dayal
Capt. K. Vaze | Mr. A. Achuthan | Ms. Deeksha Malpe

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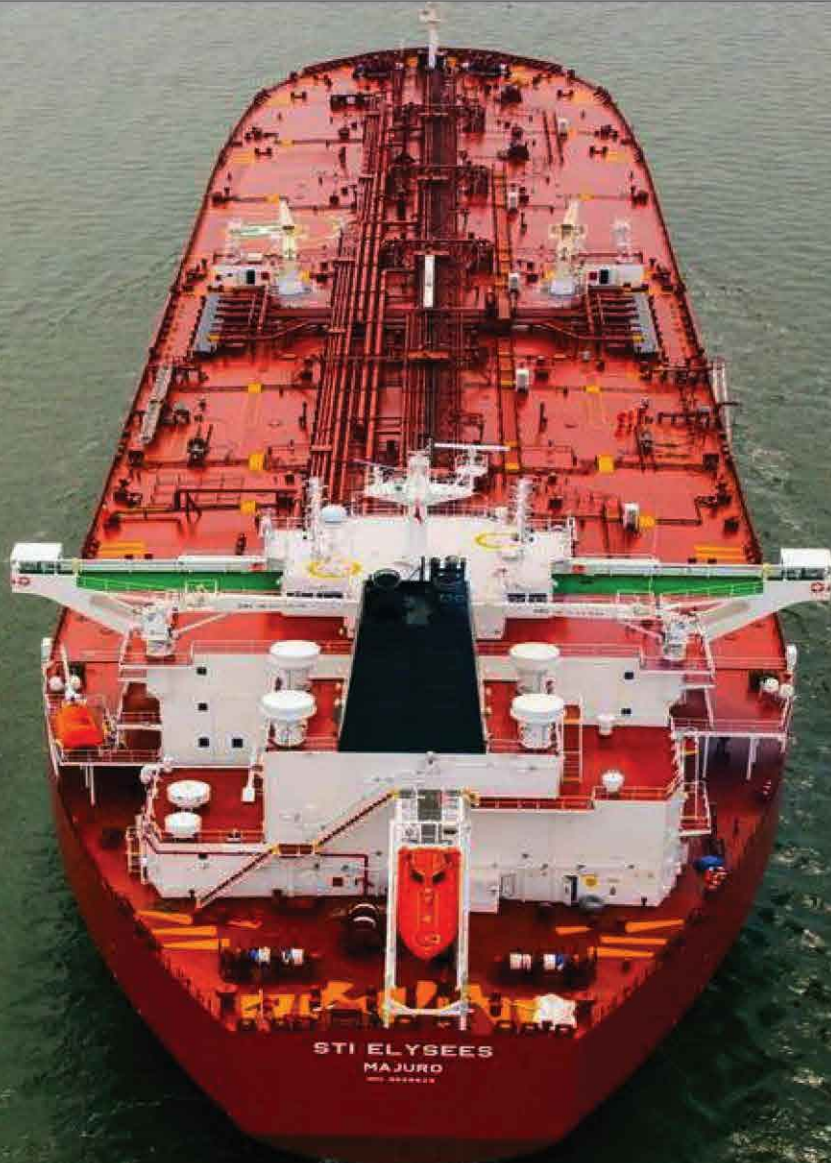
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CMMI is pleased to announce the commencing of 'Part C' of EXTRA MASTER's on-line classes on **2nd August, 2021**

Those desirous are requested to register themselves for 'Part C' of EXTRA MASTER's on-line classes.

Bookings for this course can be made on-line through our website www.cmmi.co.in

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 - 3. EM303** - Commercial Shipping Management
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Course	Duration	Commencing	Course	Duration	Commencing	Course	Duration	Commencing
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2 CHIEF MATE PHASE II	3 Months	15.03 / 15.06 / 15.09 / 15.12 / 15.03	4 Course			(without practical)		
3 CHIEF MATE PHASE I	3 Months	15.02 / 15.05 / 15.08 / 15.11 / 12.02	2 STCW (BSST) +	20 days	Every Monday	2 FPFF REF (Candidate has	1 day	Every Tuesday & Saturday
4 2ND MATE EG.	4 Months	15.02 / 15.04 / 15.06 / 15.08 / 15.10 / 15.12	STSDSD Course			to physically attend		
5 NWKO (NCV)	4 Months	15.02 / 15.04 / 15.06 / 15.08 / 15.10 / 15.12	3 STSDSD	3 days	Every Monday	(the practical on his own)		
SIMULATOR COURSES			4 OTFC + CTFC	8 days	Every 1st & 3rd Monday	3 MFA REF	1 day	Every 2nd Thursday
1 GMDSS	2 weeks	Every 1st Monday of the month	5 GTFC	6 days	Every 2nd & 4th Monday	of the month		
2 ROC	2 weeks	Every 3rd Monday of the month	6 SSO	3 days	Every alternate Thursday	4 MEDICAL CARE REF	2 days	Every 4th Thursday & Friday of the month
3 ARPA	7 days	Every 1st Monday of the month	7 MFA	4 days	Every 2nd Monday			
4 RANSCO	7 days	Every 2nd Monday of the month	of the month					
5 ECDIS	7 days	Every 2nd Monday of the month	8 MEDICAL CARE	2 weeks	Every 3rd Monday			
6 LIQUID CARGO HANDLING COURSE - MANAGEMENT (LCHS)	7 days	1st Monday of the month	of the month					
7 SMS	7 DAYS	3rd Monday of the month						

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2) Remit money in

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* Account Name : TARA MEERA EDUCATION TRUST, Account No : 122501001937, Account Type : Saving Account, Bank Name : ICICI Bank, Branch : Veera Desai Road Branch, IFSC Code : ICIC0001225, Branch Code : 001225, MICR code : 400229139

3) E-mail the Bank Receipt to MMTI or phone for confirmation. 4) In Outstation Booking



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Summer of Chaos

Earlier this year, the shipping industry faced chaos as the Ever Given came to a halt in the middle of the Suez Canal. Four months on, and the focus has shifted towards who to blame, as legal battles continue over compensation. During this time, many have assumed the shipping industry has recovered, with the removal of the vessel opening up the waterways. However, as we reach the peak of summer, the industry is once again facing a period of disarray as vessels try to claw back the time lost.

The domino effect is being felt throughout the industry with analysts at S&P Global-owned supply chain intelligence company Panjiva estimating that it would take "at least 15 days of crossings above the 'normal' 50-60 vessels per day run rate to clear the current backlog". With 12% of maritime trade passing through the canal each day, the usual work by companies and crews has been drastically impacted by the blockage of the Suez Canal. Port congestion has also become a big problem area as allocated and expected delivery times are vastly impacted. The delays in arrival mean that ships in large numbers are arriving to ports outside the expected docking times and desperately trying to get back down the canal with the next haul.

The impact on the business world is far reaching with IKEA and Lenovo were named as two businesses amongst many others that had products onboard the Ever Given, which was impounded by Egyptian authorities for weeks. Smaller companies had also been caught up in the chaos, with the likes of Snuggly UK reported to have had hundreds of thousands of dollars worth of product still onboard when the ship was impounded by authorities.

In order to address one of the biggest backlogs the industry has faced in recent years, the shipping world needs to be willing to modernise its approach and technology is at the heart of this, factoring into nearly every element of the shipping process.

AI technology can provide companies, insurers, captains and crews both on and off-shore with additional support to deal with the complex scenarios faced daily, including low visibility and help them catch up on themselves as we approach the summer. The connected technology also ensures that data is shared in real time between all involved parties, allowing the captain to make more informed decisions and introduce new processes to make everyone's lives easier whilst keeping up with demand.

From an insurance perspective, conversations around what could have been prevented and whose at fault are simply eradicated as real time data is constantly being fed back to be analysed and can even be shared directly with insurers.

Introducing these new technologies enables the crew to prioritise their work and save time on tasks whilst ultimately putting an end to canal blockages and the domino effect that follows a situation such as the Ever Given example. The technology development models are positioned to also help the captains and senior stakeholders make better decisions based on the data gathered by the tech available such as Orca AI. Risks are alerted quicker and machine learning creates a backlog of scenarios both experienced and prevented. With AI technological developments, the level of responsibility and pressure on roles within the industry such as this will be aided greatly for the better.

Have a great week ahead!

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

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COURSE SCHEDULE, w.e.f. 17th MAY 2021

No.	Name of DGS APPROVED COURSE	Duration	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	Fees(Rs.) per month	Total No. Of Seats Sanctioned	
			2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2022	2022			2022
Competency Courses * (Online Classes)			As per the Course Starting Dates notified by the Directorate General of Shipping														
1	2 nd Mate(FG)	4 months	15(GF)		15(FF)		16(GF)		15 (FF)		15(GF)		15(FF)		9,500/- p.m.	39(FF) + 36(4 th F & 36(GF)	
2	Chief Mate Phase I	3 months		17			16			15			15		15,000/- p.m.	40& 36 (II Batch)	
3	Chief Mate Phase II	3 months			15			15			15			15	16,000/- p.m.	39 (I) & 39 (II Batch)	
4	ASM (FG)	1½month		3		1		1		1		3		1	20,000/- p.m.	36	
5	MEO Class IV Prep (Non DG)	2 months	1	3	1	1	2	1	1	1	1	3	1	1	5,000/-p.m.	24	
Modular Courses (*) Online Classes as per DG approval			MAY 2021		JUNE 2021		JUL 2021		AUG 2021		SEP 2021		OCT 2021		Course Fees		
6	Adv. Oil Tanker (TASCO) *	10 days	10		14		12		9		13		11		6,300/-	12	
7	SSO *	3 days	3, 17		7, 21		5, 19		2, 16		6, 20		4, 18		6,300 /-	12	
8	STSDSD * (on request)	2 days	6, 20		10, 24		8, 22		5, 19		9, 23		7, 21		3,300/-	12	
9	Medical Care # 8 D(T)+2D(P)	8 days(T)	17		15		12		16		13		11		12,300/-	24	
10	Medical First Aid # 3 D(T)+1D(P)	3 days(T)			7,28		22		19		23		21		3,300/-		
11	Medical Care Ref*# 1 D(T)+1D(P)	1 day (T)	27		10, 25		8, 29		12, 26		9,30		7, 28		2,800 /-		
12	MFA Refresher* # 1 D(T)+1D(P)	1 day (T)	28		4, 26		9, 30		13, 27		10		1, 8, 29		1,800 /-		
Simulator Courses in the Institute as per DG approval																	
13	ARPA	5 days	DUE TO LOCAL LOCK DOWN NO BOOKINGS ARE ACCEPTED												5,500/-	06	
14	RANSCO	6 days													10,500/-	03	
15	SMS	5 days													30,000/-	03	
16	LCHS (Oil)	5 days													15,000/-	03	
17	ECDIS	5 days													8,000/-	12	
Modular course both online and offline as per DG approval																	
18	ROC	10 days	DUE TO LOCAL LOCK DOWN NO BOOKINGS ARE ACCEPTED												8,500/-	12	
KINDLY NOTE THAT DATES AND FEES FOR THE COURSES ARE SUBJECT TO CHANGE WITHOUT NOTICE																	

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EDITORIAL

EDITOR	KAMAL CHADHA, CAPT
EXECUTIVE EDITOR	M MAHAJAN, CAPT
ASSISTANT EDITOR	DELPHINE ESTIBEIRO delphine@marexmedia.com
REPORTERS	SRITI ROY correspondent@marexmedia.com
	PRISILLA NADAR reports@marexmedia.com

CONTRIBUTORS

S PULLAT, CAPT | NARESH NANDA | VIKRAM GOKHALE | PS RATH, CAPT | B VENUGOPAL | MAHENDRA SINGH

MARKETING

SR MANAGER MARKETING	SONIA PARMAR sonia@marexmedia.com
CIRCULATION MANAGER	BHAVNA PIMPALE bhavna@marexmedia.com

PRODUCTION

ADVERTISING CO-ORDINATOR	BHAVNA PIMPALE advert@marexmedia.com
LAYOUT DESIGNERS	SHIRISH KIRTANE SANTOSH NIVALKAR
	MANISH MALVE MANGESH SHELAR

ACCOUNTS

KAVITHA V
JAGJIVAN PURABIYA

PHOTOGRAPHY

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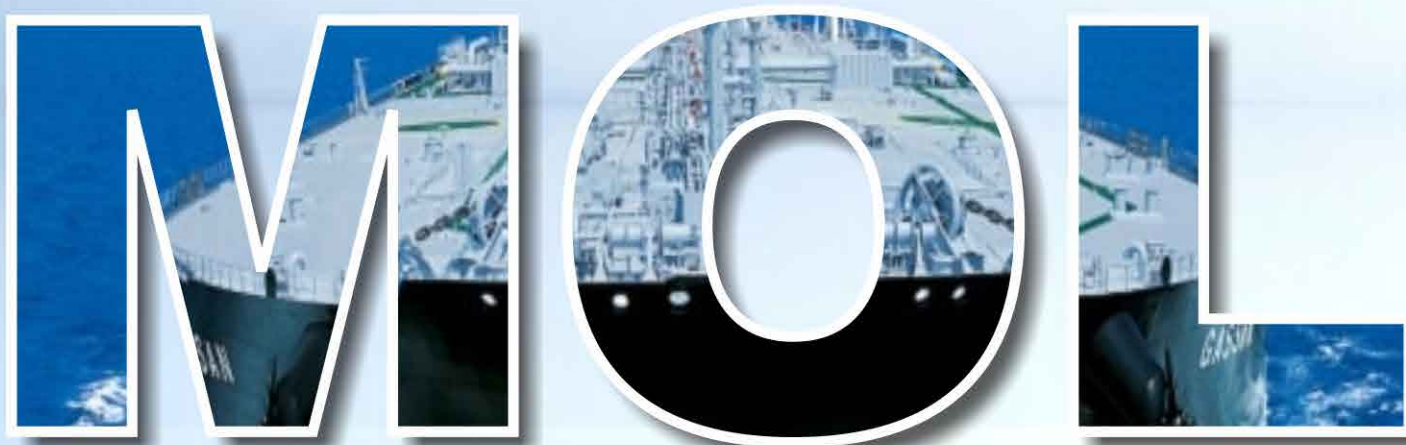
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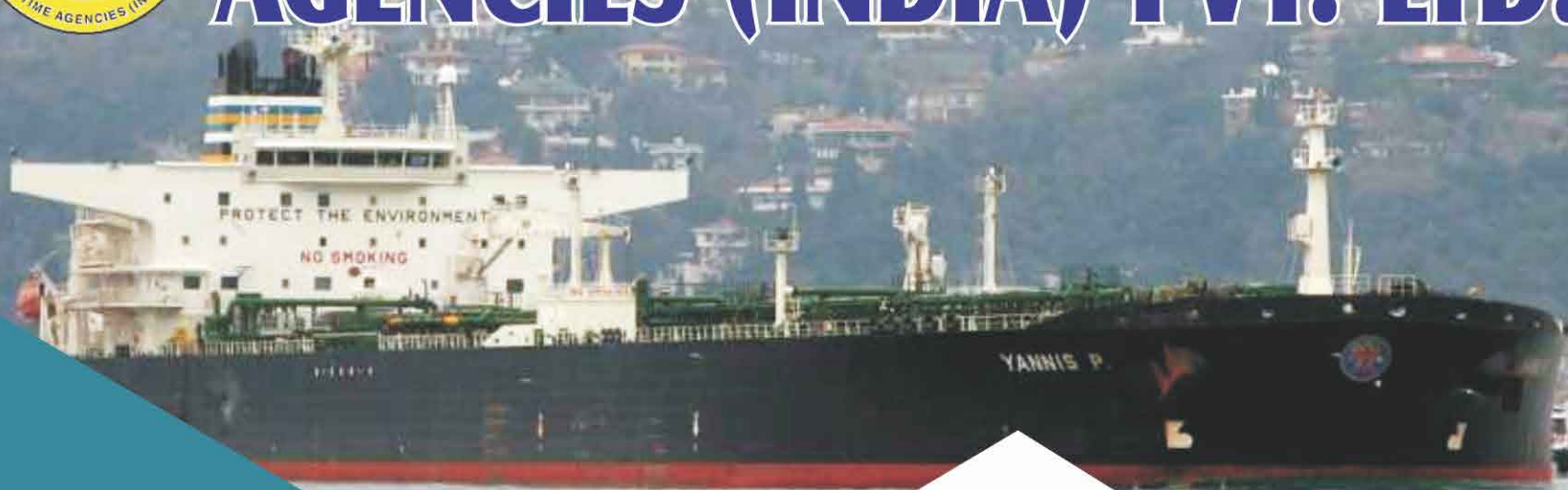
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4	Dr. (Capt.) Bhardwaj Suresh	20	Capt. Gyanendra Singh	36	Capt. Rai Karanjit Singh
5	Capt. Bhargava Rahul	21	Capt. Halbe Shivanandan M.	37	Capt. Rangnekar Prashant Sadanand
6	Capt. Bhasin Mahendra Pal	22	Capt. Harjit Singh	38	Capt. Rao Mallikharjuna Ajjarapu
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9	Capt. Chaudhary Kedar P.	25	Capt. Khalape Akbar Mahammed	41	Capt. Srivastava Chandra Mouli
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11	Capt. Diwan Praveshchand Premchand	27	Capt. Naik Mohan Vasant	43	Capt. Sujana Karamjit Singh
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13	Capt. Dutta Kaustuv	29	Capt. Naresh Kumar	45	Capt. Tandon Rajesh
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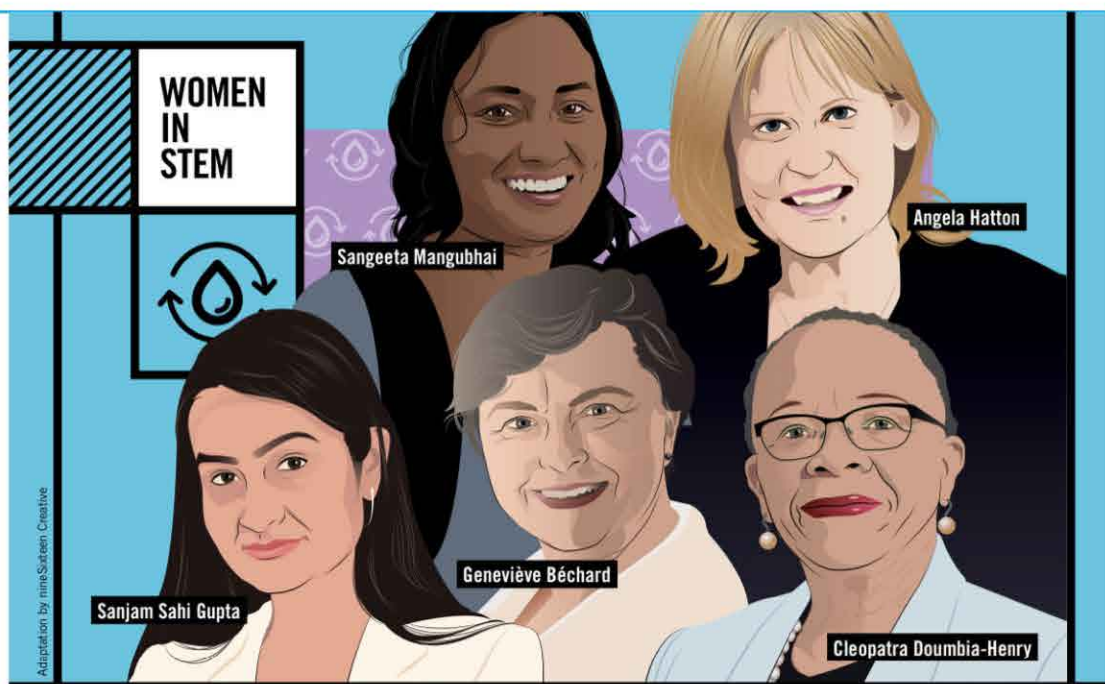
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Tel: + 91 22 2920 3978 / 2920 3979
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UN Ocean Decade features Sanjam Gupta with inspiring role models



WOMEN IN OCEAN SCIENCE

Equity for Sustainability

To achieve its ambitions, the Ocean Decade needs to cut across geographies, cultures, identities, and generations, and recognize and address gender disparities in ocean science for long-lasting and impactful change. A continued effort to ensure equity, diversity, inclusion and accessibility in ocean science is essential to transform and unlock opportunities in ocean science.

#OceanDecade

The United Nations has proclaimed a Decade of Ocean Science for Sustainable Development (2021-2030).

To achieve its ambitions, the Ocean Decade needs to cut across geographies, cultures, generations, and recognize and address gender disparities in ocean science for long-lasting and impactful change. A continued effort to ensure diversity and gender inclusiveness in ocean science is essential to unlock opportunities and foster the much-needed transformation in ocean science.

As part of Canada's #OceanDecade efforts they have partnered with Ingenium Women in STEM initiative to tell stories of women in ocean science in order to help raise the profile of their contributions and to encourage young women to consider this career path. Much of the success of this initiative relies on a "if I can see her I can be her" approach so they aimed to share stories

of women with diverse backgrounds, areas of expertise, and career stages.

Their first poster featured a group shot of the women featured in the recent Commonwealth gender report and aims to communicate the importance of gender equity in ocean science. As a matter of pride for India one of the ladies featured was Sanjam Sahi Gupta, Director, Sitara Shipping Ltd and Founder, Maritime SheEO

You can download the poster:

https://womeninstem.ingeniumcanada.org/wp-content/uploads/2021/05/Ingenium-WiS-DFO1_group_EN-WIOS.pdf

You can read the Commonwealth gender report: <https://bluecharter.thecommonwealth.org/new-study-calls-for-gender-equity-in-ocean-science/>

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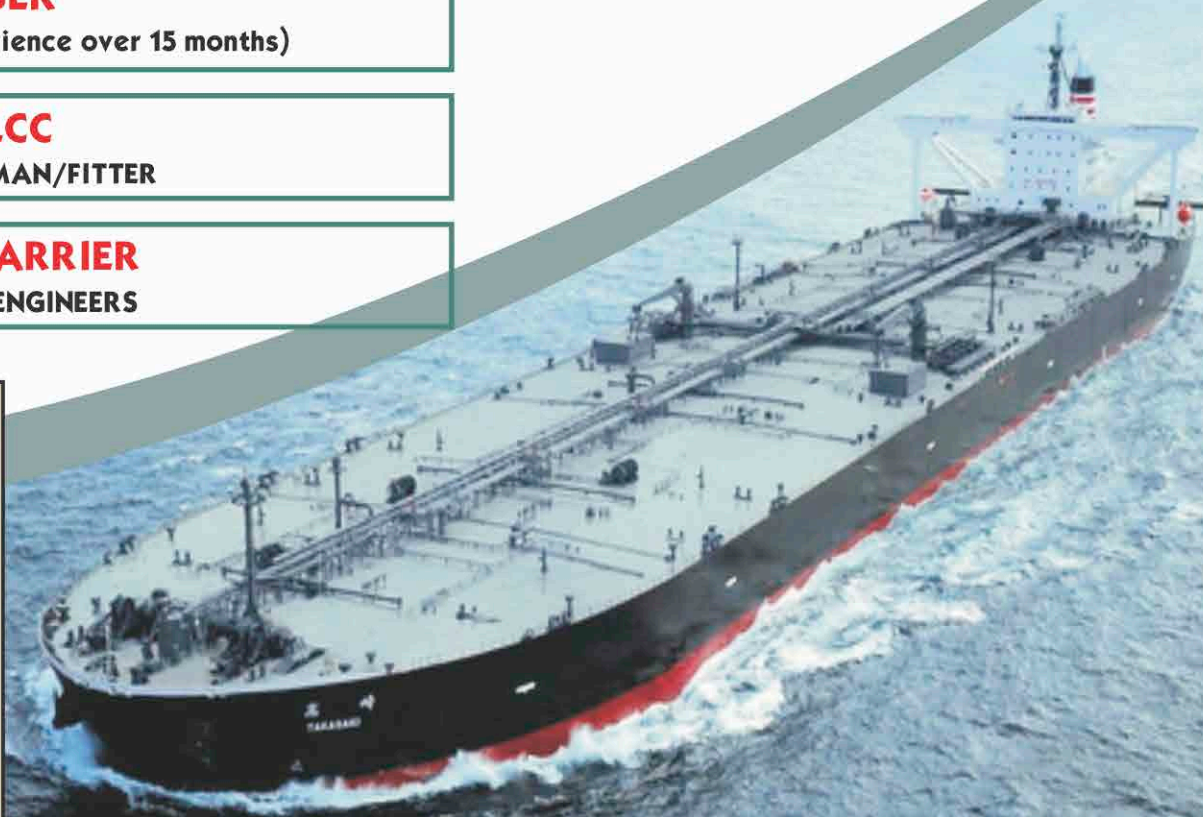
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Contact :Capt. Girish Mandlik
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KOLKATA OFFICE

2/6, Sarat Bose Road
2nd Floor, Room no 202
Kolkata 700020
Tel (D) +91 33 40539150
Tel: +91 33 40539151 / 52 / 53

Email : nyksm.s.smin-cvmumbai@nykgroup.com
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Contact : Ms Debashree Roy

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Gurgaon - 122 002, Haryana.
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LIAISON OFFICES

DELHI

Tel: +91 11 6568 6995, MOB: +91 9810846392
E-mail: delhicrewing@pentagonmarine.com
PIC: Dr. Anil Kumar Pandey

KOLKATA

Tel: +91-33-2498 8398, 2498 8417
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GASCO (ATGTCO)	: 09/08/2021
BTOTCO (OIL & CHEM)	: 27/08/2021
BTGTCO (GTFC)	: 23/08/2021
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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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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
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China's Exports increased by 32 percent



In June, China's exports and imports showed unexpected growth at the same time that massive disruptions rocked Southern China. This could be a sign of recovery after an economic slowdown caused by delays at the Yantian port, an effect that cascaded globally.

On Tuesday, China's General Administration of Customs released data showing that Chinese exports increased by 32 percent from a year earlier in dollar terms, even more than the 28 percent gain recorded in May. This surpassed expectations from economists, who had forecasted a slowdown due to lockdown restrictions in Southern China. During the same period, imports rose by 37 percent, also overturning an earlier prediction of 30 percent. However, this was lower than May's 51 percent year over year rise. In total,



China had a trade surplus of \$52 billion for June, compared to May's \$46 billion.

"The developments of foreign trade will face quite a number of uncertain and unstable factors in the second half of the year, as the coronavirus is still spreading at multiple places around the world and the pandemic situation remains complex," said Li Kuiwen, the customs administration spokesman.

However, Beijing still believes that the global macro-economic condition is very volatile. Assistant Minister of Commerce Ren

Hongbin said Monday that the ministry will redouble its efforts to stabilize trade and foreign investment.

Some economists believe the trade rebound observed in June could have been caused by high commodity prices, as observed for iron ore prices and high freight rates passed on to consumers. Additionally, the unrelenting appetite for Chinese goods such as medical equipment and furniture could help account for the exports growth.

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Logout/Tagout solutions optimal fit for Maintenance Services

Securing the flow of green energy by safely servicing and maintaining fast growing numbers of wind turbines on land and at sea, is no small challenge. Part of that challenge is to optimally protect against electrical shocks and to make turbine activation impossible while maintenance is still ongoing.

The company needed a practical and reliable safety solution to keep maintenance safety at the highest levels.

Solution: Optimal safety with padlock & key

The company's safety experts were already well informed about Lockout/Tagout, a safety procedure that can temporarily neutralise machines from their energy supply. Because of this, Brady was able to quickly offer dedicated Lockout/Tagout solutions with an optimal fit to our customer's machines and electrical cabinets based on pictures shared by the customer.

After seeing videos of how to easily implement each Lockout/Tagout solution, our customer decided on Brady's universal mini circuit breaker lockout device, the compact safety padlock with thin shackle and Brady's standard safety padlock.



Brady supplied the solutions in practical Lockout/Tagout bags, 1 per maintenance professional. Each bag includes universal mini circuit breaker lockout devices to easily block circuit breakers in the off-position. Padlocks in the bag can be used to lock the universal mini circuit breaker lockout in place. They are personalised with an engraving, and keyed alike so that maintenance professionals can open all of their own padlocks with a single key. They are keyed different versus

the padlocks in every other bag, so nobody can accidentally remove the padlock of a colleague who might still be servicing the machine. The padlocks are also colour-coded using green for all electrical lockout, and red for mechanical lockout.

The bag also holds a Lockout/Tagout hasp to allow multiple padlocks on a single universal mini circuit breaker lockout device. This will keep a machine neutralised until all maintenance professionals involved are finished and removed their personal padlock.



Results: Increased maintenance safety

Brady has also supplied its BMP21-PLUS Label Printer with B-427 vinyl labels. Brady's practical mobile label printer makes cable labelling in the field that much easier and faster. On top of this, Brady also supplied custom signs and tags with advanced outdoors resistance to reliably communicate information and warning messages on outdoor electrical cabinets.

Together with the Lockout/Tagout devices and padlocks, labels, signs and tags provide protection and vital information to maintenance professionals in the field. They are important to avoid electrical shocks and accidental machine activation while maintenance is ongoing.

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FOSMA & MASSA Urge EPFO Model be Adopted for SPFO



The Maritime Labour Convention prescribes that the social security provisions for seafarers should be no less favourable than the protection enjoyed by the shore workers of that country.

Reg 4.5 of the MLC covers the subject in detail and provides governments the necessary guidance to frame the regulatory instrument to set the minimum standards. Quoting a relevant paragraph from the Regulation... "Each member shall ensure that seafarers who are subject to its social security

legislation, and, to the extent provided for in its national law, their dependents, are entitled to benefit from social security protection no less favourable than that enjoyed by shore workers.

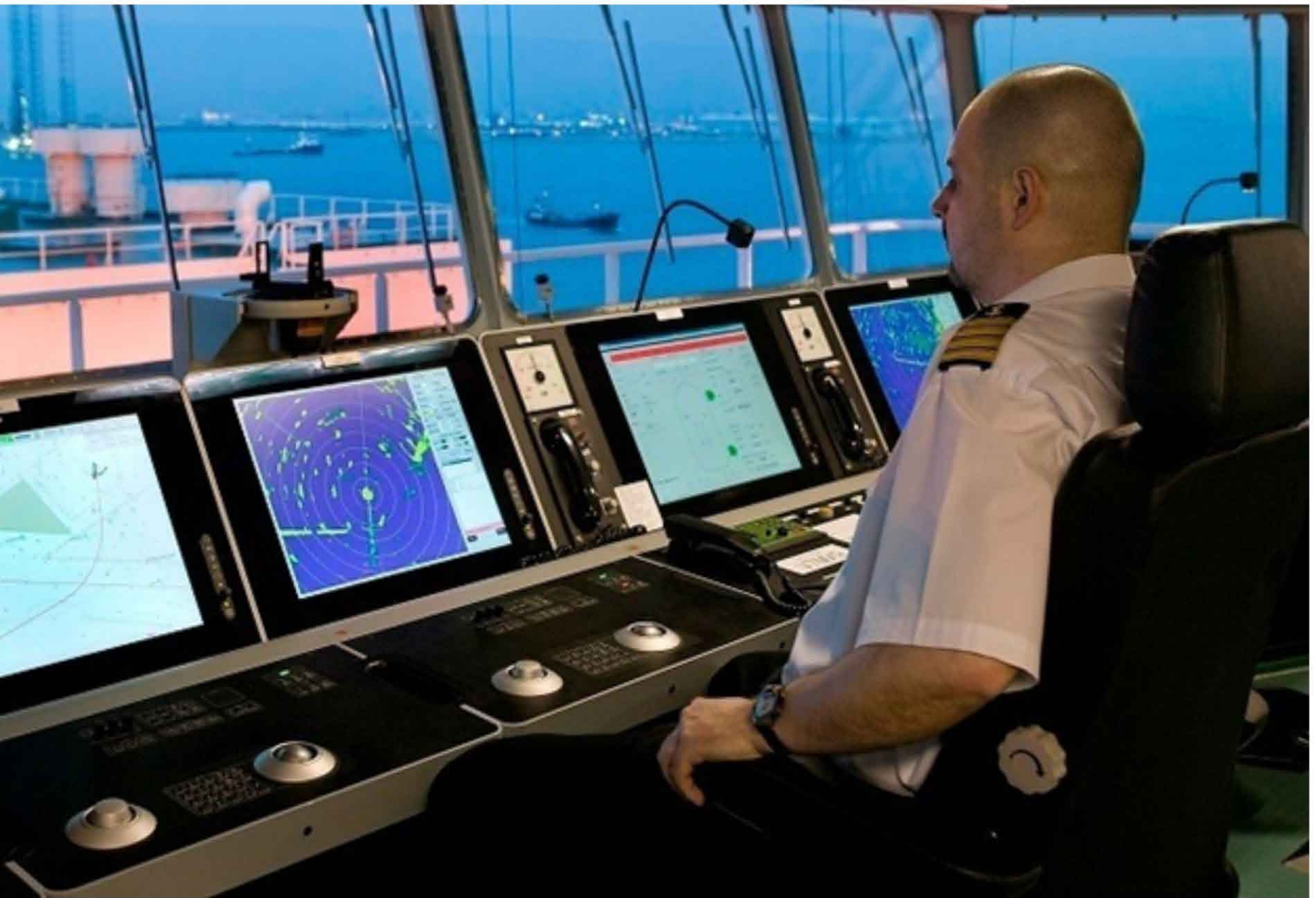
The Convention further recommends the streams for which social security provisions need to be progressively achieved as per the national circumstances of that country, ensuring that the resulting protection is as a minimum no less favourable than shore workers.

The foreign employers have historically supported social benefits for seafarers serving on board vessels that are covered by the bilateral Agreements with the seafarers' representatives.

The EPFO, applicable to shore workers, is the largest social security organisation in the country. As per data on the EPFO website, they currently hold over 150 million active accounts.

The foreign employers, represented by MASSA & FOSMA in the SPFO, have suggested that the EPFO model for Provident Fund & Pension be considered. This will ensure minimum social protection, leaving employers free to top up or supplement additional benefits, similar to the current practices adopted in respect of shore workers.

Ocean Technologies Group advices seafarers on ways to avoid distractions onboard



Ocean Technologies Group (OTG) has created a new title giving seafarers advice on how to avoid the multitude of potential distractions which can lead to a loss of concentration and situational awareness.

The increased use of electronic devices onboard either personal or work related, a lack of procedures, seafarer stress and equipment alarm fatigue, are just some of the multiple factors that can contribute to crew not paying adequate attention to operational tasks.

In fact, the problem is so widespread that the US National Transportation Safety Board (NTSB) has included "Distraction" as number one in its tally of the "10 Most Wanted List of Transportation Safety Improvements 2019-2020".

The UK Maritime and Coastguard Agency has also published, in its human element guidance (part 3) MGN 638 (M + F), a notice to all ship owners, managers and masters warning them about the fatal dangers of seafarers using mobile phones and other personal devices when working.

The guidance indicates that "someone using mobile devices may miss up to 50% of other information that is in plain sight and might be critical."

It is against this backdrop that Ocean Technologies Group has developed its eLearning title to help seafarers understand exactly what distraction is, recognize the link between distraction and a reduction in situational awareness, identify the common sources of distraction and learn how it can be effectively managed.

Speaking about OTG's new Distraction title Raal Harris, Group Creative Director, said, "It's long been accepted that we all have a finite ability to concentrate on our surroundings and that multi-tasking can impair our situational awareness, reaction times and perception of risk. Digitisation brings many benefits, but it also gives our seafarers more and more channels of information to process. We also have our crews operating with an increased amount of personal stress and fatigue due to the ongoing pandemic. So, it is more important than ever that we are able to equip mariners to recognise the impact distraction can have on their situational awareness and performance. And, of course, some tips they can use to mitigate it."

Further information on the comprehensive range of e-Learning courses provided by Ocean Technologies Group can be found on its website www.oceantg.com

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Dry bulk freight at 11-year high

The Brazilian sugar cash premium in the inter-trade market has been capped by the dry bulk freight rally that began in early June, two months after the 2021-22 Center-South harvest started in the country April 1.

S&P Global Platts assessed dry bulk freight, for sugar loading from Santos port to the Chinese port, Rizhao, at \$64.50/mt, the highest weekly assessment since June 11, 2010, when Platts' assessment reached \$66/mt.

The upward price curve started June 3, and since then the weekly assessment has spiked 27%.

Market participants have been reporting that at current DBF levels, some trades done earlier on the crop at a fixed CFR (cost



and freight) price became impractical, encouraging traders to postpone shipment.

Avoiding the high freight cost, more players have been favoring carrying sugar to the forward months, but sugar storage capacity seems to be reaching capacity.

Platts assessed Brazilian VHP raw sugar for August loading at a 39-point discount to the October (V) Sugar No. 11 Futures on July 20, a plunge of 46 points or \$10/mt from May 11, when Platts started to assess the August shipment period.

The discounted market is proof that trading houses are accepting discounts on their sugar and leave the long position instead of delivering it to end consumers.



While the prompt loading premium has been capped by the limited storage capacity, for the last quarter of the year the market is suggesting much higher premiums.

Platts assessed Brazilian VHP raw sugar for October loading at a 4 point premium over the October (V) ICE NY 11 October contract July 20, suggesting that October loading was at a 43 point premium, nearly \$9.48/mt over August.

"Nowadays the financial cost to carry sugar is at 6-7 points per month. If the warehouse is full, it is necessary to have a much wider spread" to encourage the carry, a sugar trader based in Europe said.

Brazilian crop

The Brazilian CS sugarcane crop has been moving at a slower pace compared with the prior 2020-21 crop cycle, as the current crop has been suffering the effects of severe dry conditions.

As a reference, sugar production from April 1 to July 1 added 12.2 million tons, down 8.16%, or nearly 1.1 million tons, year on year.

Despite the scenario of reduced sugar production and strong concerns about further crop losses, the wide carry strategy has triggered the collapse in the Brazilian cash premium to prompt shipment.

Port structure and exports

Brazilian raw sugar exports from Santos port from April 1 to July 19 totaled 6.2 million tons, down nearly 12% from the 7.04 million tons exported in the same period of the prior year, data from SACommodities, a Brazilian consultancy, showed.

The slow export pace, explained by the DBF uptick, is changing the Santos port dynamic, and trading houses are favoring loading small sugar parcels in each terminal to keep the storage capacity from reaching its limit.

A source from a Santos based sugar terminal said of the trading houses, "They are respecting contracts with terminals, but at the limit, as they are trying to negotiate lower freight rates with shipowners."

According to sources, the Rumo terminal has 270,000 tons of sugar storage capacity in the port area and an additional 600,000 tons in the countryside, and both are fully loaded.

While the possibility to load in more than one sugar terminal can be an option to reduce the stock pressure, the cost to shift a 70,000 mt sugar vessel from one sugar terminal directly to a second is nearly \$20,000.

"In this calculation we are considering a direct maneuver, if the vessel needs to wait outside the port area, to later be called to the second berth. This cost can be much higher," said Luiz Carlos dos Santos, SACommodities director.

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No job loss in shipping sector due to Covid-19

There was no job loss in the ports and shipping sector despite the Covid-19 crisis impacting the major ports and causing a considerable decline in the total traffic and containers traffic, Union minister Shripad Naik informed Parliament on Thursday. He also added that the blockage at Suez Canal in May had no adverse impact on the maritime sector.

In a written reply to the Lok Sabha, Minister of State for Ports, Shipping and Waterways, Shripad Naik said the ministry has given monetary compensation of ₹50 lakh to the dependent members or legal heirs of the employees who lost their lives due to acquired COVID infection at work place.

"The impact of Covid-19 at major ports started from March 2020. There was a considerable decline in the total traffic and containers traffic there is no job loss in this sector," Mr Naik said.

He said Ministry of Ports, Shipping and Waterways has issued necessary directions from time to time to ports to put in place a screening, detection and quarantine system of disembarking Seafarers or cruise passengers, to obtain self-declaration from arriving crews/passengers, to install thermal scanners.

Replying to a separate question, he said there was no adverse impact on the overall Indian maritime trade due to the blockage of the Suez Canal arising out of the grounding of the shipping vessel Ever Given.

"One Indian vessel had to wait in queue for the traffic to open up," he said.

The Ever Given ship got stuck in the Suez Canal on 23 March 2021 and after numerous salvage operations for six days, the ship was freed and the canal, cleared.

Relying to another question, Mr Naik said Indian shipping enterprises have also been allowed to acquire ships abroad and also flag them in the country of their convenience, under the Indian Controlled Tonnage scheme.

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SHRIPAD NAIK

*Union Minister of State
for Ports, Shipping
and Waterways*



WHO prioritises seafarers' vaccination drive



KITACK LIM
IMO Secretary-General

IMO Secretary-General Kitack Lim has welcomed the World Health Organization's decision to name seafarers as one of the groups of transportation workers that should be prioritised for COVID-19 vaccination in instances of limited supplies. The updated guidance for Stage II of its vaccine roadmap from the WHO's Strategic Advisory Group of Experts on Immunization (SAGE) states: "Seafarers and air crews who work on vessels that carry goods and no passengers, with special attention to seafarers who are stranded at sea and prevented from crossing international borders for crew change due to travel restrictions."

IMO Secretary General Lim said, "I am glad to see that the WHO recognises the importance of vaccinating seafarers on cargo ships. These individuals are responsible for transporting over 80% of all goods around the world, including food, medicine and vaccine supplies – and have continued to do so despite extremely challenging circumstances. Seafarers will play a key role in the global recovery, and barriers to international travel and crew change must be removed."

The SAGE guidance aims to provide guidance for overall programme priorities as well as vaccine-specific recommendations and consists of three steps: Step 1: A values framework; Step 2: Roadmap for prioritizing uses of COVID-19 vaccines; Step 3: Vaccine-specific recommendations. The vaccine prioritization roadmap considers priority populations for vaccination based on epidemiologic setting and vaccine supply scenarios and can be used by countries to shape their national response to the pandemic.

The IMO has made a number of calls for priority vaccination for seafarers this year, including issuing a joint statement with other UN organizations in March 2021, calling for seafarers and aircrew to be prioritized for COVID-19 vaccination. In May, IMO adopted a resolution which encouraged priority vaccination for seafarers in national COVID-19 vaccination programmes and Secretary-General Lim called on all IMO Member States to designate seafarers as 'key workers' and support a fair global distribution of COVID-19 vaccines.



BIMCO's new clause to help tackle potential abuse by sanctions busters of AIS

BIMCO has published a new charter party clause to help tackle potential abuse by sanctions busters of the Automatic Identification System (AIS) which is mandatory for all ships to use under regulations for the Safety of Life at Sea (SOLAS).

One way of “busting” sanctions prohibiting trade with certain countries is for a ship to switch off its AIS to reduce the likelihood of its location becoming known. AIS transmits information about a ship including its identity and position. SOLAS requires AIS to not be switched off or disabled at any time other than for very specific safety and security reasons permitted by the regulations, such as avoiding detection by pirates in high-risk areas.

In 2020, the US Office of Foreign Assets Control (OFAC) issued a shipping advisory on sanctions which recommended that the shipping industry should develop contractual provisions “in the form of an AIS ‘switch-off’ clause”. The intention was that the clause would allow shipowners, charterers and operators to terminate collaboration with any party that demonstrates “a pattern of multiple instances of AIS manipulation that is inconsistent with SOLAS”.

BIMCO's concern is that some charterers may, in their haste to be sanctions compliant, develop their own AIS “switch off” clauses that might expose owners to the risk of being terminated even

when the AIS has been switched off for legitimate reasons, or the signal has failed to transmit or be received for reasons outside an owner's control.

The new BIMCO clause addresses not only the use of the AIS during the charter party but also prior to the contract. The clause recognises that there may be legitimate reasons for the interruption of a ship's AIS signal, so for a charterer to terminate the charter party for a breach of the SOLAS Guidelines on use of AIS by an owner, the charterer will have to prove that there was intent by the owner to hide the signal.

BIMCO is grateful to the team of experts who have assisted in the drafting of the AIS “Switch Off” Clause. Led by Frank Sanford of MSC, the drafting team members were Jeff Nielsen, Maersk; Flemming Dahl Jensen, Norden; Nicola Ioannou, Oceanfleet Shipping; Amelie Acena, MSC; Mark Church, North P&I; Michelle Linderman, Crowell & Moring LLP; and Dj (David) Wolff, Crowell & Moring LLP. BIMCO secretariat support was provided by Grant Hunter, Head of Contracts & Clauses and Nina Stuhmann, Manager, Contracts & Clauses.

The BIMCO AIS “Switch Off” Clause for Charter Parties is available for download and includes explanatory notes.

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IMO yet to develop the rules to calculate emissions from fuel combustion of carbon recycled methane

The "Ship Carbon Recycling Working Group(WG)" of Japan's Carbon Capture & Reuse (CCR) Study Group has confirmed that carbon recycled methane produced by methanation technology (Note 1) can be recognized as zero emission ship fuel. A technical paper describing the details of the calculation procedure and evaluation conducted by the WG has been published in the latest issue of the journal of Japan Institute of Marine Engineering.

Carbon recycling, which is the process of capturing and reusing emitted CO2, is becoming increasingly important as one of the pathways to realize a carbon-neutral society.

To explore the feasibility of the concept of utilizing methanation technology for zero-emission ship fuels(Note2), the WG was formed within Japan's CCR Study Group, and started its activity in July 2020.

methane can be recognized as zero-emission fuel, the WG firstly worked on the evaluation of its potential.

While International Maritime Organization (IMO) has yet to develop the rules for calculating emissions from the onboard fuel combustion of carbon recycled methane (Tank to Propeller), the importance to be cognizant of CO2 emissions in the fuel supply process (Well to Tank) has been noted.

The WG has assumed and evaluated (Note 4) the following four processes as the supply chain for carbon-recycled methane fuel: (1) CO2 separation and capture, (2) CO2 transportation, (3) methanation fuel synthesis, and (4) methanation fuel liquefaction. As a result, the CO2 emission per unit calorific value of carbon-recycled methane fuel by methanation was calculated as approximately 27-gCO2/MJ (regarded as Well to Propeller).

(Member of Ship Carbon Recycling Working Group)

EX Research Institute Ltd.	Hiroshi Naito President
Hitachi Zosen Corporation	Sadao Mino President & Chief Operating Officer
JFE Steel Corporation	Yoshihisa Kitano President and CEO
JGC Corporation	Yutaka Yamazaki Representative Director, President
Mitsui O.S.K. Lines, Ltd. (WG coordinator)	Takeshi Hashimoto President & CEO
Nihon Shipyard Co., Ltd.	Yoshinori Maeta President
Nippon Kaiji Kyokai(ClassNK) (WG secretariat)	Hiroaki Sakashita President & CEO
Nippon Steel Corporation	Eiji Hashimoto President
Shin Kurushima Sanoyas Shipbuilding Co., Ltd.	Youji Morimoto President & CEO

This figure is comparable to other alternative fuel candidates generally recognized as zero-emission fuels, confirming that carbon-recycled methane can be recognized as zero emission ship fuel. In addition, further reduction to approximately 20-gCO2/MJ is expected by improving the efficiency of the separation and capture technology, and using electricity produced from renewable energy.



(Figure 1: Roles of nine member companies)

Since it is a basic premise for the WG's activity that carbon recycled



A technical paper describing the details of the calculation procedures and evaluation involved in this study was published in the journal of Institute of Japan Marine Engineering, Vol. 56, No. 4.

In order to verify the feasibility of carbon recycled methane as a ship fuel, the WG will continue to work on issues such as CO2 transportation by large-scale liquified CO2 carrier vessels, supply of hydrogen from renewable energy, prevention of methane slip (Note 5), supply infrastructure of liquefied methanation fuel, and economic viability.

(Note 1) Methanation is a technology for synthesizing methane, the main component in natural gas, by causing a chemical reaction between hydrogen and CO2 in a reactor vessel filled with a catalyst. It uses emitted CO2 separated and captured from industrial facilities. As the CO2 generated when combusting synthesized methane is considered to be offset by the separated and captured CO2, it is expected that CO2 emissions can be significantly reduced by using hydrogen generated by electrolyzing water with electricity derived from renewable energy.

(Note 2) IMO considering measures to reduce GHG emissions in international shipping, adopted the IMO GHG initial strategy in April 2018, aiming to improve carbon intensity of the sector by at least 40% by 2030 and reduce annual GHG emissions by at least 50% in

2050, both compared to 2008 levels, and eventually phase out GHG emissions as early as possible within the century. Carbon recycled methane by methanation has gathered attention as a highly expected technology for the realization of GHG zero emission.

(Note 3) The CCR Study Group was established with the objectives of proposing effective carbon neutral measures to reduce the use of fossil fuels by offering alternative energies such as synthetic methane, which is generated by combining CO2 generated by industries with renewable energy-derived hydrogen, and contributing to the establishment of a new energy supply system by 2050.

(Note 4) The assumed supply chain in the study spans multiple countries, the consideration may be necessary to which country emitted CO2, including ocean-going shipping transportation, should be allocated, but that has yet to be determined as no international framework or agreement has been formed.

(Note 5) Methane slip is the unburned and exhausted methane from the main engine. Methane is GHG with 25 times greenhouse effect of CO2

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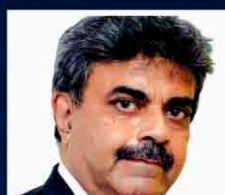
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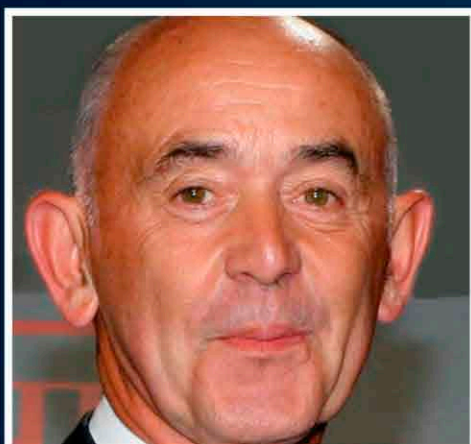
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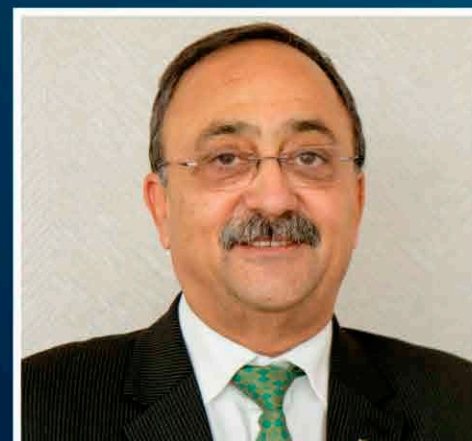
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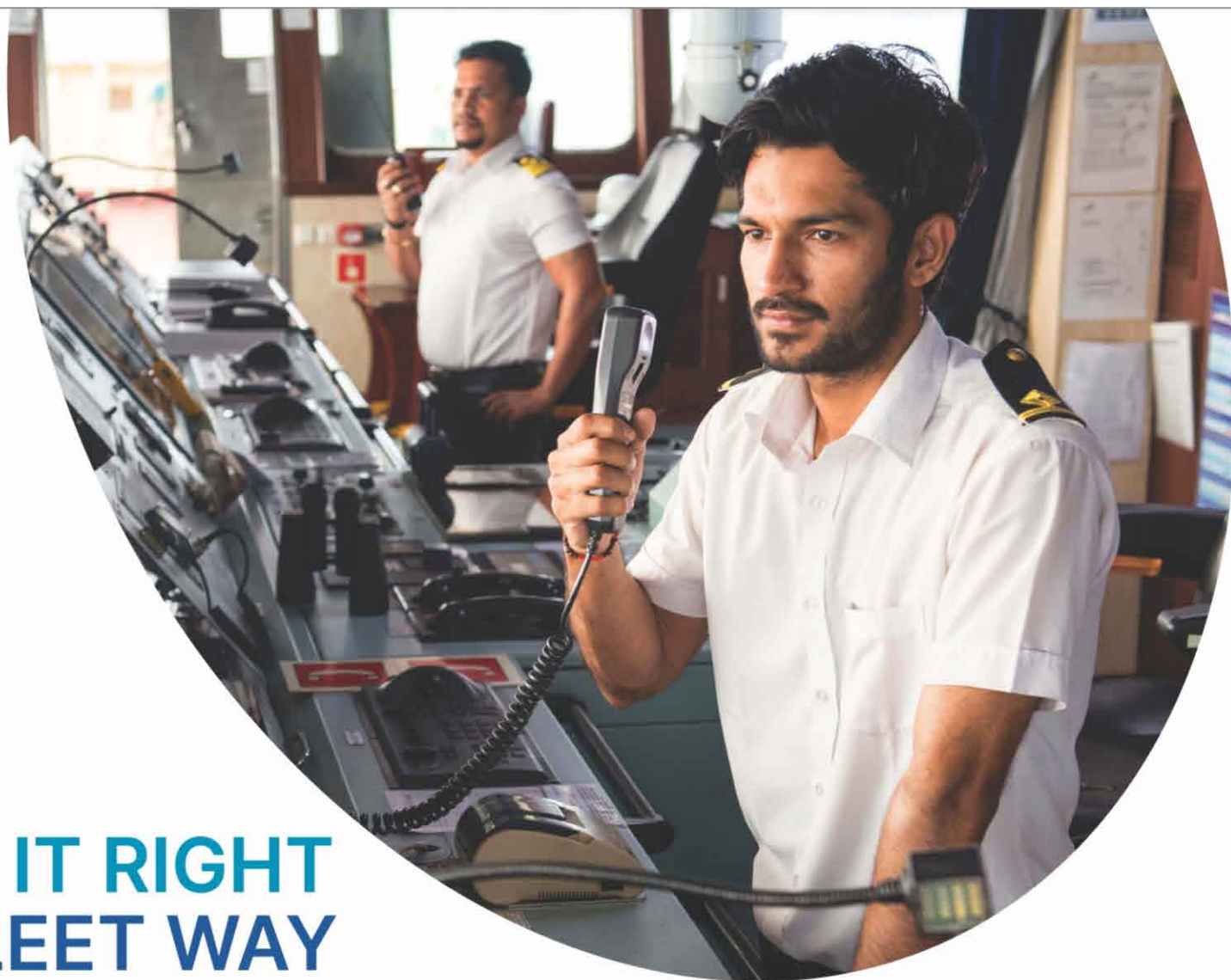
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MoPSW is promoting lighthouse tourism in India by developing lighthouses as tourism hubs etc

📍 Alang lighthouse is a lighthouse that is 60 km away from Bhavnagar, Gujarat

➡ EOI issued for development of 65 lighthouses in

[shipmin.gov.in/sites/default/...](http://shipmin.gov.in/sites/default/)



Lloyd's List
@LloydsList

Indian ports offer discount for LNG-fuelled ships



Capt Sanjay Prashar
@PrasharSdp

Seafarers begging

Nautical Officers unable to join ships and losing Jobs because of NO GMDSS course. I plead @dgship_goi to pursue @DoT_India to start GMDSS course & Exams.

Please raise this to all decision makers in Administration.

Ministry of Ports, Shipping and Waterways
@shipmin_india

Hon'ble Minister Shri @SarbanandSonwal introduced the Inland Vessels Bill in the Lok Sabha today

The bill would promote:

🚢 Economic & Safer Transportation

🚢 Bring uniformity in application of law relating to inland waterways & navigation within the country



Capt. Rakesh Coelho
@rakeshcoelho

@MEAIndia @PMOIndia @narendramodi @NSAajitkdoval @dgship_goi @DrSJaishankar ji very humble rqst, China is not permitting ships with Indian seafarers who joined after Mar21 this is illogical and causing a lot of stress to their families due to unemployment and loss of income and jobs

ITF Seafarers' Support
@ITFSeafSupport

Crews of abandoned ships should not have to beg to be allowed home. It is a basic human right. The crew of MV Angelic Power have now been repatriated, after up to 17 months on the ship.



Maritime courts must put crew welfare first in abandonment cases
itfseafarers.org

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Hear shipping stalwarts speak on 'Embracing Digital Culture' at the Technology in Maritime TIM Global Virtual Conference 27th and 28th July 2021

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s.einnews.com/YZWMZULpCs

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Gas carrier prospects brighter but overcapacity seen from 2022



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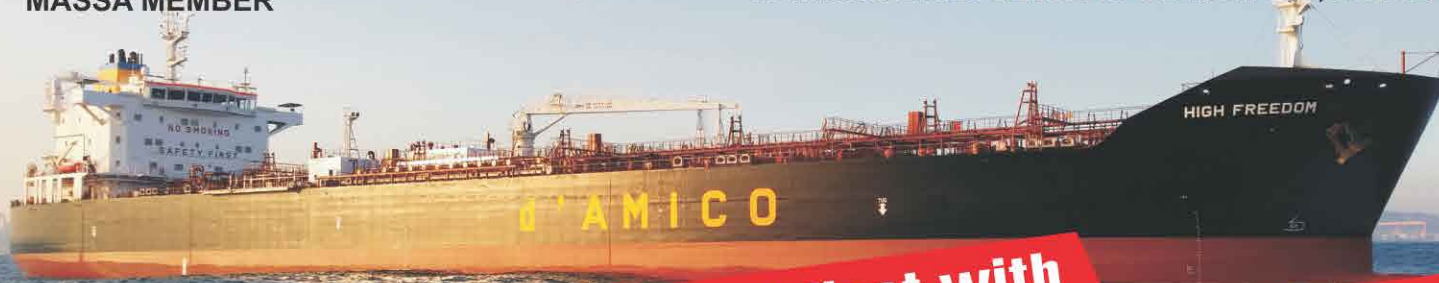
Cargo ship stuck off Karachi coast for second day s.einnews.com/89MFZ8V56E



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