6 cases of seafarer abandonment in Taiwan since 2018

Six cases of seafarer abandonment by foreign commercial vessel operators have been reported in Taiwan since 2018, of which only two remain unresolved, the Maritime and Port Bureau (MPB) said Sunday.

According to the International Maritime Organization, a case of seafarer abandonment occurs when the shipowner cuts ties with the seafarer, by refusing to fulfill certain fundamental obligations, such as timely repatriation, payment of outstanding remuneration and provision of basic necessities of life.

A press statement by the bureau indicates that the six cases in Taiwan were either caused by vessel problems or salary disputes between the sailors and their employers.

Among the cases, one happened in 2018, three in 2019 and the remaining two in 2020, the MPB said, adding that no other cases of sailor abandonment have been reported as of 2021.

13☞

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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

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'Technology in Maritime' (TIM) 2021 Global Virtual Conference and Networking Meet is an annual event organised by The Naval Connection (TNC) in association with HSBC.

TIM is maritime industry's largest conference on maritime technology and the inaugural session of the TIM 2021 conference was held on 27th July over a mammoth 3D virtual platform.

The inaugural session stared with the opening address of Capt Shoukat Mukherjee, Founder & CEO of The Naval Connection where he welcomed all the speakers and guests from around the world. Over 1200 professionals and students attended the inaugural session from all parts of the world.

Mr Amitabh Kumar, Director General of Shipping, Govt. of India who was scheduled to inaugurate the TIM Conference could not attend the event due to last minute and urgent official commitments. Capt Mukherjee requested Dr Malini Shankar to do the honours of declaring the TIM conference open, but before that he requested everyone to observe a minute's silence in honour of all the people who lost their lives to COVID-19.

After the silence period, Dr Shankar declared the Conference open amidst round of applause and cheer.

A detailed coverage of the full event will follow after the conference ends on 28th July.

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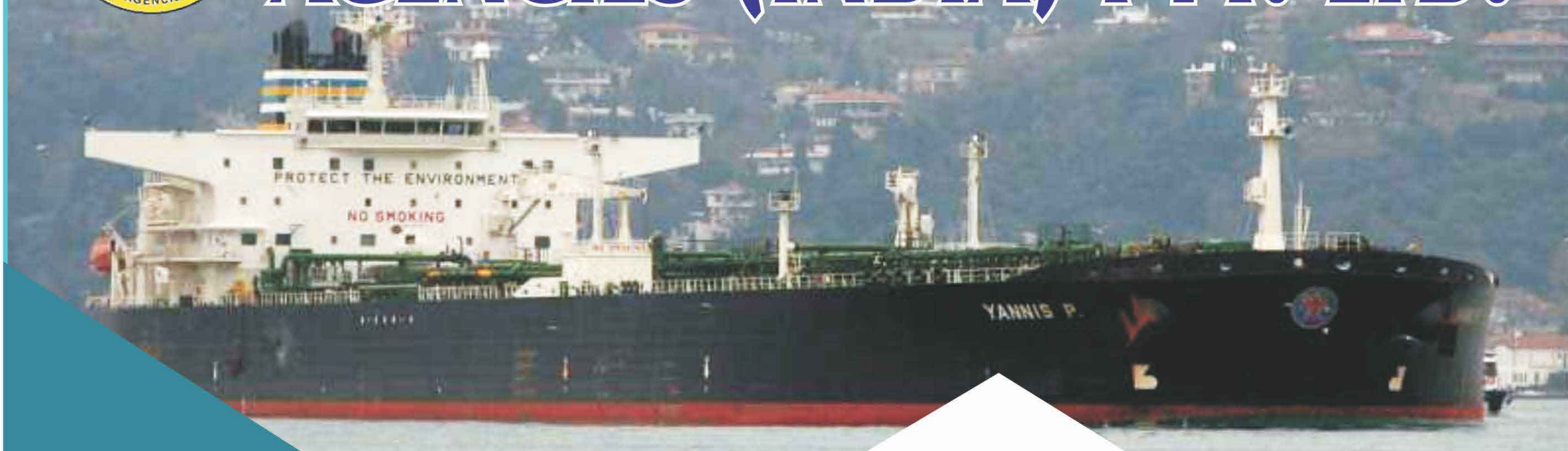

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Pandemic boosts China's economy

When news first broke of the COVID lockdown in Wuhan, the initial prediction was: The virus will cripple the economy of China, which is the engine of global trade, and that will be terrible for the shipping business.

Eighteen months and 3.9 million deaths later, the pandemic has had the opposite effect. Ships are full and, ironically, the country where the outbreak began has seen the biggest and broadest economic upside.

Chinese exports are now much higher than they were before the outbreak, courtesy of pandemic-induced changes in consumer behavior and COVID-driven fiscal stimulus from the world's governments.

The only major economy to grow in 2020 was China's. GDP growth continued in Q1 2021. Business is at an all-time high for Chinese liner operators, shipyards and container-equipment factories.

U.S. demand for Chinese exports is increasingly urgent as sales continue to offset inventory rebuilds. Trade has revved up in the opposite direction, as well: China is buying more American soybeans, crude oil, propane and natural gas.

Pandemic boosts Chinese trade

Nerijus Poskus, vice president of global ocean at Flexport, recently told American Shipper, "Back in 2020, if you'd asked 100 economists what would happen when COVID first hit China, all of them would have probably said that economies will go down, consumption will go down and prices for shipping will fall. Well, all of them would have been wrong."

Very wrong: China's export value in January-May averaged $247.5 billion per month, up 29% from January-May 2019, pre-COVID, according to the country's customs data.

As more goods are going out, supporting container-shipping demand, more raw materials and commodities are coming in, employing tankers, bulkers and gas carriers. China's import value averaged $206.8 billion per month in January-May, up 25% from the same period in 2019.

Turning trade into even more business

When demand for ocean transport surged so too does demand for shipbuilding, container manufacturing and global liner operations. The U.S. has virtually no presence in these sectors. China is the world leader in the first two and a major force in the third.

As of Jan. 1, 2020, pre-COVID, Chinese shipyards had commercial orders totaling 29.8 million compensated gross tons (CGT), according to U.K.-based valuation and data provider VesselsValue. At that point China — was already the world's largest shipbuilding nation — accounted for 38.7% of the global orderbook.

The Chinese yards' orderbook was 26.9 million CGT as of Thursday, according to VesselsValue. While that is down from pre-COVID (orders dropped worldwide in Q1-Q3 2020 and partially rebounded thereafter), China's share of the global orderbook is now 40.5%, even higher than it was before the pandemic.

China's dominance is far more extreme in container-equipment manufacturing. Over 96% of all the world's dry containers and 100% of reefer containers are manufactured in China. Factories produced 2.66 million twenty-foot equivalent units (TEUs) of containers in the first five months of this year, according to data from U.K.-based consultancy Drewry.

“I would be surprised if the 5-million-TEU mark is not exceeded in 2021,” commented John Fossey, Drewry's head of container equipment and leasing research. The previous record was 4.42 million TEUs in 2018. If 5 million TEUs were produced this year, it would represent a 61% increase compared to last year and a 77% increase versus 2019.

In the liner sector, China's COSCO Group is the world's fourth-largest container player, with a fleet capacity of 3 million TEUs, according to Alphaliner. Like all ocean carriers, COSCO is reaping historic profits from COVID-era consumer demand. The shipping division of COSCO posted a profit of $2.7 billion for Q1 2021, more than it earned in all of last year.

China is now the world's second-largest shipowning nation, behind Japan, according to VesselsValue. During the pandemic, China passed Greece to move up from third to second place.

Containerized imports from China

The ships at anchor waiting to unload at California ports highlight the strength of demand for Chinese goods.

The value of America's goods imports from China averaged $37.7 billion per month in January-April, up 8% from the same period in 2019, pre-COVID.

To gauge U.S. importer exposure to China, American Shipper analyzed Census Bureau data on five categories of imports from China transported by container: computers and electronic products, electrical equipment and appliances, furniture and fixtures, apparel and accessories, and miscellaneous manufactured commodities.

The combined value of imports in these categories rose 10% in January-April versus the same period in 2019. The computer/electronics segment — the largest of the five categories by value — was up 10%, electrical equipment 17% and miscellaneous manufactured commodities 40%. Furniture was down 11% and apparel was down 29%.

Despite all the talk of supply chain diversification over the years, American sourcing remains very China-centric. In January-April, China's average share of total U.S. import value of furniture was 37%, computers 35%, electrical equipment 33%, miscellaneous manufactured goods 33% and apparel 22%.

U.S. importers reliant on Chinese sourcing face a new headache. The recent COVID outbreak hitting operations in the Chinese port of Yantian and surrounding ports in June will have a major impact on trade flows going forward. Yantian and surrounding ports handle about one-quarter of China's containerized exports to America.

Ocean carrier Maersk told customers that “both the extended duration of the disruption and the sheer number of sailings that had to omit calling Yantian” mean that it will take “weeks if not months to recover.”

“What should not be understated is the sheer magnitude of the task ahead as peak season volumes continue to ramp up,” warned Maersk.

US commodity exports to China recover

Amid the trade turmoil initiated by the Trump administration, China retaliated by curtailing purchases of American agricultural goods and energy commodities such as propane, liquefied natural gas (LNG) and crude oil.

The good news is that China is buying more American exports again.

Soybeans — China's most important role as a buyer is in the soybean market. U.S. soybean exports to China collapsed in 2018 due to trade politics and the African Swine Flu's impact on China's pig population (soybeans are used to feed pigs).

Data from the U.S. Department of Agriculture shows that Chinese buying recovered by 2020, when 54% of U.S. soybean exports went to China. Total U.S. exports jumped to a record 64.1 million metric tons last year. Chinese buying continues this year, with the country taking 47% of Q1 2021 U.S. export volumes.

U.S. soybean exports to China have recently helped propel rates for dry bulk ships in the Panamax class (bulkers with capacity of 65,000-90,000 deadweight tons) to decade highs.

Propane — In the tanker markets, China is an important destination for American propane. The propane is transported aboard large 84,000-cubic-meter liquefied petroleum gas tankers and is used by China for residential consumption and as a feedstock for plastics manufacturing.

U.S. propane sales to China evaporated in 2019 during trade hostilities. But in full-year 2020 and Q1 2021, China came back to the market, taking 10% of U.S. seaborne propane exports, according to Energy Information Administration (EIA) data.

LNG — China overtook Japan last year to become the world's largest importer of LNG. China stopped buying U.S. LNG in 2019 amid trade tensions, but accounted for 9% of America's LNG exports last year. In Q1 2021, 8% of U.S. exports went to China, according to EIA data.

Crude oil — Chinese imports from America play a key role in demand for ships called very large crude carriers (VLCCs, tankers that carry 2 million barrels of oil). VLCC demand is measured in ton-miles: volume multiplied by distance. The sailing distance from the U.S. Gulf to China is more than double the distance from the Middle East to China. Thus the more China imports from the U.S. instead of from the Middle East, the better for VLCC rates.

China accounted for just 5% of U.S. export volume deliveries in 2019, at the height of the trade war. Its share bounced back to 17% in 2020 and 13% in Q1 2021, according to EIA data.

Trade balance no better than pre-trade war

Overall, U.S. goods exports to China averaged $11.6 billion per month in January-April, up 38% from the same period in 2019.

The U.S.-China goods trade balance (exports minus imports) averaged minus $26.1 billion in the first four months of this year — slightly better than in January-April 2019, pre-COVID, due to the higher U.S. exports.

As for the effectiveness of the Trump administration's tariffs, which have not been reversed by President Joe Biden, the average goods trade balance was minus $25.5 billion in January-April 2016, before Donald Trump's election.

In the same period this year, the balance was 2% higher, in favor of Chinese exports to America.

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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 209, Morya House, New Link Road, Andheri (W), Mumbai 400053.

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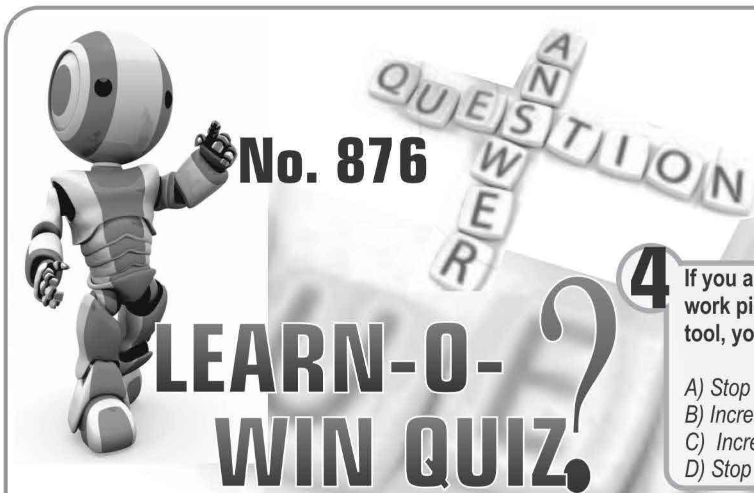

1 Under what conditions is a CAUTION tag installed at equipment control stations in preparation for performing maintenance or repairs?

A) When operation of the equipment will harm the equipment ONLY.
B) When operation of the equipment will endanger personnel ONLY.
C) When operation of the equipment will endanger personnel OR harm the equipment.
D) When operation of the equipment requires temporary special instructions to be provided.

2 A dented race in an antifriction bearing could be caused by

A) Vibration while the bearing is not in operation
B) Abrasives in the lubricant
C) Dirt in the bearing
D) Water in the bearing

3 To obtain a 1/2 inch per foot taper on an 18 inch work piece, the tailstock of the lathe must be set over

A) 3/8 inch
B) 1/2 inch
C) 3/4 inch
D) 7/8 inch

4 If you are cutting off a piece of stock in a lathe and the work piece tends to climb over the top of the cutoff tool, you should

A) Stop the lathe and tighten the chuck
B) Increase the lathe spindle speed
C) Increase the height of the tool cutting edge
D) Stop the lathe and lubricate the dead center

5 What statement is true concerning the arrangement of line shaft bearing housings?

A) Line shaft bearing housings are typically split half pedestal type bearing housings.
B) Line shaft bearing housings are typically split half flange type bearing housings.
C) Line shaft bearing housings are typically single-piece flange type bearing housings.
D) Line shaft bearing housings are typically single-piece pedestal type bearing housings.

6 The portion of a hydraulic hose that determines its overall strength is the

A) Inner tube
B) Outer cover
C) Outer armor
D) Braided inner layer(s)

7 If the existing vapor pressure is subtracted from the indicated pressure at the pump suction, the remainder is the

A) Apparent net positive suction head
B) Pump head
C) Discharge head
D) Total suction head

8 The primary reason low-pressure evaporators produce distillate more efficiently, and with less scale formation, than high-pressure evaporators is

A) Due to the higher temperature of the incoming feed
B) Due to the latent heat of evaporation principle
C) Evaporation in a submerged medium produces more distillate
D) Evaporation is accomplished in a vacuum

9 You are loading propanolamine and spill a small quantity on deck. According to the Chemical Data Guide, you would expect its odor to be

A) sweet
B) Similar to turpentine
C) Similar to ammonia
D) Fishy

10 When weight-testing a davit launched liferaft on a mobile offshore drilling unit, the deadweight equivalent for each person in the allowed capacity of the raft is

A) 155 pounds
B) 165 pounds
C) 175 pounds
D) 185 pounds

For Answers See BELOW

ANSWERS TO THE Learn-O-Win Quiz

Q1	D	Q6	D
Q2	A	Q7	A
Q3	A	Q8	D
Q4	C	Q9	D
Q5	A	Q10	B

CHECK YOUR SCORE

EXCELLENT - 10-8 points
GOOD - 7-5 points
POOR - 4-1 points

Four of these cases were settled and the vessels involved have already left Taiwan, the MPB said.

Of the two cases that remain unresolved, one involves a Belize-registered cargo ship, which has been stuck at Taipei Harbor since October 2019, and the other a Sierra Leone-registered cargo ship, which was stranded in waters off Taiwan's western county of Changhua in December 2019, it said.

The MPB's statement came after local media reported recently that cases of seafarer abandonment in Taiwan increased sharply last year due to the COVID-19 pandemic.

Another media report said the eight sailors aboard the Belize-registered cargo ship have not received their salaries since 2020.

They are surviving with one electric fan on the ship and limited food provided by a man claiming to be a friend of the ship's owner every 15 days, the report said.

Responding to the report, the MPB said among the eight seafarers, four were recently placed in a quarantine hotel while the others remain on the ship.

The MPB said it is currently coordinating with the International Transport Workers' Federation (ITWF) to ask the ship owner and its insurance company to settle the salary dispute.

It is also studying the possibility of punishing the ship owner using Taiwan's Commercial Port Law, the MPB said.

In the case of the Sierra Leone-registered cargo ship, the MPB said it has been freed and is now being repaired at Kaohsiung Harbor.

The bureau is currently arranging a flight for its two Myanmarese crew members to return home, the MPB said.

According to the MPB, the repatriation expenses of abandoned seafarers are supposed to be shouldered by their employer, or the flag state of the ship, or

the countries of the seafarers' origin, in that order.

The bureau stressed that it has established a notification mechanism to help seafarers abandoned in Taiwan by their employers and to demand those employers fulfill their legal obligations.

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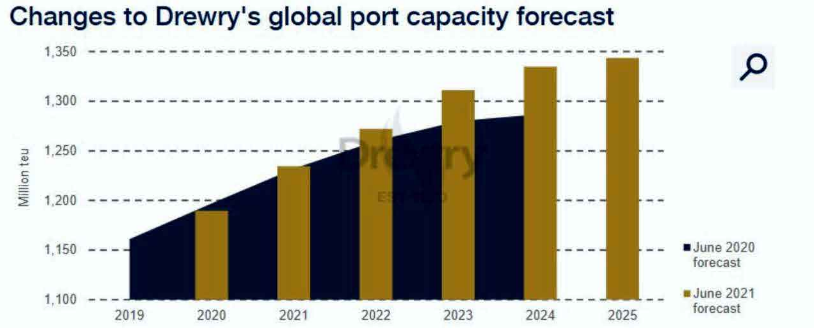
Global container port capacity is projected to increase by an average 2.5% per year

Surging container shipping cargo demand in the wake of the pandemic has resulted in a significant improvement in the global terminal capacity outlook, but this may not be sufficient to support forecast traffic levels, according to the latest Global Container Terminal Operators Annual Review and Forecast report published by global shipping consultancy Drewry.

Drewry's annual survey of the world's leading terminal operators reveals the resilience of the sector to external shocks. Volumes, in the main, were down, but earnings less so as operators moved quickly to control costs. Capital expenditure was reined in during 2020, but the outlook is much improved.

Changes to Drewry's global port capacity forecast



Source: Drewry's Global Container Terminal Operators Annual Review and Forecast 2021/22

Global container port capacity is projected to increase by an average 2.5% per year to reach 1.3 billion teu in 2025. With global demand set to rise by an average 5% per annum over the same period, average utilisation rates will increase from the current 67% to over 75%. While 75% utilisation at a port or terminal level is not sufficiently high to be of major concern, at a global level this expectation of tightening port capacity in a market plagued by congestion due to supply chain imbalances is a cause for concern.

The majority of the forecast additional capacity will be delivered at existing terminals, with greenfield projects still remaining a low priority for most global operators. There are fewer greenfield automation projects in the pipeline, but retrofitting of existing terminals is on the rise. The leading operators are also investing in digitalisation, recognising that this can increase the speed of movement of boxes through their facilities. Neutral trade platforms such as Trade Lens and GSBN use blockchain technology to streamline the regulatory and financial flows associated with the cargo.

“Improving cargo flow is key,” added Hadland. “If via the roll-out of blockchain-based technology GTOs can achieve higher volumes over the same asset base, this will drive improved returns on investment.”

M&A has also proved resilient, with global terminal operators (GTOs) and financial investors remaining active in the market. A number of carriers have continued to divest assets, preferring to secure capacity and performance levels via long-term terminal service agreements. The financial sector remains a willing investor, attracted by stable long-term cashflows, especially if the vendor provides a volume guarantee.

Looking back at 2020, the group of 21 companies classified by Drewry as GTOs, were not immune from the market challenges imposed by Covid-19, with combined equity-adjusted volumes falling 0.8% compared to a global reduction in port handling of 1.2%. These leading operators now handle over 49% of the global port volumes on an equity-adjusted basis, up from 45.6% in 2015.

China Merchants Ports moved up to second place in the Drewry rankings in 2020, following a 13.4% increase in equity-adjusted volumes. Volume growth was derived from the company's shareholdings in other operators – Terminal Link, the CMA CGM / China Merchants JV, acquired eight terminals at end of 1Q20 from CMA Terminals which provided a major boost, together with increased contribution from Liaoning Port Group and Ningbo Zhoushan Port Company.

TIL also reported strong growth in 2020, on the back of portfolio expansion and strong performance at a number of major ports.

Leading global/international terminal operators, equity-adjusted throughput, 2020

Ranking 2020	Operator	Million teu	% change vs. 2019
1	PSA International	59.5	-1.4%
2	China Merchants Ports	47.1	13.4%
3	China Cosco Shipping	46.2	-4.9%
4	APM Terminals	45.5	-2.9%
5	Hutchison Ports	44.7	-2.2%
6	TIL	31.8	10.6%

Source: Drewry's Global Container Terminal Operators Annual Review and Forecast 2021/22

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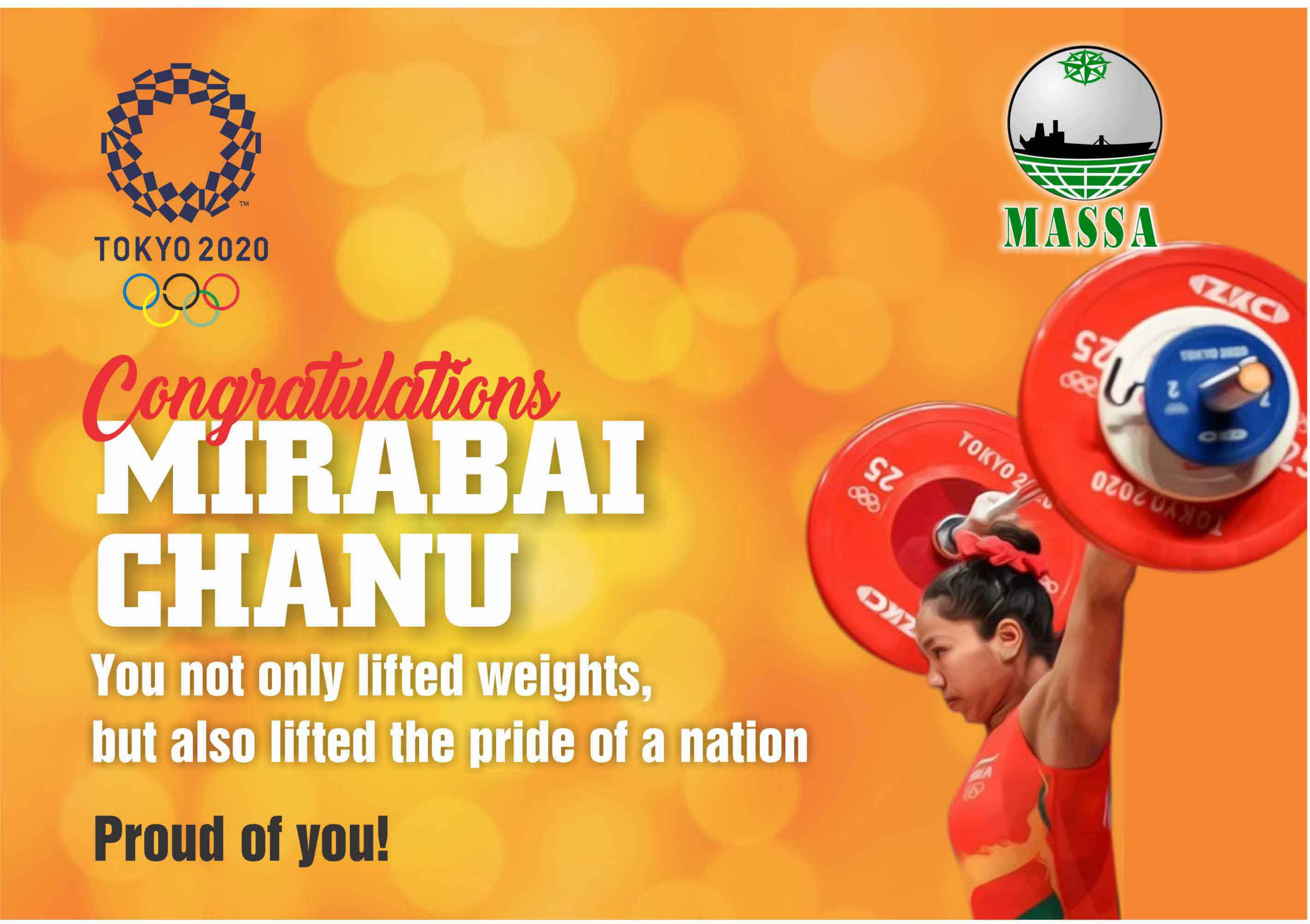
TOKYO 2020
MASSA
Congratulations
MIRABAI CHANU
You not only lifted weights,
but also lifted the pride of a nation
Proud of you!

Decarbonisation gains increasing momentum

As the drive to decarbonise shipping gains increasing momentum, and as incentives and pressure on shipowners to operate more efficient and greener ships mounts, a related spike in early retirement of ships difficult to decarbonise and which are losing favour in the market, may result. Consequently, decarbonisation of shipping may drive a boom in ship disposal. But would this support or detract from the overarching goal of reducing damaging impact to the environment and climate?

In this article we consider the past and ongoing environmental issues surrounding ship disposal, provide a summary of the main regulations which seek to address these problems and take a look at the emerging landscape of ship recycling as a life-cycle consideration and not just an end-of-life concern.

We also consider the implications of recent action against owners and buyers, as was the case in the Tide Carrier, North Sea Producer and the Dutch case involving Seatrade which suggests that courts and regulators are taking a closer look at the practices around end-of-life vessels.

Environmental concerns

Ships are large objects that cannot easily be 'thrown away'. Historically, ships at the end of their ocean-going lives have tended to be either repurposed (for example as storage units, prisons or nightclubs), abandoned, sunk or broken up and then disposed of in smaller parts, some of which may be recycled.

When compared to sinking or abandonment of old ships, shipbreaking and recycling is by far the most environmentally-friendly and economically sound option, as it ensures proper management of hazardous material and the reuse of valuable resources such as steel, iron, aluminium and plastics. Unfortunately, only a small percentage of shipbreaking operations are handled in a safe and clean manner. Shipbreaking is a heavy and hazardous industry that exposes workers and the environment to a number of risks, for instance workers are often required to work at height or in confined spaces, with little or no PPE, and ship structures contain numerous toxic materials such as asbestos, PCBs, oil residues, organic waste, heavy metals, and toxic paints.

In 2017, according to the NGO Shipbreaking Platform, 543 ships, representing 80 percent of the world's end-of-life tonnage, were broken under rudimentary and sub-standard conditions on the beaches of Alang in India, Chittagong in Bangladesh and Gadani in Pakistan.

Studies in some of these areas have shown that the pollution caused by shipbreaking can negatively impact local ecosystems due to the increased presence of heavy metals and micro-plastics. For example, the studies observed increased numbers of harmful bacteria and reduced ecologically important organisms such as zooplankton. Furthermore, other studies showed that exposure to the various pollutants found in these environments, including asbestos, risked the health of workers.

Transforming hazardous shipbreaking into sustainable ship recycling necessitates:

- shipowners selling their ships to breakers that invest in their operations' safety and environmental standards;
- moving shipbreaking away from beaches and onto quaysides and dry-docks in appropriate areas, with the ability to store and handle the waste in a safe manner; and
- focusing on green ship design at the outset, reducing hazardous materials in newbuilds and minimising waste at the end-of-life stage by planning for future efficient dismantling.

However, there are concerns as to how the implementation of green measures would affect the costs of building, operating and eventually dismantling a ship where substandard and cheaper options are still available. As a result, there has been a reluctance in the current market to adopt more sustainable methods.

While costs implications associated with green ship disposal are a consideration for shipowners, recent case law has shown that international and national courts, as well as environmental authorities, are prepared to examine the practices used by shipowners when scrapping a vessel and to enquire whether ship recycling regulations have been complied with. It has also become clear that authorities are prepared to look back at the decision-making process upon the sale of a vessel to be disposed of, and to assess whether any breaches of regulations have occurred. Consequently, the risk of regulatory breaches, which could result in heavy fines and reputational damage, should also be at the forefront of a ship owner's approach to ship disposal and act as a further incentive to choose greener options.

In view of the risk of prosecution for failing to adhere to ship recycling regulations, ship owners are increasingly advised to conduct appropriate environmental and social due diligence on the yards used for ship disposal, and to adopt a more informed approach in relation to who is buying their vessel, where it will be recycled and whether there will be repercussions to the environment and people.

Shipowners therefore now need to navigate a stricter approach to an already complex set of rules and regulations than in the past.

Regulations overview

Ship recycling regulations have been implemented over time to negate the detrimental effects of ship dismantling and include the following regulations.

Basel Convention and The Basel Convention Ban Amendment

In 1989, the United Nations Environmental Program adopted the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal, following numerous hazardous waste trafficking incidents, which came into force in 1992. The Basel Convention is relevant in the context of ship dismantling, as ships that have reached their end of life contain hazardous materials in their structures. The Basel Convention requires ship wastes to be managed and disposed of in an environmentally friendly way and to minimise the transportation of such wastes. The Ban Amendment entered into force in December 2019 and prohibits the export of hazardous wastes from Organisation for Economic Cooperation and Development (OECD) countries and Liechtenstein, to all non-OECD countries.

Hong Kong Convention

The International Maritime Organization (IMO) Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) was adopted in May 2009. The HKC seeks to ensure that the various stages of a vessel's life, from construction to recycling, are performed in a safe and environmentally conscious manner. Key requirements of the HKC are that ships carry an inventory of hazardous materials and ship recycling facilities provide a ship recycling plan. However, the HKC has yet to enter into force and will not do so until 24 months after ratification by 15 states, representing 40 percent of world merchant shipping by gross tonnage, have signed it. At present, these requirements have yet to be met.

European Union Waste Shipment Regulation

The European Union Waste Shipment Regulation (EC) No 1013/2006 (EU WSR) transposes the Basel Convention and the Basel Ban Amendment into European Union law. It imposes a set of controls for the shipment of waste within, to and from the EU and imposes a procedure for waste shipment depending on the shipment's destination, the type of waste and manner in which the waste will be processed after shipment.

On 1 January 2021, in a move to bring an end to the export of plastic waste to third countries that lack the resources to manage that waste sustainably, the EU brought into force the EU Commission Delegated Regulation (EU) 2020/2174, amending the EU WSR to include plastic waste. Regulation (EU) 2020/2174 seeks to ban the export of plastic waste, except for clean plastic waste, from the EU to non-OECD countries. As many components of ships are plastic, these Regulations apply to the disposal of ships.

European Union Ship Recycling Regulation

The European Union Ship Recycling Regulation (EU) No 1257/2013 (EU SSR) entered into force on 30 December 2013 and as from 31 December 2020 the EU SRR is now fully implemented. It is the only legal framework in force dedicated to regulating ship recycling. The EU SSR sets requirements for ship recycling facilities to ensure that ship dismantling is performed in an environmentally acceptable manner. It also restricts the use of hazardous materials on ships, and maintains a list of approved ship recycling facilities. While the EU SSR largely reflects the requirements of the HKC, it also includes additional safety, environmental and occupational health and safety standards that go beyond the HKC.

UK Ship Recycling Regulations

The UK Ship Recycling Regulations (UK SRR) give domestic effect to the EU SRR and apply to all UK ships, excluding ships of less than 500GT and UK ships operating throughout their life in UK waters only. If a UK ship operating throughout its life in UK waters only goes to a recycling facility in an EU member state, the EU-SRR will apply.

Ship recycling initiatives and the way forward

As will be noted from the above summary, the industry lacks a global regulation that would create a uniform and level playing field for all involved in the decommissioning of vessels, and would also make compliance less of a challenge This, coupled with the fact that regulators are now prepared to investigate and enforce financial and criminal penalties, means that shipowners need to conduct enhanced due diligence in relation to where they will dispose of their ships and to ensure strict compliance of ship recycling regulations.

In order to combat this lacuna, and as has also occurred in the decarbonisation space, industry players have stepped up with their own solutions to encourage and support the performance of ship dismantling in an environmental and socially conscious manner. The Ship Recycling Transparency Initiative (SRTI) has been set up to enable shipowners to share data on ship recycling policies, to demonstrate a commitment to transparency and responsible ship recycling practices.

Many shipowners and other shipping organisations have also become signatories to the Sustainable Shipping Initiative (SSI) which seeks to improve the overall sustainability of the shipping industry, including ship recycling transparency. Initiatives such as the above enable cargo owners, lenders and other stakeholders to make informed decisions, allowing them to point to a more accountable supply chain and reward good practice. Further, a number of banks have signed the Responsible Ship Recycling Standard (RSRS) to encourage sustainable ship recycling practices and Clubs have also developed ship recycling cover to assist shipowners with the recycling costs.

Shipowners have also begun to develop and implement green recycling policies and have looked to incorporate contractual provisions in ship sale agreements to ensure that a sale leads to the recycling of the ship in an environmentally safe way, thereby raising the bar for other shipowners and industry players to also implement and adhere to green ship recycling policies and practices.

Together with the regulatory framework, national and international enforcement of regulations, and the above-mentioned industry initiatives, has resulted in a heightened focus on ship recycling globally which has led to the scrutinising of existing ship recycling policies and practices. Shipowners are becoming aware of the need to take a more holistic approach to ensuring their vessels and practices are sustainable for the environment and people. This will no doubt have a knock-on effect on those industry players who have yet to incorporate sustainable practices.

It is clear that legislation and the willingness of authorities to investigate a sale of a ship which is destined for recycling and look at the decisions taken at the time, has placed a heavier burden on shipowners to ensure that the eventual recycling of their ship complies with the applicable regulations. However, while such regulations have come some way from their initial inception in ensuring that environmentally friendly ship recycling measures are in place, the lack of a harmonised set of regulations has meant that varying recycling standards are applied between nations. The uneven legislative playing field has made it difficult for shipowners to ensure compliance and has also allowed for sub-standard facilities to continue to operate in some parts of the world.

Green shipping requires a continuous assessment of a vessel's environmental impacts throughout its life – from the building phase, its operational maintenance, right through to its eventual scrapping and recycling. Similar to decarbonisation, ship recycling is increasingly an area which requires lifecycle consideration, and is not just a concern which arises when a vessel has reached its end of life.

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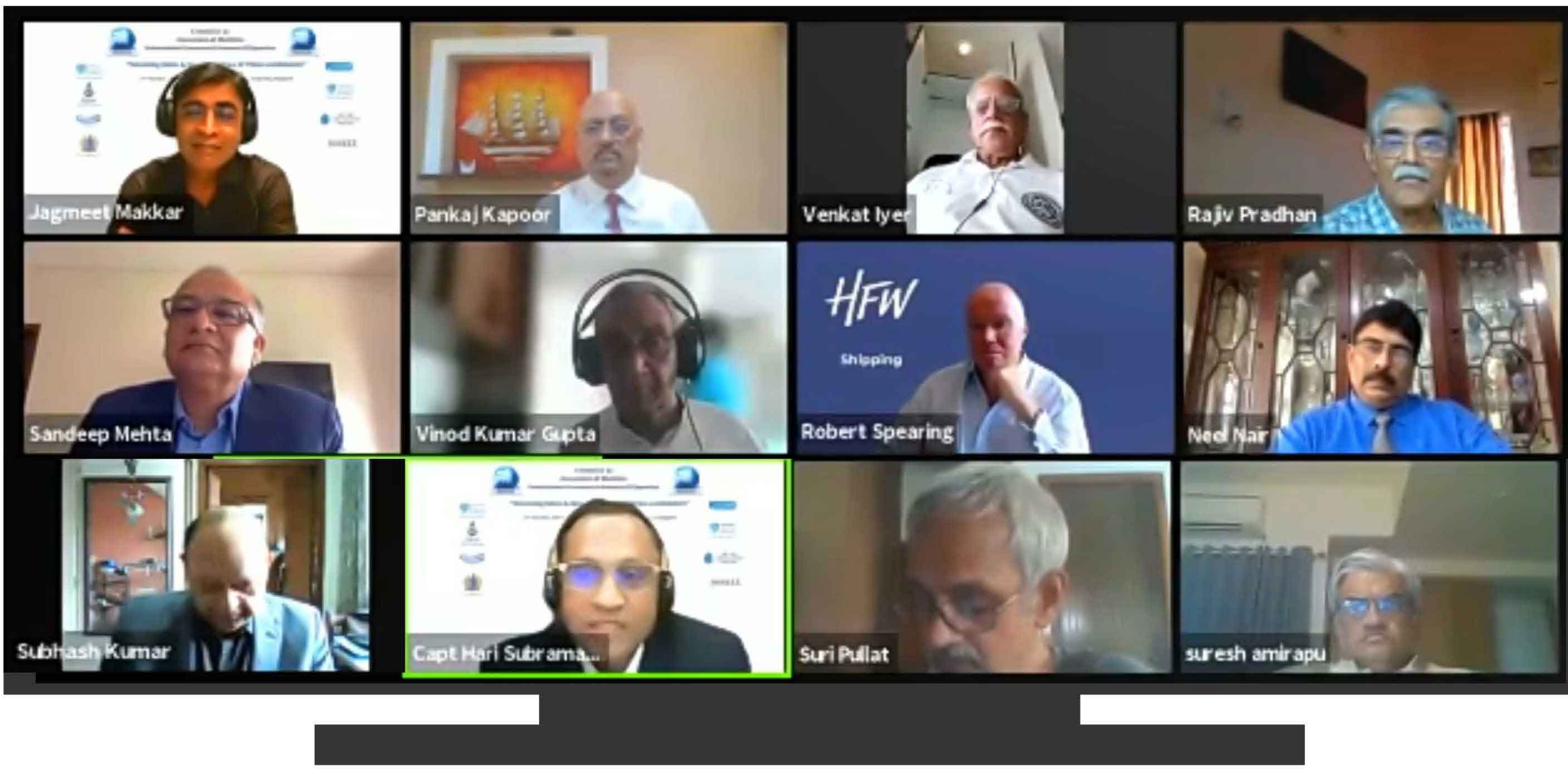
AMICIE emphasises on revisiting roles and responsibilities of Pilots and Masters

- Sriti Devadiga



It is a given fact that invariably pilotage is compulsory and most accidents occurring during berthing occur with a pilot on the bridge. No berthing guide would be complete without reference to the master-pilot relationship. However, changing times demand a change in the roles of Master and Pilot. Discussing this topic was AMICIE's **webinar on 17th July**.

The webinar was attended by over 100 people from across the globe.

The theme of the webinar was introduced by Capt S Pullat, Master Mariner, Founding Chairman, ICS Madras Branch and Founding President AMICIE. His detailed paper was made available to those participants who registered for the webinar.

"Ships have been paying for all the errors or mistakes made by the pilots. This forum aims to discuss how the world has changed and the need to change the systems to match it up. The age-old practice of pilots following master's order does not hold good anymore. Change is the name of the game. Pilots need to be held responsible rather than holding master responsible for all incidents and accidents," opined Capt Pullat.

Mr Subhash Kumar, Advisor JN Port Trust opined that the way of functioning today has changed drastically from what it was years ago, but the rules and regulations haven't changed at all. There was a need to bring changes in rules and regulation to suit the changing time but that never happened.

The master and pilot complement each other's work and no master can bring the ship on his own and thus pilots are compulsory at ports. A Pilot onboard improves both the safety and efficiency of operation.

A detailed panel discussion took place with Mr Jagmeet Makkar, Arbitrator, Chair - ICS HK, FICS, Director -SkillsPlus, Chair: Maritime & Logistics Arbitration , HKCICA as the moderator and the panellists included Capt Pankaj Kapoor, Maritime Lawyer and Sr. Partner with IndiaLaw Offices LLP; Mr Robert Spearing, Senior Manager Holman Fenwick Willan (HFW), Master Mariner; Capt Sandeep Mehta, President Adani Ports and SEZ; Capt Neel J Nair, Managing Director, Nautex Maritime Pvt Ltd; Capt Hari Subramaniam, Regional Head, - Business Relations - The Shipowners' P&I Club and Mr Vinod Kumar Gupta, Retired Pilot, Arbitrator.

Mr Spearing shared, "The relationship between master and a compulsory pilot is in many ways unique. It is usually defined by custom, practice, and statute rather than contract. While the pilot is generally neither an employee of the ship nor a member of her crew, he is ultimately subordinate to the member of her crew, he is ultimately subordinate to the master, although the degree of subordination is less than popularly perceived. The public and the industry benefit equally from this working arrangement and from the degree of overlapping responsibility that compels both pilot and master to be concerned about a vessel's safety."

"Perhaps attitudes must change. Things have come a long way in this industry, but cooperation is still lacking between bridge officers, masters and pilots," said Capt Subramaniam.

The pilot is responsible to the master solely for the safe navigation of the vessel. The master retains overall responsibility for the safety of the vessel but relies on the pilot's local knowledge and ability to handle the vessel in a safe and efficient manner. Cooperation between pilot and master is essential.

Capt. Neel Nair made some very good suggestions like it is time for an IMO led "International Code for Port Navigation" and a civil liability convention for port related liabilities and the ports compliance with the code shall be audited, just like the vessel and it's owners are audited under the ISM code.

Capt. Pankaj Kapoor and Capt. Sandeep Mehta emphasised on training and shared liability. Capt. Kapoor said that the Master should not be held liable every time there is an incident and suggested to implement the recommendations of various International Maritime Bodies related to the Shared Responsibility. Capt. Mehta felt that the time has come for a change with the size of ships becoming bigger and the entire environment being so different as compared to past.

It should be noted that teamwork is as important as technical proficiency for safe navigation. Ineffective communications on the bridge, interrupted procedures, lack of situational awareness, lack of teamwork between pilot and ship officers, etc. have been contributory factors in several similar occurrences in recent years. Misunderstandings can build on each other, destroying mutual support or teamwork, and even leading to conflict. Prior discussion and agreement on the plan and mutual acceptance of duties and responsibilities, however, will usually foster teamwork, jointly opined the panel.

Capt. Rajiv Pradhan represented a group of 50 pilots in his organisation, Ocean Sparkle and touched upon the issues of communication, better team working and working towards the common goal, from the perspective of a practicing pilot and having had an alternating experience of Master – Pilot – Master – Pilot during his career.

Mr Vinod Kumar Gupta, a former pilot and harbour master and a practicing maritime arbitrator opined that as ships enter or leave ports, occasionally accidents will happen despite however much care is taken. In his opinion the allocation of resultant monetary loss is more of matter of public policy regarding allocation of risk rather than of fault finding. From the legal standpoint there are clear distinctions between professional responsibility or accountability, criminal liability on Master or Pilot or both, and civil liability – i.e. the monetary loss occasioned by a shipping casualty. The ship (in rem) and the ship-owner (in personem) is vicariously liable for the fault of the Master and crew as well as the pilot.

He stressed on the need to minimise casualties (and therefore losses) by improving competence in pilotage. He suggested that the "Guidelines" annexed to the IMO resolution on pilotage could be made mandatory by amending the STCW convention and ensuring that the amendments come into force through the tacit acceptance procedures adopted for earlier amendments. Only then the governments will be compelled to introduce legislative and administrative measures and ensure that they are complied with. He opined that licensing of pilots should be de-linked from the service providers and that pilot boarding and disembarking areas should be clearly delineated and complied with. He suggested that a limited liability or penalty maybe levied on the pilotage service provider for failure to ensure that the pilots are adequately trained and rested in accordance with prescribed procedures and on the pilots for negligence in the discharge of their duties.

Capt. Suresh Amirapu was requested by the moderator Mr. Jagmeet Makkar to share his views and give vote of thanks. All ports and canal authorities must have regular safety checks and there is no substitute to this very important aspect, averred he and in his vote of thanks, Capt. Amirapu was very appreciative of the views expressed by the panellists, Capt. Subhash Kumar and Capt. Vinod Gupta.

The webinar concluded with points to ponder on the needs and ways of revisiting roles and responsibilities of Pilots and Masters in today's time.

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ERMA FIRST acquires oneTANK

Global ballast water equipment manufacturer ERMA FIRST is bringing the world's smallest and easiest to install ballast water treatment system to the international market through its acquisition of US firm oneTANK LLC.

oneTANK, a subsidiary of naval architecture and marine engineering firm Glosten, has developed a small scale innovative, low-cost, IMO Revised G8 Code and United States Coast Guard compliant system. Based on a patented mixing technology developed by the U.S. Geological Survey, the system can be installed in larger vessels' aftpeak tanks. It is also suitable for use aboard workboats, tugboats, semi-submersibles, fishing vessels and superyachts. The technology is already being adopted on ships in aftpeak tanks within Overseas Shipholding Group's tanker fleet and on the dredger MV Charlock in the Netherlands.

ERMA FIRST has seen significant success with its electro-chlorination systems for larger vessels and is now expanding its portfolio to provide a wider variety of onboard solutions to a larger market than ever before. The move follows its recent acquisition of German water treatment specialist RWO GmbH in May 2021, METIS Cyberspace Technology in 2019 and positions ERMA FIRST as a top tier, global provider of environmental protection systems.

ERMA FIRST Managing Director Konstantinos Stampedakis said: "This is a game-changing ballast water treatment technology. It is compact, simple-to-use, and fully automated. It delivers a quick to install additional solution for small ballast tanks on big ships as well as a stand-alone solution for small vessels such as yachts, tugs and offshore support vessels. To win the battle against invasive marine species and effectively protect our vulnerable marine eco-systems, ballast water from internationally trading smaller vessels also needs treating in a way which is practical and economically viable. We believe that we have this solution in the form of oneTANK, a product which keeps it simple."

oneTANK Managing Director Kevin Reynolds said: "In ERMA FIRST we've found the perfect partner to take our innovation to the next level. Over the past 10 years they have been hugely successful in introducing their own large electro-chlorination system to the global merchant fleet; they have a commitment to research & development and crucially they have the financial resources required to market this product internationally. We are excited to see our product go global."

oneTANK treats ballast water within the vessel's ballast tank and has no filters, ultra-violet lamps or electrolytic chlorine generators. Its footprint is only 600mm x 600mm, half the size of its nearest competitor. Its power consumption is similar to that of a household washing machine. With low-running costs and fully regulatory compliance, oneTANK provides a ballast water management solution which works in all water qualities and salinities.

The system uses an 8.25% or 12.5% sodium hypochlorite (bleach) and 30% sodium thiosulfate solution - readily available chemicals that can be purchased from suppliers worldwide. Application is practical for smaller vessels as a 20-litre container of 12.5% bleach will treat approximately 288 cubic meters of ballast water. For larger vessels, oneTANK can treat tanks as large as 4,000 cubic meters.

Seawater is automatically treated by applying and mixing the bulk chemicals in-tank, allowing users to treat on their own schedules, avoiding busy in-port times.

U.S. Geological Survey (USGS) Technology Transfer Program, Patent and Licensing Manager James Mitchell said: "Federal laboratories such as USGS are encouraged to make their inventions available to private industry in order to benefit the nation's economy and to have the technology products available on world markets. The technology transfer program at the USGS is designed to leverage the research capabilities of USGS scientists with the commercial development potential of the private sector. USGS is proud to be doing our part to help stop the spread of aquatic invasive species by the commercialization of its patented technologies."

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CIG focuses on reducing the risk of pest transference through cargo movements

The international freight transport organisations of the Cargo Integrity Group are calling for urgent action from actors in global supply chains to reduce the risk of pest transference through international cargo movements.

The five partners[i] in the Cargo Integrity Group, known as CIG, recognise the vital importance of focusing on the threat of invasive pests to natural resources across the world, and of the urgency in crafting risk reduction measures that address the situation.

This call to action[ii] follows the intentions by pest control experts under the auspices of the International Plant Protection Convention (IPPC)[iii], to take all-encompassing, internationally imposed steps to mitigate such risks. One measure under serious consideration is the mandatory certification of cleanliness for all containers prior to loading on board a ship, a measure that would have significant impact on global trade when it comes to both time and cost.

Lars Kjaer, Senior Vice President of the World Shipping Council (WSC), explains the CIG partners concerns around these very broad proposals: “We know that more serious risks occur among certain types of goods and from identified regions. The CIG recommendation centres on the need to provide proper risk assessments in defined trades and focus mandatory measures on these high-risk areas and cargoes.”

The partners in CIG are committed to ensuring that international trade is conducted in a safe, secure, and environmentally sustainable manner. They rigorously promote the use of the 'Code of Practice for the Packing of Cargo Transport Units' published by the IMO, the UNECE and the ILO (the CTU Code).

The serious issue of the transfer of invasive pests between different natural ecosystems is very much a part of this commitment. It is also crucial that the development of any such controls is undertaken in full consultation with other appropriate bodies, in particular the international agencies responsible for the governance of world trade and for the regulation of different modes of transport, as well as supply chain stakeholders and industry practitioners.

“There are identified risk areas and cargoes which must be addressed, and the CIG partners look forward to contributing essential industry expertise to the work of the IPPC to ensure an effective and efficient set of recommendations and best practices to stop the transfer of invasive species,” concludes James Hookham, Secretary General of Global Shippers Forum.

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