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MONDAY, 21 MARCH 2022

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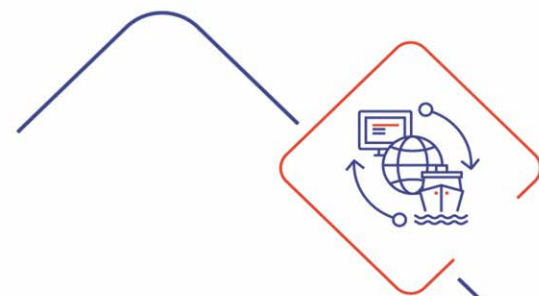
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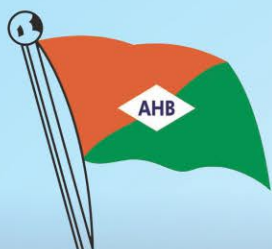
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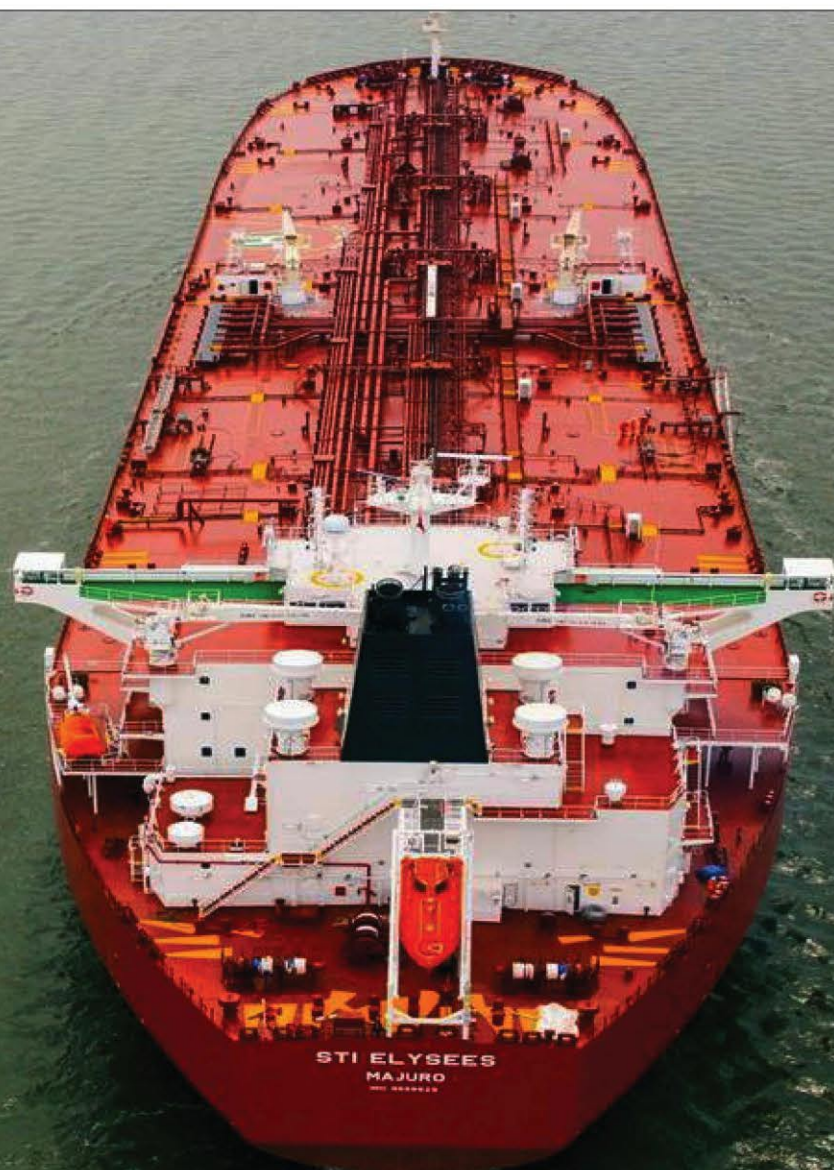
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2 PSSR	6000	4 days	-	12 PFFF REF	4200	1 days	Every Tues. & Saturday	23 2ND MATE FUNCTION	25000	4 months	15/01, 15/03, 15/05, 15/7, 15/9, 15/11, 15/01
3 EFA	5000	3 days	-	13 MFA REF	4600	1 days	2nd Mon. of the month	24 PH -I	52000	3 months	15.04, 15.07, 15.10, 15.01, 15.04
4 PFFF	3600	3 days	-	14 MEDICAL CARE REF	4600	2 days	4th Thurs. of the month	25 PH-II	52000	3 months	15.03, 15.06, 15.09, 15.12, 15.03
5 STCW (BSST)	16000	13 days	Every Mon.	SIMULATOR COURSES				26 ASM	35000	45 days	01/01, 01/03, 01/05, 01/07, 01/09, 01/11
6 STSDSD	3600	3 days	Every Mon.	15 ROC	11000	2 week	3rd Monday of the month				
7 STCW (BSST) + STSDSD	19600	16 days	Every Mon.	16 ARPA	6800	6 days	1st Monday of the month				
8 OTFC + CTFC	6500	8 days	Every 1st & 3rd Mon.	17 RANSCO	9500	7 days	2nd Monday of the month				
9 GTFC	5500	6 days	Every 2nd & 4th Mon.	18 ECDIS	12900	6 days	Alternate Monday				
10 SSO	3900	3 days	Alternate Thurs.	19 LIQUID CARGO HANDLING COURSE (LCHS)	15900	6 Days	1st Monday of the month				
11 MFA	3800	4 days	2nd Monday of the month	20 SMS	21200	6 DAYS	3rd Monday of the month				
12 MEDICAL CARE	9800	2 week	3rd Monday of the month	21 GMDSS	25000	2 week	1st Monday of the month				

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

For and on behalf of its principal's

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4.	Behaviour Based Safety - Understanding and effective implementation	1
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6.	Accident/Incident investigation for Superintendents and Seafarers	1
7.	Effective Maritime Safety Training	2
8.	ISM - Simplified and Effective Implementation on board and ashore	2
9.	ISPS - Simplified and Effective Implementation on board and ashore	2
10.	Understanding and Effective Implementation of MLC on board & ashore	1
11.	Internal Auditor of Integrated Management System Course	3
12.	ISO 14000 Awareness Course	1
13.	ISO 9001 Awareness Course	1
14.	ISO 45000 Awareness Course	1
15.	Sire and Vetting Course	2
16.	LPG/LNG Operations Course	5
17.	Liquid Cargo Handling Course	5
18.	Electrical Training for Engineers and Junior ETO	5
19.	Bridge Resource Management Course	5
20.	Engine Resource Management Course	5
21.	Ship Energy Efficiency Simplified implementation	1
22.	DPA/CSO/Environmental Officer Course	2

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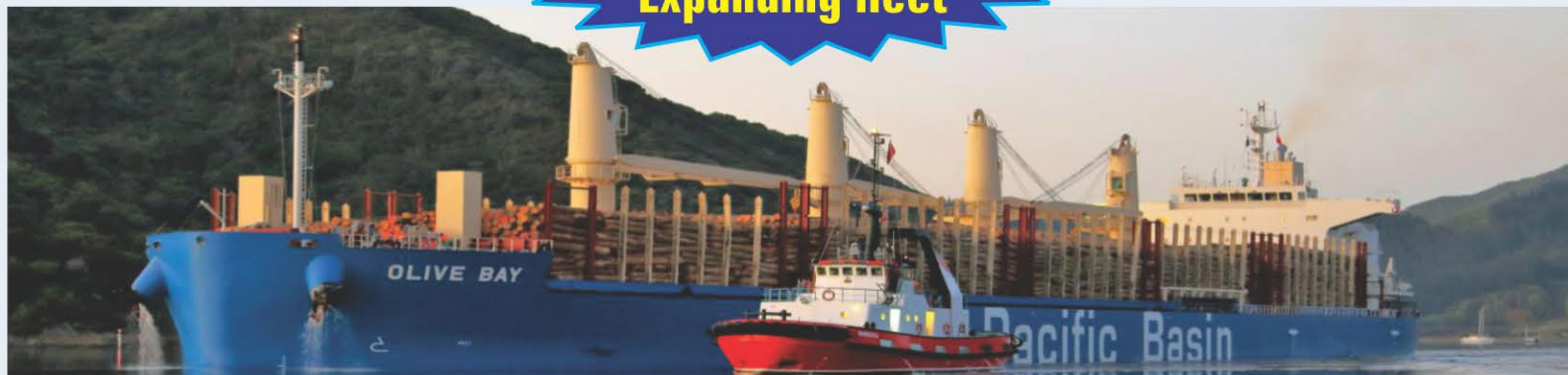
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Foldable shipping containers

A company called Staxxon in Montclair, New Jersey, is planning to sell a newfangled shipping container that's "designed to fold in an accordion-style fashion, and shrink to 1/5 the size of a regular container."

Most standard shipping containers return home empty, so if cargo ships can fit more of them on a return journey by collapsing them, it could help ease today's notorious supply chain woes.

Using Staxxon, truckers will also be able to transport five times as many empty containers, the company says.

Staxxon's 20-foot units are not on the market yet, but there are other foldable shipping containers out there – most notably from a Dutch company called 4Fold that says its foldable container "saves up to 37% in costs and CO₂."

"More than 15 carriers and shippers navigating 60 ports worldwide are testing the Delft, the Netherlands-based company's environmentally friendly containers that can be folded into a quarter of their volume, taking up less space on trucks, ships and docks," a release stated.

Jim Hagemann Snabe, chairman of the giant shipping line A.P. Moller-Maersk A/S, who called foldable containers the "dream of the shipping industry" and said that Procter & Gamble was testing them.

"Despite sparking hope among carriers and shippers, higher upfront costs and hesitancy to turn to a new business model have kept foldable containers from becoming mainstream," the release mentioned.

Freight Subsidy

Apex exporters' body FIEO has approached the government to roll out a freight subsidy scheme for micro, small and medium enterprises (MSMEs), at least temporarily, to blunt the impact of a spike in shipping costs in the wake of the Russia-Ukraine crisis.

In its representation to finance minister Nirmala Sitharaman, the Federation of Indian Export Organisations (FIEO) has said that the high freight rates already affected exporters in 2021 and hurt their profitability. "We were looking to the softening of freight charges in 2022. However, the recent global developments have pushed the freight rates again and we don't expect them to come down in near future," it said. "Our MSMEs require little support in the form of a freight subsidy scheme, which may be given for a limited period," it added.

Of course, exporters concede that shipping costs have spiralled across the globe and India isn't an outlier.

Elevated crude oil prices and a rise in insurance charges have caused the already-elevated global shipping costs to soar further and had a sobering impact particularly on dry-cargo despatches. High costs will compound supply-side issues and hurt India's ability to ship out to not just Russia or Ukraine but other nations as well.

Global freight rates started surging at a fast pace in the aftermath of the Covid outbreak in 2020 and hit a peak of \$10,377 per 40-foot container in late September 2021, according to Drewry's composite World Container Index. The rates started easing thereafter to \$9,051 as of February 12 before inching up again to \$9,180 by March 10. The index has now gone up by 83% from a year before.

Brent crude oil prices topped \$100 per barrel again in intraday trade on Wednesday, as worries about slowing demand from China in the aftermath of a fresh surge in Covid cases eased a tad, although signs of progress in Russia-Ukraine peace talks weighed on the gains.

The government currently provides some support under the Transport and Marketing Assistance (TMA) scheme. But this is meant primarily for farm exporters. Under this scheme, which was reintroduced this fiscal with larger coverage and greater support, the Centre reimburses exporters a certain portion of freight charges. Rates of the assistance have been raised by 50% for exports by sea and 100% for those by air.

Ensuring reasonable shipping costs remains crucial to realising India's lofty merchandise export target of \$1 trillion by FY28. Exorbitant shipping costs hurt mainly small and medium exporters. The country's exports rebounded strongly this fiscal, after a pandemic-induced slump last year, and are likely to cross a record target of \$400 billion.

Have a great week ahead!

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

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Competency Courses * (Online Classes)			As per the Course Starting Dates notified by the Directorate General of Shipping													
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2	Chief Mate Phase I	3 months	15			16			16			15		15	15,000/- p.m.	40& 36 (II Batch)
3	Chief Mate Phase II	3 months		15			15			15		15		15	16,000/- p.m.	39 (I) & 39 (II Batch)
4	ASM (FG)	1½month		1		2		1		1		1		2	20,000/- p.m.	36
5	MEO Class IV Prep (Non-DG)	2 months	1	1	1	2	1	1	1	1	3	1		2	5,000/-p.m.	24
Modular Courses (*) Online Classes as per DG approval			JAN 2022		FEB 2022		MAR 2022		APR 2022		MAY 2022		JUNE 2022		Course Fees	
6	Adv. Oil Tanker (TASCO) *	10 days	10		14		14		11		9		13		6,300/-	12
7	SSO *	3 days	3, 17		7, 21		7, 21		4, 18		2, 23		6, 20		6,300 /-	12
8	STSDSD *	2 days	6, 20		10, 24		10, 24		7, 21		5, 26		9, 23		3,300/-	12
9	Medical Care # (8 Full day)	8 days(T)	17		14		14		18		16		13		12,000/-	24
10	Medical First Aid # (3 Full day)	3 days(T)	4		1		1		5		10		7		3,300/-	
11	Medical Care Ref # (1 Full day)	1 day(T)	13, 27		10, 24		10, 24		7, 28		5, 26		23		2,800 /-	
12	MFA Refresher # (Half day)	1 day (T)	21, 28		11, 25		11, 25		8, 29		6, 27		24		1,800/-	
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15	SMS	5 days	3, 10, 17, 24		7, 14, 21, 28		7, 14, 21, 28		4,11,18,25		2, 9, 16, 23, 30		6, 13, 20, 27		30,000/-	04
16	LCBS (Oil)	5 days	3, 10, 17, 24		7, 21		7, 21		4, 18		2, 16		6, 20		15,000/-	03
17	ECDIS	6 days	3, 12, 21, 31		14, 21, 28		7, 14, 21, 28		4, 11, 18, 25		2, 9, 16, 23, 30		6, 13, 20, 27		8,000/-	12
Modular course both online and offline as per DG approval																
18	ROC	10 days	3, 17, 31		14		7, 28		18		9, 30		20		8,500/-	12

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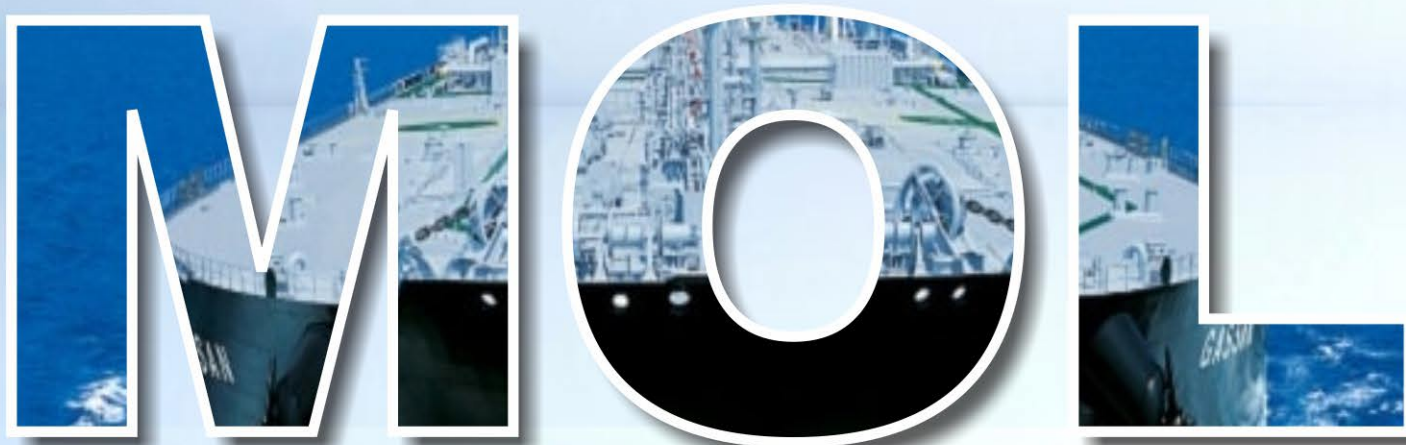
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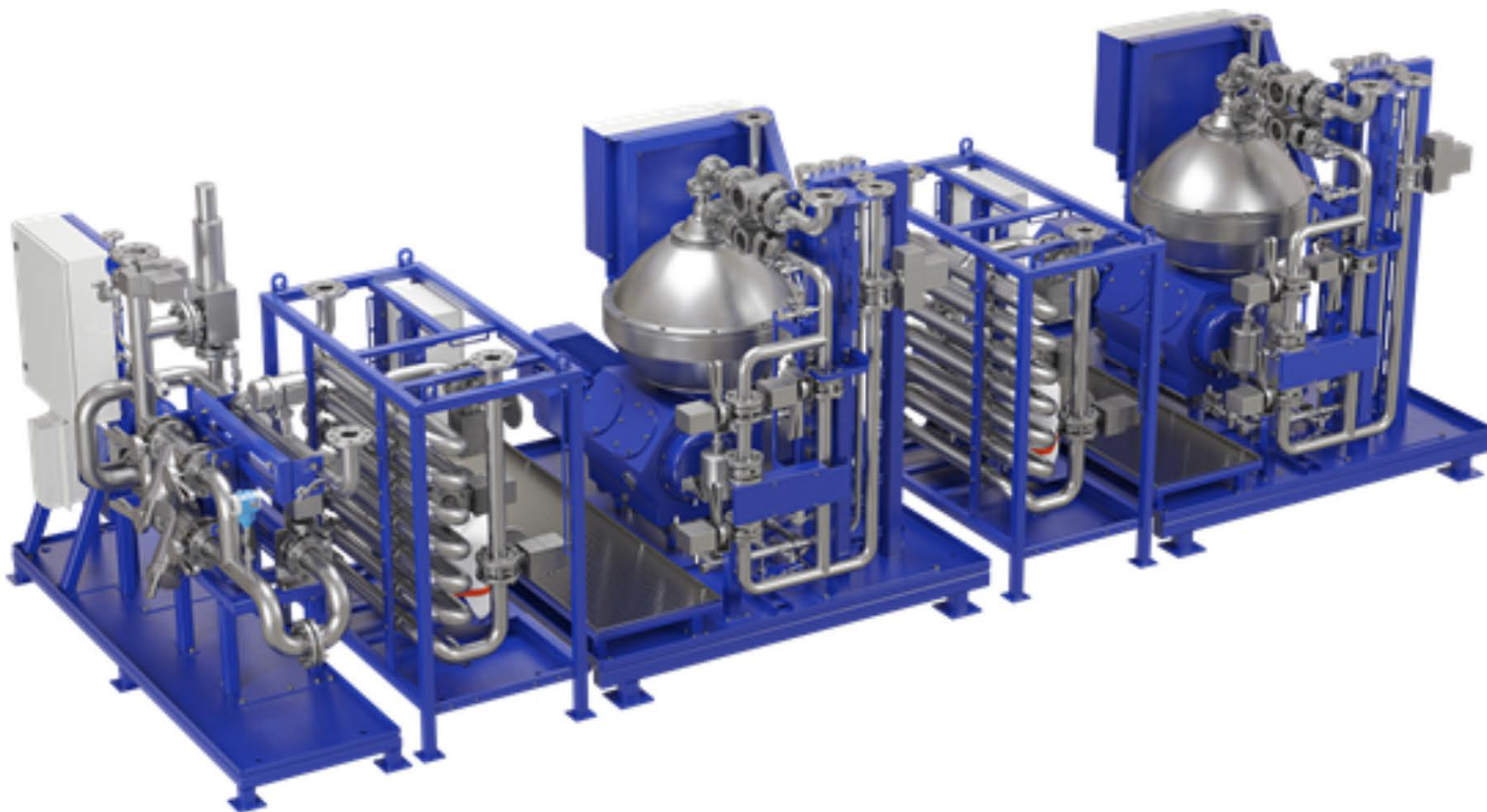
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Alfa Laval PureSOx scrubbers employ efficient water cleaning

On 28 July 2021, the world's largest container vessel set sail from Samsung Heavy Industries. Owned by Evergreen Marine Corporation, Ever Ace has two Alfa Laval PureSOx scrubbers with a shared water cleaning system (WCS). This consolidated solution provides maximum reliability with a minimal footprint.

Cleaning to match 80 MW of engine power

Ever Ace is the first of 12 vessels planned for Evergreen's record-breaking A Class, which comprises container vessels of nearly 24,000 TEU capacity. Powered by a massive main engine of nearly 60 MW, it also has five auxiliary engines of 4.5 MW each.

To clean the engines' exhaust gas, the Ever Ace has two PureSOx scrubbers on board – one for the main engine and one for the auxiliaries. As hybrid scrubbers that can operate in open or closed loop, they require effective cleaning of the closed-loop circulation water. This is provided by a shared WCS based primarily on high-speed centrifugal separation.

Reliability and low operating costs are always important factors in Evergreen's decision-making. In this case, especially Alfa Laval's strong references for PureSOx and water cleaning technology played a crucial role.



René Diks
Head of Exhaust Gas Cleaning
Systems at Alfa Laval

Expanding capacity, not size

Alfa Laval's WCS design was recently updated, providing additional modular options to ensure a compact and cost-effective fit. On vessels with high engine power, such as mega-container vessels, it allows for greater capacity by adding flocculation to the centrifugal separation at its heart.

This is the case on the Ever Ace, where the WCS incorporates three high-speed separators, flocculator modules and a feed pump. Though it serves two PureSOx scrubbers with a combined exhaust gas cleaning capacity of almost 200 t/h, the WCS has a minimal footprint in relation to its high efficiency.

Performance confirmed at sea

Just as the Ever Ace is the first in its class, the shared WCS was the first with the new design to be commissioned by the PureSOx team. The limited gas load during a short shipyard sea trial was not enough to test the full WCS cleaning capacity, so Alfa Laval experts followed Ever Ace during a September journey from the UK to Germany and the Netherlands. This provided time for a more thorough WCS evaluation, as well as for crew training and the resolution of open items after leaving the shipyard.

Along the route, the WCS could be observed during longer periods with high engine loads. Cleaning performance was high throughout the voyage, even when much larger amounts of circulation water reached the WCS. With that real-life proof in hand, Evergreen can be confident of future compliance with PureSOx.

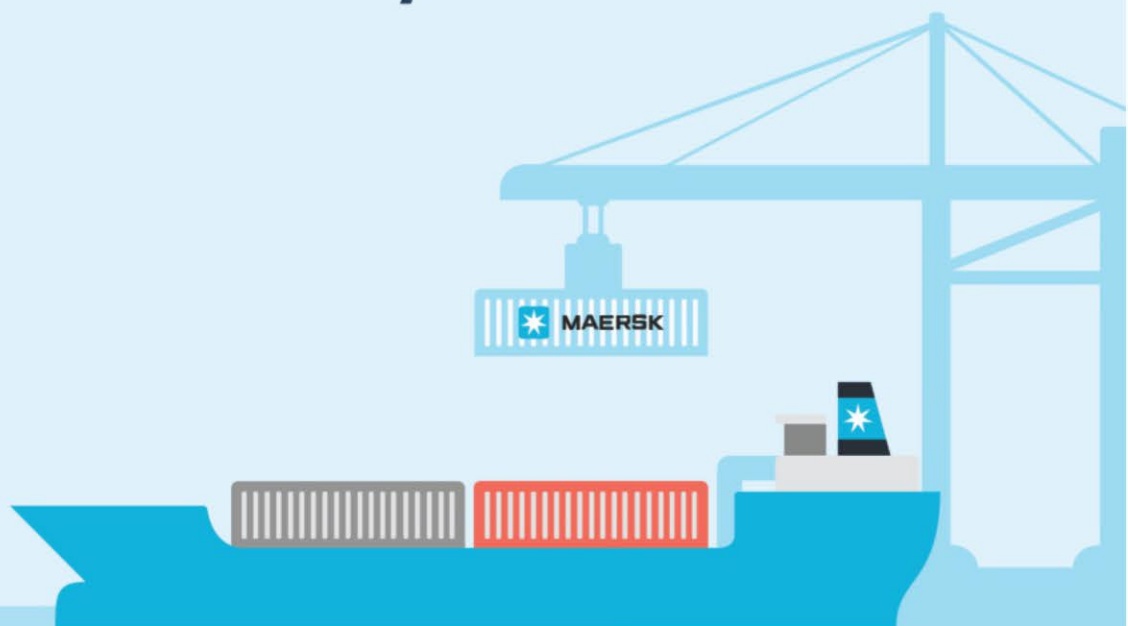
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Tanker freight rates triple to \$30,000



Tanker freight rates have tripled since Russia invaded Ukraine two weeks ago, but most big operators aren't hauling Russian oil and gas even though many governments haven't halted imports of fuel from the country.

Daily freight rates for medium-size Aframax tankers, the crude-oil workhorses in the Black and Baltic seas, jumped to around \$30,000 from roughly \$10,000 before the invasion, freight brokers and tanker owners say. Such increases aren't unusual during war.

A small number of tankers are continuing to serve Russian ports, and owners who are willing to take the risk of sailing into the Black Sea conflict zone can fetch more than \$200,000 a day, the brokers and owners say. But most aren't.

"Because of the complexity we will stay away from Russia," said Lars Barstad, chief executive of Norway-based Frontline Management A/S, one of the world's biggest tanker owners, operating 74 vessels. "There is a lot of money to be made, and it's still legal, but very difficult to do in a good manner."

At least a dozen tankers moving Russian crude have been temporarily seized or delayed at European ports by customs authorities over the past week, according to brokers and owners. Ship delays add to the cost of moving crude as vessels stay in the water for longer.

The conflict in Ukraine has helped lift crude futures last month above \$100 a barrel for the first time since 2014.

"They'll hold your ship to see if it has any connection with blacklisted Russian companies," said a tanker owner based in Greece, who had one of his vessels delayed in the U.K. "It's not worth it."



Russia is the world's second-largest oil exporter behind Saudi Arabia. Dozens of tankers are operating daily at terminals like Novorossiysk, Russia's largest port in the Black Sea, Taman Kavkaz at the Strait of Kerch and Primorsk, north of St. Petersburg in the Baltic Sea.

But ship traffic near Russian ports has fallen by around half, according to brokers. Maritime data provider Windward said the number of Russian-owned vessels that are on the market available to be chartered this week was triple that of Feb. 28.

The lower ship traffic comes amid an exodus of Western multinationals from Russia including major oil companies like Shell PLC and BP PLC. The U.S. on Tuesday barred Russian oil cargoes, while the European Union said it planned to cut oil-and-gas imports from Russia by two-thirds by the end of the year.

Oil giants charter hundreds of tankers from owners such as Frontline to move oil world-wide. Mr. Barstad said he expects tanker rates to stay strong or rise as oil importers have fewer options to buy crude and as the market adjusts to replace some 2.5 million barrels a day of Russian oil moved by sea.

The snubbing of Russian ports and ships has led to rising traffic and costs elsewhere in Europe. Ports in Cyprus, Bulgaria, Latvia and Finland are experiencing an increase in congestion of up to 80%, Windward says. In one case, international commodities trader Trafigura Group Pte. agreed to charter an Aframax tanker for \$27,500 a day, 71% higher than a vessel of similar size it hired a month earlier, according to data from shipbroker Braemar. Trafigura declined to comment.

Not all carriers are opting against picking up Russian cargoes. China's big state-owned operators like China Merchants Energy Shipping and Cosco Shipping Energy Transportation continue to move crude from Russia on their ships or on chartered tankers, people involved in the matter said. "Russian oil is still legal and someone has to move it to keep the market relatively steady," a senior Cosco official said. "If other sources open up we will look at them."

Tankers hauling Russian fuels are also finding alternate avenues to deliver products. Liquefied-natural-gas cargoes that were barred from entering the U.K. were unloaded in the Netherlands and Belgium, according to Kpler, a commodity-intelligence provider. The company said two supertankers that had loaded Russian crude via ship-to-ship transfers offshore Denmark were en route to Chinese ports and are scheduled to arrive in late March.

"Oil flows are like a river and when you cut one—the Russian oil—it will flow elsewhere to reach its destination," Mr. Barstad said. "When a refiner is looking for a new source of oil there are inefficiencies in the movement, ships sail longer and this adds to the cost at the pump and brings more money to tanker owners."

Tanker owners, looking to replace Russian crude, are waiting for governments to remove restrictions on ferrying product from Iran and Venezuela. But any deal with Iran, which produces around 2.4 million barrels of oil a day, will come as part of a new nuclear deal, now being negotiated between U.S. and Iranian officials. Venezuela, which is also under Western sanctions, used to produce around three million barrels a day, now pumps around 700,000 barrels a day, oil brokers and tanker owners said.

"You have to get your baseline energy needs from a reliable source," Mr. Barstad said. "For Europe, Russia was the source, but it's no longer reliable so you have a problem."

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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 E-mail: kolkatacrewing@pentagonmarine.com PIC: Ms. Priyanka	CHENNAI E-mail: chennaicrewing@pentagonmarine.com	KOCHI E-mail: kochicrewing@pentagonmarine.com
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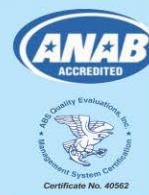


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CHEMCO (ATCTCO)	- 21/03/2022
GASCO (ATGTCO)	- 14/03/2022
BTOCTCO (OIL & CHEM)	- 07/03/2022, 14/03/22 21/03/22 & 28/03/22
BTGTCO (GTFC)	- 03/03/2022, 25/03/22
STSDSD	- Every Monday, Wednesday & Friday

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NOTE : 1) If any Public Holidays follows on above scheduled day, the courses will commence on the immediate following day.

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

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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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EDITORIAL

EDITOR	KAMAL CHADHA, CAPT
EXECUTIVE EDITOR	M MAHAJAN, CAPT
ASSISTANT EDITOR	DELPHINE ESTIBEIRO delphine@marexmedia.com
REPORTER	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

PHOTOGRAPHY

JAGJIVAN PURABIYA

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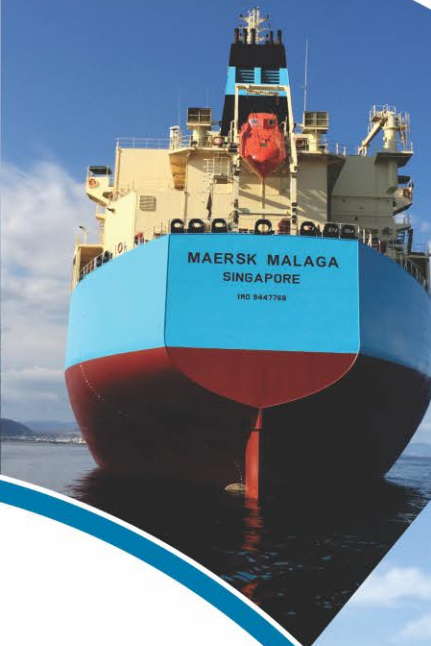
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Arnaud Dianoux
CEO & Co-Founder – Opsealog

Human element plays prominent role to ensure successful digital transformations

While data quality and integration obviously play a prominent role, the human element is also fundamental to ensuring the success of digital solutions. Platforms, algorithms, and software are created by humans, for humans – with people and data working hand in hand to help companies achieve their efficiency and sustainability goals.

The shipping sector is under greater pressure from its customers and investors to demonstrate sustainability – and these people represent one aspect of the human element story that is shaping decarbonisation and digitalisation. Good data management helps shipowners measure their emissions levels, giving them a fact-based

picture of their compliance and helping them keep track of progress towards their environmental, social and governance (ESG) goals. This will be key for environmental reporting to authorities, and will also help companies prove that they “walk the talk” to avoid accusations of greenwashing.





Good data management also facilitates information sharing between the different stakeholders involved, including partners, service providers, suppliers, regulators and investors – ensuring that they have an up-to-date picture of the situation and are all moving in the same direction.

Creating a digital culture

But change management and the creation of a digital culture can be challenging for companies looking to expand their use of data and reap the benefits of digitalisation. Our experience in the offshore sector has shown that we need to persuade people who are currently managing their operations through spreadsheets to come on board by listening to their concerns, understanding their challenges, and helping them to realise that digitalisation is there to serve them, not the other way around.

We need to help people talk about the realities on the ground and create the dialogue needed to move forward. For example, during efficiency meetings, shipowners and charterers can provide insights that sometimes cannot be seen in the data, and can explain trends detected by, but not explained by, algorithms – a clear

demonstration of the importance of the human element.

The importance of the human experience cannot be overstated, and investment in design is important to ensure that users feel comfortable and familiar with the different interfaces, graphs and reports they use. This familiarity helps create trust between the data integrator and the company and enables an organisational culture where people are open-minded and willing to test new solutions and new ways of working.

How to achieve big results from limited data

We need to accompany each company and each person on their digital journey, even though they might have different starting points. That journey need not be long and arduous. Our experience has shown that tremendous progress can be achieved with a small amount of data, if that data is of good quality.

From data on the position of vessels in real time, reporting and weather, we can get important insights into how the vessel is operated, and how much could be saved by making practices more efficient. For example, in our pilot project with Identec and

Shell's fleet in Nigeria, we were able to create an algorithm that delivered important insights into operational patterns solely by using data on GPS positioning (which was updated every few minutes), and combining it with weather data and the operation of the vessel as reported by the captain through noon reports and e-reporting solutions.

It is important to choose which data elements will be meaningful and then ensure that data quality is sufficient to feed in to algorithms and create real value. It is also important to remember that the data processes we have in place today will need to be constantly updated throughout the industry's sustainability transition. For example, at present, measurements are based on the fuels currently on the markets, and the way we collect and process data will have to evolve to respond to the arrival of new fuels.

The future will also see artificial intelligence and machine learning play an even greater role than they do already, due to their capacity to handle large volume of data. But it is still the human element that will bring that data to life and set and achieve goals with it.

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Malaysia establishes roadmap to reach its carbon neutrality goal



MARITIME transportation is one of the most important nodes in international trade because of its significant effect on the overall performance of global supply chains.

The plethora of shipping traffic and maritime trade, on the other hand, has a significant adverse impact on the marine environment and human health.

According to United Nations Conference on Trade and Development statistics, the world commercial fleet increased by 63 million deadweight tonnage between January 2021 and January 2022.

The majority of fuel in maritime transportation is petroleum-based.

According to the International Maritime Organisation (IMO), with almost 90 per cent of worldwide trade handled by sea, the maritime sector accounts for around three per cent of global yearly carbon emissions.

Global shipping emissions might increase by 130 per cent by 2050, according to the IMO. Early in 2020, the IMO set a limit on the

sulphur content in the fuel oil used on board ships from 3.5 per cent to 0.5 per cent mass by mass.

First, IMO set a goal for CO₂ emissions in the shipping industry: a 50 per cent drop by 2050.

The IMO also agreed to cut the carbon intensity of international shipping by 40 per cent by 2030, and to work towards a 70 per cent drop by 2050.

Carbon reduction is essential to Malaysia's carbon agenda. Fostering carbon reduction initiatives would address the industry's environmental and climate change impact.

Malaysia has ratified nearly half the IMO conventions to guarantee safe and secure shipping, with marine environmental protection a prime concern.

Therefore, it is critical that our maritime industry establish its own decarbonisation milestones that are consistent with the IMO's plan.

Prime Minister Datuk Seri Ismail Sabri Yaakob, in presenting the 12th Malaysia Plan (12MP), emphasised that the government aims to achieve carbon neutrality by 2050.

Carbon neutrality refers to the process of balancing greenhouse gas (GHG) emissions with the removal of an equal amount of carbon from the atmosphere.



A maritime industry strategic plan must clearly define the status, issues, and potential courses of action for the subject, as well as a roadmap. While great progress has been made, significant obstacles must be addressed before the industry can achieve such ambitious goals.

The ongoing actions fall under the United Nations Framework Convention on Climate Change, and the Paris Agreement's sustained action will serve as the foundation for developing the framework idea of net-zero emissions.

The agreement mandated that the Malaysian government make long-term commitments to reduce GHG emissions and increase those efforts over time.

It is critical to create awareness in the maritime community of the need to achieve net-zero carbon emissions.

Malaysia is on the right track. Some port administrators have endorsed the IMO's decarbonisation roadmap, encouraging port operators to follow the organisation's standards on carbon emission reduction and ship energy efficiency. Port Klang, for example, is assisting in this by being early adopters of green technology.

There also is immense room for improvement in terms of efficiently reducing carbon emissions. R&D investment in the development of green technologies and the manufacturing of high-value-added

goods appears to contribute to achieving carbon neutrality by 2050.

At some point, Malaysia has to enhance energy efficiency in light of the significant rise in worldwide seaborne commerce volumes. Zero-carbon energy must be derived from non-fossil fuel or renewable sources such as methanol, ammonia, and hydrogen.

Hence, the government should emphasise a new governance framework in strengthening administrative and legislative concerns.

Malaysia has several agencies to support the ambitious target. It's time to establish tremendous synergy between the authorities and eliminate bureaucracy.

The newly developed governance framework is critical in moving the maritime industry towards carbon neutrality. It will help society, the economy, and the country since it complements the 12MP's target of achieving net-zero emissions by 2050.

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Upward trend of Baltic index continues



The Baltic Exchange's dry bulk sea freight index rose for a seventh straight session Monday, as strong capesize rates offset losses in the smaller vessel segments.

The overall index, which factors in rates for capesize, panamax, supramax and handysize shipping vessels, rose 9 points to 2,727 points, its highest since Dec. 14.

The capesize index gained 110 points to 2,786 points.

Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, increased \$906 to \$23,101.



“Last week, average Capesize spot rates surged 64% w/w as European traders source coal and other dry bulk commodities from further away distances to replace lost Russian supplies,” shipbroker Jefferies said in a research note.

“We believe dry bulk spot rates will strengthen into 2Q22 due to coal and grain trade disruptions, increasing iron ore volumes from Brazil, and minor bulk trade growth.”

The panamax index was down 95 points at 3,092 points.

Average daily earnings for panamaxs, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, decreased \$859 to \$27,826.

The supramax index slipped 5 points to 2,934 points.

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Microsoft to fund \$34 million in Vessel-Efficiency Startup



Microsoft has signaled commitment to the blue-tech boom by helping to lead a \$34 million funding round for Nautilus Labs, a tech firm that leverages AI to boost vessel efficiency.

This round brings Nautilus's total raised capital since its inception to more than \$48 million. The company will use the proceeds to develop new efficiency-boosting products, recruit new tech talent, and open and expand new offices in key shipping hubs.

Nautilus' products aim at optimizing fuel economy and return on investment per voyage, reducing emissions in the process. This includes software-driven decision support and collaboration tools to maximize time charter equivalent (TCE) profits for each vessel, factoring in restrictions in the charter as well as future charter opportunities.

Nautilus partners with several prominent companies, including TotalEnergies, Eastern Pacific Shipping and Emirates Shipping Line. In one example of a trial for Eastern Pacific Shipping, the platform saved \$43,000 in fuel costs and improved TCE by four percent, according to EPS.

Nautilus also offers tools to spot drop-offs in vessel performance, like added drag due to fouling, and predicts when maintenance will be required using machine learning.

"The firms winning in the market are mobilizing resources now to adopt a collaborative, data-driven approach to transforming their voyages. By focusing on the underlying economics, they're stripping wasted fuel and time out of their operations," said Matt Heider, CEO of Nautilus Labs. "The potential for Voyage Optimization is huge: our clients have seen 10-12 percent savings per journey, with overall savings potential reaching up to 30 percent."

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Onboard Maintenance Improved

Data analytics specialist ioCurrents and Helm Operations, a leading maritime software technology provider, are integrating their systems to offer vessel operators unique insights into smarter maintenance management, using artificial intelligence (AI) and machine learning.

The two companies are renowned for their expertise in designing technology driven solutions for vessel operators to help them optimize their fleet operations regarding maintenance, regulatory compliance and seafarer safety.

During the first stage of this integration, ioCurrents will use its proprietary data analytics platform, MarineInsight™, to trigger maintenance tasks in Helm CONNECT based on alerts that are defined by the OEM prescribed thresholds and filtered by leveraging proprietary machine learning and artificial intelligence.

The second stage of this integration will focus on using ioCurrents' MarineInsight™ platform to automatically populate vessel engine readings and hour meters within the Helm CONNECT platform which will give the onboard and shoreside teams full transparency of their vessels' maintenance requirements.

"ioCurrents is thrilled to be working with Helm Operations as we have long admired their approach to help drive greater efficiencies within maritime. By using our data analytics platform to automatically

populate Helm CONNECT, seafarers will be free of many mundane manual data collection tasks. This will give them more time to focus on the dashboard results so they can schedule maintenance jobs in a timely fashion," said Jon Best, Director of Business Development for ioCurrents.



JON BEST
Director of Business Development
for ioCurrents

"Working with ioCurrents made sense to us as the integration offers our customers the best of both worlds – the fastest growing vessel management system in the world, Helm CONNECT, coupled with accurate real-time onboard sensor data from ioCurrents. Integrating our systems means vessel operators get accurate live data formatted in easy to use dashboards so that decisions can be made using fact rather than gut instinct. Being able to maintain, monitor and manage fleet maintenance to reduce downtime, optimize expenditure and improve ship to shoreside communication is vital to our customers. By using sensor data to supplement a planned maintenance system means our customers can achieve these benefits more accurately and timely," said Paul Cyr Helm's Partnership Manager.

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AIP for Oxidation System to Reduce Methane Slip Received

A collaboration of Japanese shipping and engineer companies is reporting that they are making significant progress in developing a design to reduce methane slip aboard ships using LNG-fueled engines. A little over four months ago they announced their government-sponsored research project to address one of the key criticisms of LNG as an alternative fuel. The companies reported their design concept has received an initial Approval in Principle from ClassNK and that they are moving forward toward a demonstration.

While there has been significant progress in the design of LNG engines, one of the concerns and criticisms is methane slip, the release of unburnt methane into the atmosphere, which environmental activists argue is several times more damaging to the environment than carbon emissions from

fossil fuels. These criticisms have led major organizations including the World Bank to dismiss LNG instead encouraging investment in other next-generation alternative fuels while proponents and trade groups argue the new engines have greatly reduced or eliminated methane emissions.

Japan's Hitachi Zosen Corporation, Mitsui O.S.K. Lines, and Yanmar Power Technologies Co. report working in combination they have developed and received the AIP for the world's first methane oxidation catalyst system. In the design developed by Hitachi Zosen and Yanmar, the system is placed in the exhaust pipes of LNG fuel engines and generators that contain unburned methane, and methane is oxidized on the catalysts to reduce methane slip.



The project launched last fall with the support of the New Energy and Industrial Technology Development Organization (NEDO) and aims to reduce the environmental impact of LNG fuel engines. They set a goal of achieving a methane slip reduction rate of more than 70 percent by 2026 by combining a methane oxidation catalyst and engine improvements. The project includes verifying the design concept in actual vessels.

The ClassNK approval is being called an important first step toward establishing the technology for this system. The companies report that their design meets international safety standards and other regulations and they are now working together to conduct risk assessments and implement other measures. MOL and Namura Shipbuilding Co. are exploring

building a demonstration vessel and will design the system's installation.

When they announced the project in 2021, they said they would be installing the design on a coal carrier built by Namura and operated by Mitsui. They expect the system could become commercially available within four years providing significant environmental benefits for the growing number of ships planned using LNG to meet the IMO and shipping industry's near-term goals for reducing carbon emissions.

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China's latest restrictions create supply chain fears

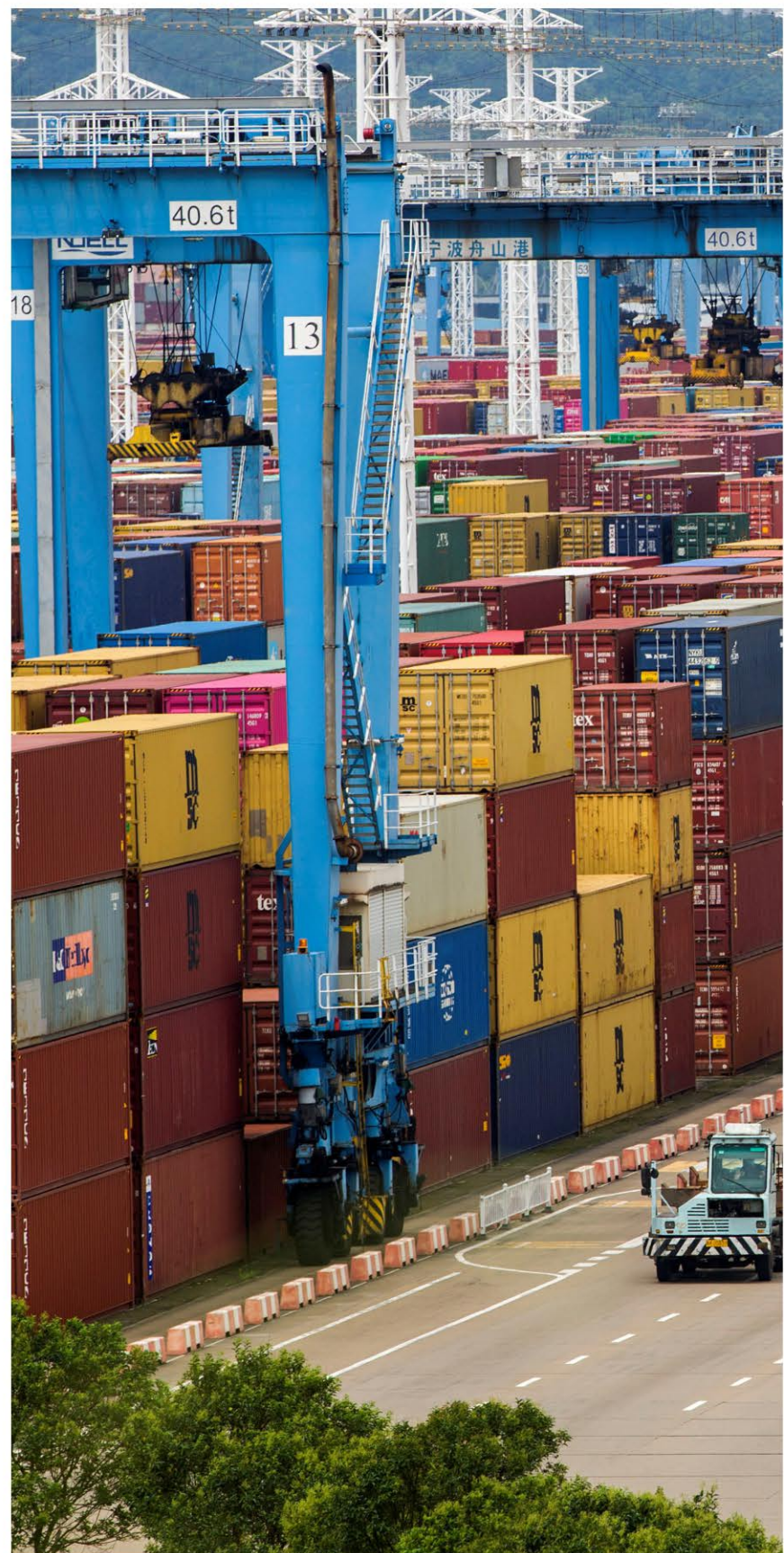
Just as it appeared that much of the world was seeing declining numbers of COVID-19 cases and the Omicron wave might be subsiding, China announced sweeping new lockdowns in the face of rapid increases in the number of positive tests for the virus. China and the shipping industry moved quickly in an attempt to quell some fears and misinformation saying shipping was working as normal, but the lockdowns nonetheless will impact manufacturing and other sectors even if the ports can continue to operate.

China has been implementing a strict zero-tolerance policy and on Sunday announced lockdowns that would span 19 provinces reaching major industrial and port areas including Shenzhen and sections of Shanghai, home to the two largest container ports in the world. While overall case numbers remain low, China saw positive tests more than double overnight and triple over the course of three days this weekend. As a result, Shenzhen, a city of 17.5 million people, was ordered into a strict lockdown beginning today. All nonessential workers are required to stay home for one week and during that time the adult population will be tested three times for the virus.

One of the region's large logistics companies, SEKO Logistics, issued a statement on Sunday saying ports were closing and that ships would be diverting from the Shenzhen region, but today backtracked saying the ports and specific Yantian were operating normally. Similarly, Maersk issued a customer bulletin saying, "Terminals in the main ports remain business as usual including vessel operation, yard handling, and gate-in & out. We are closely monitoring the situation and aim to bring you the most up-to-date information so that we can continue to serve our customers' supply chain needs given the context of the situation."

Workers at China's main industrial ports live in barracks and typically are closely monitored. It is unclear if they will be counted as essential workers for the current lockdowns, but in the past, they have been able to continue to work under close supervision and with limited access to the broader community. China said it would further tighten controls requiring all truck drivers seeking to enter port areas to provide a negative COVID test and be tested again at the entry.

"The lockdown in China is expected to bring further turmoil into the already broken supply chain, however, warns Container xChange in a bulletin about the current situation. "The lockdowns in Shenzhen, Zhejiang, Shanghai, Jilin, Suzhou, Guangzhou and Beijing (19 provinces as of Sunday, probably more to come in a few days) imposed now will clearly heavily restrict container movement at these ports which will, as we've seen in the past, prove to be further damaging for the global supply chain."



Among the concerns is that Shenzhen is one of the primary manufacturing zones for electronics. Foxconn, a major supplier for Apple, announced on Monday that it had closed two of its largest manufacturing operations in the province and expects them to remain closed for the week-long stay-home order. As much as 90 percent of China's electronics manufacturing comes from the region and passes through the port at Shenzhen.

Shenzhen also closely borders Hong Kong which has been attempting to control dramatic surges in the virus ordering its own lockdowns. To expand the controls, the city and provincial governments agreed to start immediately further limiting border crossings with the city. The ferry running from Shenzhen to the Hong Kong airport is being suspended and trucks seeking to cross the border will be required to switch drivers at the border.

The latest problems come as the shipping industry remained on edge over the war in Ukraine and with memories of the disruptions causes last year by outbreaks of COVID-19 that hit both Shenzhen and the Yantian International Container terminal at the port. Container xChange, however, indicates that two weeks after

“Russia's invasion of Ukraine, there seems to be a negligible impact on the container prices and leasing rates in China.” Their analysis of the market shows that container availability improved after the Chinese New Year with prices falling. In their latest bulletin, they are however warning, “the supply chain must prepare for another turmoil in the coming months.”

“Lockdowns in China will further reduce capacity and cause a surge in already inflated shipping prices. The shockwaves will be felt across the U.S. and America, and almost everywhere in the world,” says Dr. Johannes Schlingmeier, co-founder and CEO, Container xChange.

While the ports may continue to function, the fear is that China's latest restrictions are choking off the supply of exports which will create effects tumbling across the global supply chain in the coming weeks.

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Mr Anil Devli



Mrs HK Joshi



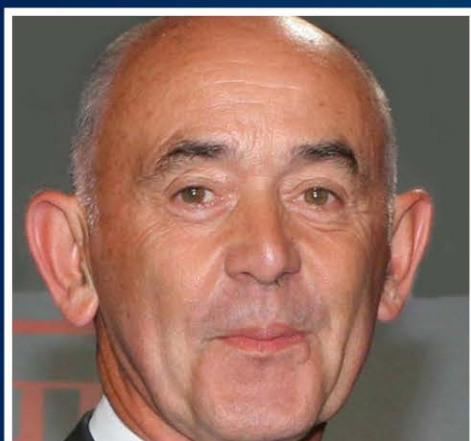
Capt Vinay Singh



Mr Abdulgani Y Serang



Mr Tushar Jani



Mr Peter Cremers



Capt Sanjay Srivatava



Mr Maneesh Pradhan



Mr Amar Singh Thakur



Capt Rajesh Tandon



Dr VZ Belani



Mr Umesh Grover



Mr Rajiv Jalota



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tweets this week



IMO
@IMO HQ

Estonia ratifies compensation regime for hazardous and noxious cargoes: bit.ly/3q9IsUU #CompensationTreaty #HNScargoes



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@JNPort

.@JNPA_SEZ is the first-of-its-kind industrial hub designed with state-of-the-art infrastructure; features like the ready availability of raw material, access to global markets, and multi-modal connectivity set a new benchmark in port-led industrialization.



IMO
@IMO HQ

#Ukraine has recommended reducing the number of ship's crew (for vessels currently located in the ports of Ukraine) to the minimal safe number to keep vessels operational and the evacuation of seafarers via humanitarian corridors to neighbouring countries bit.ly/34Kmq3E



Lloyd's List
@LloydsList

Around 3m barrels per day of Russian oil, including 2.5m bpd in exports, will be shut in from April until at least the remainder of the year as buyers shun the country's hydrocarbons and sanctions take hold



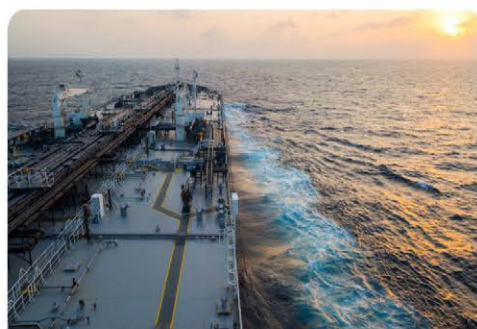
Seatrade Maritime
@Seatrade

In the news today: Fully autonomous ship framework gets ClassNK AiP ow.ly/S5Bq103tXt #maritime #shipping



gCaptain
@gCaptain

Russian Oil, Fuel Cargoes Rush to U.S. Ahead of Energy Ban



gCaptain
@gCaptain

Trucking Delays and Ship Queues Grow in China Amid New COVID Lockdowns



gCaptain
@gCaptain

Port of Los Angeles Reports Record February as 'Terminal Velocity' Improves



Lloyd's List
@LloydsList

US trials data sharing programme to ease supply chain congestion



Seatrade Maritime
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In the news today: War in Ukraine will push Asia – Europe rail cargo back to sea ow.ly/i2v4103u7fb #maritime #shipping





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IMO Type II & III / Bulk Carriers

AB (preferably sailed on Tanker Vessel)

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Chief Cook (with Italian cooking experience)

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- Attractive salary package
- Flag state expenses for all officers borne by the company
- Well maintained diverse fleet
- Long term employment
- Defined career path culminating into shore based placement

SHORE VACANCY

The Job profile as follows :

BUYER, Mumbai :

- Work closely with the Superintendents to carry out the following day to day work connected with the vessels assigned.
- Establish and maintain relationships with the vessels and external vendors.- To maintain record of the Stock List in the custody of the freight forwarders or other vendors.
- Work with Purchasing Manager on maintaining the performance of external vendors.
- Bachelor Degree with minimum 2 years' of purchasing experience in Ship Owner/Manager company.

Contact : recruit.in@damicoishima.com

URGENT REQUIRMENT FOR MARINE SUPERINTENDENT FOR HSSEQ AND VETTING ASSURANCE

- Qualification : Master Mariner with some seagoing experience as Master on Oil / Chemical/ Gas Tankers. If done bulk carriers in junior rank then its added advantage.
- Experience : Sailing Master who has at least 1yr experience in the rank and age less than 40yrs. Shore experience in SQE, Onboard audits & inspections, Pre vetting will be an added advantage. Should well versed with vetting process and has good track record for vetting inspections and have good communication skills & report writing.
- Profile : Primarily responsible for the vetting assurance tasks for fleetwise oil/chem tankers and close & regular follow up on the observations for system improvement. Will be assigned with few vessels to handle day to day matters related to SQE, Vetting, Marine operations, Security and 3rd party inspections. Assist commercial team for Pre & Post fixture vetting clearances for the assigned tanker vessels. Open for ship visits to complete annual Internal audits and ship inspections for the assigned vessel. Follow up assigned vessels for External ISM/ISPS/MLC - Audits/PSC/Flag State etc. Assist for office audits and Improvement of TMSA score from time to time.
- Location : Mumbai

Training Coordinator, Mumbai

- Creating training plan/Schedule coordinating with Training Faculty for smooth execution, updating & maintaining training data in the company system,
- Smooth coordination & liaison with stake holders for the end-to-end training activities in the Training Center
- To assist training Manager / Suptd in smooth delivery of various skilled based training to stake holder
- Excellent written & verbal communication skills in English is must.
- Must be Graduate in any stream, minimum 2 - 3 years' work experience in Shipping company Training center preferred.

Contact- recruit.in@damicoishima.com

Marine Officer – SQE Assurance & Vetting Clearance, Mumbai :

- For administrative jobs to support Marine Superintendents & Line Manager.
- Graduate with proficiency in computers.
- Experience and background of working ashore in Marine office.
- Should have proficiency in maintenance & up keeping of documentation and records.
- At least 2years of experience in similar position.
- Preference for 3rd / 2nd mate rank experience candidates having current experience for Vetting clearance and HSEQ assurance.

Contact : Bhalla.a@damicoship.com, recruit.in@damicoishima.com

TRAVEL EXECUTIVE, Mumbai :

- All Travel related activities.
- Graduate with proficiency in computers.
- At least 2 years of experience in Shipping Industry with similar profile.

Email id to be mention on advertisement is recruit.in@damicoishima.com

DOCUMENTATION EXECUTIVE, Mumbai :

- Graduate with proficiency in computers.
- At least 2-3 years of experience with similar profile.
- Knowledge of STCW Certificate.
- Knowledge of flag State documentation.

Interested applicants could email your CVs to recruit.in@damicoishima.com

MUMBAI OFFICE:

A-201/202/203, CITY POINT, J. B. NAGAR, ANDHERI KURLA ROAD, ANDHERI (E), MUMBAI - 400 059, TEL.: +91 22 40372221/22, 91 22 40502100, FAX: + 91 22 28234987, 91 22 40502150, E-MAIL: mumbai@damicoishima.com
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	R-MFA	3900	2000	1900
	R-MC	4900	2000	2900
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	OCTCO	4900	1000	3900
	STSDSD	3900	2000	1900
	PSSR	6900	2000	4900
Advanced Modular	SSO	4900	1000	3900
	PSCRB	9900	4000	5900
	AFF	9900	4000	5900
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	GASCO	14900	3000	11900
	TASCO	12900	3000	9900
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