

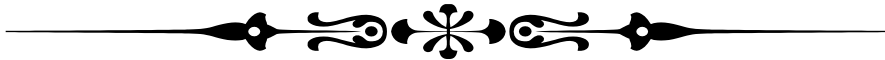
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***VOLUME NO. 23, ISSUE NO. 01  
January, 2023  
TRAINING SHIP RAHAMAN  
NHAVA***

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# I. D. G. S. CIRCULAR / ORDER



भारत सरकार / GOVERNMENT OF INDIA  
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File: MTT/17-18/Misc 09

Date: 03.01.2023

## DGS Circular No. 01 of 2023

**Subject: Recommendation for enrolling on the English Communication and Soft Skills Online Program (ECSSOP)**

1. Whereas, Faculty and Instructors working in Maritime Training Institutes have always been assets in producing world-class mariners. In our constant endeavour to improve the quality of Maritime education at pre-sea training institutes, a need has been felt to introduce a course in English and Communication Skills for Faculty & Instructors. Proficiency in English Language Skills will help Faculty & Instructors enhance the outcome of Maritime training being imparted in the country.
2. Whereas, Maritime Training Trust (MTT), a charitable Trust, established by Director General of Shipping, has developed an online program for English proficiency of permanent Faculty & Instructors employed by approved MTIs all over India.
3. Whereas, in this connection, MTT has bestowed the work of developing the online course to Tolani Maritime Institute (TMI), Pune. TMI has designed and developed the English Communication and Soft Skills Online Program to enhance skill in the English language and soft skills of Faculty & Instructors working in pre-sea MTIs. The program has been designed in a graded manner and offers a variety of life-like situations and vocabulary for day-to-day communication. The program starts with a proficiency test designed as per the CEFR (Common European Framework of Reference) format. Based on the test result, the candidate will be assigned any of the three levels (Basic, Intermediate & Advanced). This online platform allows participants to learn language skills conveniently at their own pace.

4. Whereas, it is strongly believed that undergoing this course will boost the confidence of our Faculty and Instructors in imparting quality education to seafarers. Cost of this training will be fully borne by Maritime Training Trust and it will not be liability of any MTI or faculty/instructor. On successful completion of online training the faculty will be issued suitable certificate by Maritime Training Trust.
5. Whereas, it is suggested that future appointment of Faculty & Instructor shall be prioritized based on successful completion of this online training.
6. Whereas, it is requested to nominate your permanent Faculty members & Instructors to undergo this online program to enhance their English language proficiency in a phase-wise manner.
7. Whereas, as soon as TMI gets list of candidates from MTIs contact with candidates shall be made by TMI and familiarization program shall be provided by TMI showing the demo of the online activities to be followed by candidates.
8. Whereas, all faculties/instructors have to follow the enclosed flow chart for registration process. In case of any query or feedback and quick communication the faculty/instructor/MTI may write to [info.ecssop@tmi.tolani.edu](mailto:info.ecssop@tmi.tolani.edu) & may contact on LL No. 02114-669600/01.

  
03/Jan.23

(Deependra Singh Bisen)  
Asst. Director General of Shipping (Training)

To,

1. All DG Approved Pre-Sea MTIs
2. Engineering Branch
3. Nautical Branch
4. E-Governance Branch
5. All MMDs
6. CEO/MTT
7. Computer Cell - With request to upload this circular in the DGS Website



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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI



**F. No.: 25-25/1/2022-NT-DGS**


**Dated: 23.01.2023**

**Merchant Shipping Notice No. 02 of 2023**

**Subject: Operational of Iridium Safety Cast Service for NAVAREA-VIII under World-Wide Navigational Warning Service (WWNWS)- reg.**

1. RECALLING that SOLAS regulation IV/12.2 requires “Every ship, while at sea, shall maintain a radio watch for broadcast of maritime safety information (MSI) on the appropriate frequencies for the NAVAREA in which the ship is navigating”.
2. RECOGNIZING that, maritime safety information service of the GMDSS under World-Wide Navigational Warning Service (WWNWS) is an internationally and nationally coordinated network service for the promulgation and broadcast of maritime safety information (MSI) for safe navigation of vessels. This MSI is being received by shipboard equipment which automatically monitors the appropriate transmission, displays relevant information to the ship and provides data saving and print capability.
3. CONSIDERING that the requirement of maritime safety information (MSI) is of vital concern to all ships, the NAVAREA VIII Coordinator (NHO) has established ‘TRIAL’ of Iridium Safety Cast Service in NAVAREA VIII since October 2020.
4. DECLARES that the Iridium Safety Cast Service has been fully OPERATIONAL with effect from 1<sup>ST</sup> JANUARY 2023 in the NAVAREA VIII- Indian Region.
5. NOTIFYING that vessels equipped with Iridium GMDSS Satellite Communication system and navigating in navigable waters of NAVAREA VIII – Indian Region, will now receive maritime safety information (MSI).

This is issued with the approval of Director General of Shipping and Additional Secretary to the Govt. of India.

  
23/01/2023

Balunkeshor Mohapatra  
Senior Radio Surveyor-cum-ADG (Tech.)



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MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहन महानिदेशालय, मुंबई



## DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 22-38/5/2023-PER-DGS

Dated: 25.01.2023

### DGS Order No. 2 of 2023

**Subject: Re-envisioning of Anti-Piracy Branch of the Directorate into Maritime Security Branch (MSB) in the Directorate General of Shipping, Mumbai – reg.**

The Anti-Piracy branch of the Directorate was established as the nodal Branch of the Directorate to deal with potential Maritime Security situations arising out of any hijacking at sea of merchant vessels with Indian crew, an Inter-Ministerial Group of Officers (IMGO) which was set up by the Government of India and an Anti-Piracy Contingency Plan for dealing with piracy and hijacking of merchant ships with Indian crew.

2. Given the cross-sectoral nature of maritime security challenges, and such events have the effect on Indian seafarers and shipping, and considering being forward thinking especially since India is continually strengthening the maritime security architecture after the Mumbai terror attack in 2008, the need has been felt that the current Anti-Piracy Branch be evolved to 'Maritime Security Branch' under the Nautical Wing.

3. Establishing of a 'Maritime Security Branch' will help in more effectively coordination with intergovernmental organizations, international agencies and Foreign Governments to ensure prevention, deterrence and counter of the multiple security threats and challenges which is constantly evolving.

4. Accordingly, the Competent Authority has constituted the Maritime Security Branch in the Directorate General of Shipping comprising of the following officers:

#### Maritime Security Branch:

1. Capt. Anish Joseph, Deputy Nautical Adviser-cum-Senior Deputy Director General (Technical)
2. Shri Mahesh Yadav, Assistant Director General of Shipping
3. Shri PL. Muthu, Executive Officer
4. One LDC/UDC/Data Entry Operator (Order would be issued separately).

5. Maritime Security can be considered to be a combination of growing number of challenges arising from traditional and other issues. Accordingly the following functions will be carried out by the Maritime Security Branch such as;

- a. Piracy,
- b. Hijacking,

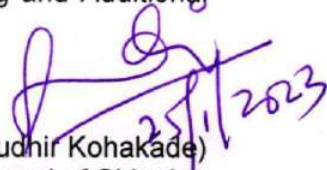
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9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैंम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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- c. Geopolitical rivalries spilling affecting shipping (eg. Russia-Ukraine war),
  - d. Illegal, unreported and unregulated (IUU) fishing,
  - e. New or non-traditional threats such as organized crime, various forms of illicit activities taking place at sea like smuggling, illegal dumping of waste into sea.
  - f. Any other function as assigned by the Competent Authority.
6. This issues with the approval of the Director General of Shipping and Additional Secretary to the GOI.

  
(Dr. Sudhir Kohakade)  
Deputy Director General of Shipping

\*\*\*\*\*

**DGS Order No. 04 of 2023**

**F. No: 25-104/23/2021-NT-DGS (Comp. No. 13632)**

**Dated: 31.01.2023**

**Subject – Career Progression for candidates, not meeting eligibility criteria, admitted by International Maritime Academy, Chennai – reg.**

Whereas the Directorate General of Shipping (DGS) was in receipt of several complaints against the Maritime Training Institute (MTI) M/s “International Maritime Academy, Chennai” (MTI No. 406026) No. 41, Jamin Korattur, Puthuchatram, Chennai, Tamil Nadu - 600 124.

2. Whereas the MTI has been admitting candidates below minimum eligibility criteria for various pre-sea courses like B.Sc. Nautical Science, Diploma in Nautical Science, B.Tech (Marine Engineering) etc, contravening the provisions of the DGS Training Circular 12 of 2020 dated 01.04.2020 wherein the minimum eligibility criteria for admission in DGS approved MTI for approved maritime Pre-Sea training courses have been explicitly prescribed.

3. Whereas the Directorate in compliance to Hon'ble High court of Madras directive in writ petition (WP) 23153 of 2022 has issued the order ref no. 20-11011/7/2020-TRG-DGS (Comp. No. 3403) dated 20.10.2022, wherein the Director General of Shipping had temporarily suspended the approvals granted to the M/s “International Maritime Academy, Chennai” (MTI No. 406026), for conduct of B.Sc Nautical Science and Diploma in Nautical Science courses.

4. Whereas the M/s. “International Maritime Academy, Chennai” (MTI No. 406026), thereafter provided an undertaking to the Directorate that the institute thenceforth shall not admit any candidates below eligibility criteria as per DGS Training Circular 12 of 2022 dated 01.04.2020 to the respective courses as applicable and represented to the Directorate to facilitate an alternate path for career progression of the such candidates who have already completed the course without meeting the required eligibility criteria.

5. Now thereafter, the Directorate to facilitate further career progression of such candidates who do not meet the minimum admission criteria and but have already completed the courses, hereby advises as below:-

**Nautical Discipline:-**

6. The existing candidates, not meeting the required eligibility criteria, are required to follow Near Coastal Voyage (NCV) stream i.e. "Officer in charge of a navigational watch [Navigation Watch-keeping Officer-Near Coastal Voyage, (NWKO NCV)]".

7. Such candidates are required to appear for NWKO (NCV) examination as prescribed in the Training Examination and Assessment Programme (TEAP) Manual Part A Section II/7, Rule 26, & Flow Diagram No. II/7-1 and Section II/12, Rule 31 & Flow Diagram II/12-1, as applicable.

8. Furthermore, **the candidates may convert their stream from NCV grade certification to Foreign-going (FG)** as per the TEAP Manual Part A Section II/17 & Flow Diagram II/17-1.

**Engineering Discipline:-**

9. The existing candidates, not meeting the required eligibility criteria, are required to follow Near Coastal Voyage (NCV) stream i.e. "Marine Engineer Officer Class IV - Near Coastal Voyages (Officer in charge of an Engineering watch - Near Coastal Voyage (OIC EW (NCV)))"

10. Such candidates are required to appear for MEO Class IV (NCV) examination as prescribed in the Training Examination and Assessment Programme (TEAP) Manual Part A Section III/7 as per Rule 41 and Flow Diagram No III/11-5 (Page:- Chap. III / 35) as applicable.

11. Furthermore, **the candidates may convert their stream from NCV grade certification to Foreign-going (FG)** as per the TEAP Manual Part A Flow Diagram No III/11-8 (Page:- Chap. III / 38)

This is issued with the approval of the Director General of Shipping cum Additional Secretary to the Govt. of India.



(Capt. Manish Kumar)  
Nautical Surveyor cum DDG (Tech)

To,

1. Principal Officer, Mercantile Marine Department, Mumbai/Kolkata/Chennai/Kochi/Kandla.
2. CS/NA/CSS
3. Engineering Wing/ Nautical Wing/ Training Branch.
4. Hindi Cell, DGS, for Hindi Translation.
5. Guard File, DGS, GoI.
6. Computer Cell, DGS, for uploading on website.





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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI



File No. 20/1/2020-O/o TRG - DGS (Comp No. 1865)

Date 20.01.2023

## DGS Order No. 01 of 2023

**Sub. - Gender Sensitization Training for candidates undergoing Pre-Sea and Post-Sea Competency courses.**

1. Whereas, Resolution 14 (Promotion of participation of women in the maritime industry) of STCW 1995, Invited Governments:

i) to give special consideration to securing equal access by men and women in all sectors of the maritime industry.

ii) to highlight the role of women in the seafaring profession and to promote their greater participation in maritime training and at all levels in the maritime industry.

2. Whereas, Maritime Labour Convention (MLC) 2006 passed Resolution No. II concerning the promotion of opportunities for women seafarers to promote equality of opportunity for women and men; Invited the Governing Body to give due priority in the use resources to examining measures which can further promote career opportunities and appropriate working and living conditions for women seafarers.

3. Whereas, Resolution 14 (Promotion of participation of women in the maritime industry) of STCW 2010, reiterated the earlier Resolution of STCW 1995, further invited Governments and the industry:

i) to endeavor considering ways to identify and overcome, at international level, the existing constraints, such as the lack of facilities for women on board training vessels, so that women can participate fully and without hindrance in seafaring activities in order to facilitate effectively the achievement of Millennium Development Goals (MDG)3 (Promote gender equality and empower women);

ii) to support the provision of on-the-job-training opportunities so that women may acquire the appropriate level of practical experience required to enhance professional maritime skills.

4. Whereas, this Directorate, after reviewing the mandates by MLC (2006) and Resolutions in STCW Convention, had issued Merchant Shipping Notice No. 07 of 2019, which laid down guidelines that outline rights of women seafarers. This was an attempt to promote the number of women in the industry, safeguard and promote their rights, ensure their well-being, and encourage their career growth in the industry.

Title 1 of this notice eliminated discrimination at the recruitment and placement level, including wages and promotion opportunities and addressed issues such as the maternity leave and alternate / re-employment for female seafarers as well as their Sanitary needs and medicines required.

Title 2 of the Notice covers the broad topic of sexual harassment and fair resolution of complaints.

Title 3 established guidelines for gender sensitization onboard, pre-joining training to prevent sexual harassment which outlines concepts including appropriate language, appropriate clothing, ban on pornography and similar literature, etc.

5. Whereas, in view of the continued complaints of improper behavior arising out of lack of Gender Sensitization training, and in order to formalize the earlier guidelines, it has now been decided to introduce Gender Sensitization Training as mandatory part of our pre-sea and post-sea training courses for all seafarers, as follows:

Type of Training Courses	Duration
Pre-Sea training Courses for officer cadets, i.e. Diploma and B.Sc. in Nautical Science, B.E. / B. Tech Marine Engineering, Marine Engineering training for GMEs and DMEs, ETOs, etc.	12 Hours
Pre-Sea training Courses for General Purpose or Saloon Ratings, Orientation Course for Diploma / Degree holders in Catering, etc.	12 Hours
Post-Sea Certificate of Competency Courses for COC as Deck or Engineer Officers or Revalidation Course for Engineer Officers	6 Hours

6. This training can be imparted in Modules during the course of Pre-Sea Training or during the Certificate of Competency Courses / Revalidation Course for Engineers. On successful completion of this training course, the passing out course certificate shall be endorsed as follows:

***“The candidate has also successfully completed gender sensitization training during this course”.***

7. Whereas, the modalities for introduction of gender sensitization training for other seafarers, who do not attend the courses listed in Para 5, are being worked and will be issued separately in due course of time.

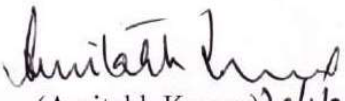
<b>Module</b>	<b>Subject Area</b>
<b>Module 1</b>	<b><u>Introduction to Gender Sensitization</u></b>
1.1	Historical Perspective
1.2	Early Medieval Period
1.3	The Dawn of the 20th Century – A New Beginning
1.4	Women in Maritime History
1.5	Women in Indian Maritime
1.6	Recent Statistics
1.7	The Way Forward
1.8	Importance of Gender Sensitization
1.9	Benefits of a Gender-Sensitive Workplace
1.10	Difference between Gender Sensitivity and Non-Gender Sensitivity in a Workplace
<b>Module 2</b>	<b><u>Gender and Sex</u></b>
2.1	Gender Stereotypes
2.2	Gender
2.3	How Gender Differences Develop
2.4	Why is it Important to Understand the Differences between Gender and Sex?
2.5	Why is Understanding this Distinction in Shipping Important?
<b>Module 3</b>	<b><u>Gender Roles</u></b>
3.1	Gender Stereotypes
3.2	Exercises – Biases of Participants
3.3	Times then vs Times now
3.4	How Gender Roles and Gender Stereotypes lead to Discrimination
3.5	How Gender Roles Affect Us
3.6	How Times are Changing
3.7	Looking at the Person beyond Established Gender Roles
3.8	Learnings and Insights

<b>Module 4</b>	<b><u>Discrimination and Safety of Women Seafarers</u></b>
4.1	<u>Introduction</u>
4.2	What Do Statistics Tell Us?
4.3	What is Gender Discrimination?
4.4	Types of Gender Discrimination
4.5	How Does Gender Inequality Affect Women?
4.6	How do Women Deal with Discrimination and Adapt in the Workplace?
4.7	Ways To Encourage Women to Be a Part Of Maritime
4.8	Safety Concerns of Women Seafarers
4.9	How can this issue be dealt with?
4.10	Organizations/Institutions Working for the Cause
4.11	Laws against Harassment in Maritime
4.12	The Way Forward
<b>Module 5</b>	<b><u>Gender Harassment</u></b>
5.1	Types of Harassment
5.2	Power Dynamics and Harassment
5.3	Gender Harassment in the Maritime Industry
5.4	Consequences of Harassment
5.5	What Could be Done by Victims?
5.6	Indian Laws against Psychological Harassment
5.7	What Kind of Change is Necessary to Promote a Culture of Gender Equality On board?
<b>Module 6</b>	<b><u>Digital Media: A Boon and Bane for Women at Sea</u></b>
6.1	The Boons and Banes of Internet and Digital Media
6.2	Potential Threat of Cyber Crimes against Women Seafarers
6.3	Prevention is Key
6.4	Dos and Don'ts for Male Seafarers
6.5	Dos and Don'ts for Women Seafarers
<b>Module 7</b>	<b><u>Legal Factors in Gender-Related Issues On board</u></b>
7.1	Introduction
7.2	Global Recognition of Women Seafarers' Rights and Regulations for the Same
7.3	United Nations for Seafarers
7.4	Maritime Labour Convention (2006)

7.5	Indian Regulations for Women Seafarers
7.6	Indian Constitution and Gender Sensitivity
7.7	Vishaka Guidelines
7.8	Kudumbashree
7.9	The DG SHIPPING GUIDELINES Notice No. 07 of 2019
7.10	Redressal of Complaints
<b>Module 8</b>	<b><u>Physical and Mental Health in Women Seafarers</u></b>
8.1	Physical Health
8.2	Premenstrual Syndrome (PMS)
8.3	Premenstrual Dysphoric Disorder (PMDD)
8.4	Menopause
8.5	Symptoms of Menopause
8.6	Physical Activity and Women
8.7	Benefits of Physical Activity
8.8	Reasons for Physical Inactivity in Women
8.9	Appropriate Physical Activity for Women
8.10	Barriers and Tips for Women to Overcome those Barriers to Exercise
8.11	Research article
8.12	Effects of Gender Discrimination on Physical Health
8.13	Physical Health in Women Seafarers
8.14	Health Challenges Related to Work
8.15	Psychological Issues in Women Seafarers
8.16	Women's Mental Health: Some Facts
<b>Module 9</b>	<b><u>Challenges Faced by Women Ratings On board</u></b>
9.1	Work Stereotypes
9.2	Socio-Cultural Background of Ratings
9.3	Vocational Training Required for Ratings
9.4	Accommodation of Ratings
9.5	The Way Forward
9.6	Importance of Finding Solutions to the Problems of Female Ratings
<b>Module 10</b>	<b><u>Education Among Seafarers</u></b>
10.1	Current Scenario in the Seafaring Community
10.2	Role of Family
10.3	Area of Improvement
10.4	Efforts Taken

<b>Module 11</b>	<b><u>Gender-Sensitive Communication</u></b>
11.1	Using Gender-Sensitive Language
11.2	Body Language/ Communication at Sea
11.3	Facial Expressions and Eye Contact
11.4	Body Movements and Gestures
11.5	Personal Distances
11.6	Touch
11.7	Understanding Body Language
11.8	Understanding Differences in Communication across Cultures
11.9	Do's and Don'ts while communicating with women from different nationalities
11.10	What to do When Faced with an Uncomfortable Situation?
11.11	Things to Keep in Mind while Communicating with the Other Gender
<b>Module 12</b>	<b><u>Occupational Sexism</u></b>
12.1	Male-Domination and Sexism
12.2	Society and Sexism
12.3	Occupational Sexism in India
12.4	Occupational Sexism in Maritime Industry
12.5	What The Industry Can Do
12.6	What Male Seafarers Can Do
12.7	What Women Seafarers Can Do
	<b>Case Studies</b>

8. A detailed Instructor's Manual has been prepared in consultation with the Experts in this field as a Guideline and is enclosed herewith, which may be used by training institutes for preparation of training material, presentations or exercises.

  
(Amitabh Kumar) 20/1/23

Director General of Shipping &  
Additional Secretary to the Govt. of India.



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नौवहन महानिदेशालय, मुंबई  
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 23-MISC/2/2023-CREW-DGS

Date: 30.01.2023

Merchant Shipping Notice No. 03 of 2023

**Subject: Seafarers Grievance Mechanism – Grievance report for Women Seafarer– reg.**

1. Whereas in order to expedite resolution of seafarers grievance, the Grievance Redressal Mechanism was initiated online for registering grievance and obtaining response thereon vide Merchant Shipping Notice No.06 of 2019 [File No.CR-Grievance Redressal/2013-Pt.I] dated 21.08.2019.
2. Whereas the Indian seafarers shall lodge their grievance in this system on-line as per the Standard Operating Procedure uploaded in the Directorate's website.
3. Whereas in order to promote career opportunities and appropriate working and living conditions for women seafarers, as recommended by the Maritime Labour Convention 2006 and Resolution 14 of STCW Convention, the Directorate General of Shipping issued guidelines vide Merchant Shipping Notice No. 07 of 2019 (F. No.CR-18/Misc(14)/2019) dated 25.09.2019.
4. Whereas in order to register complaints by Women seafarers with regard to violations of M.S. Notice 7 of 2019 a separate facility "Grievance Report for Women Seafarer" has been added in the e-governance portal of D. G. Shipping.
5. Whereas the women seafarers can register their grievance related to "Sexual Harassment at work place" and "Infrastructure and Facilities" only with regard to violations of M. S. Notice 7 of 2019 on the "Grievance Report for Women Seafarer" facility. For other grievances Women/Male seafarer are to register their grievance on "Grievance Redressal Mechanism".
6. This issues with the approval of the Director General of Shipping and Additional Secretary to the Govt. of India.

*Ashish Sinha*  
(Ashish Sinha)

Deputy Director General of Shipping

To:

1. All stakeholders through DG Shipping Website.
2. Computer Cell for placing this Circular at DG Shipping Website.
3. E-Gov Branch.
4. AD (OL) for Hindi version.

९वीं मंज़िल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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## II. IMO NEWS

### **IMO Sub-Committee Agrees To Guidelines for Reduction of Underwater Noise from Ships**

Draft revised Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life have been agreed by the IMO Sub-Committee on Ship Design and Construction (SDC 9), which met 23-27 January.

The draft guidelines recognize that commercial shipping is one of the main contributors to underwater radiated noise (URN) which has adverse effects on critical life functions for a wide range of marine life, including marine mammals, fish and invertebrate species, upon which many coastal Indigenous communities depend for their food, livelihoods and cultures.

The draft revised guidelines provide an overview of approaches applicable to designers, shipbuilders and ship operators to reduce the underwater radiated noise of any given ship. They are intended to assist relevant stakeholders in establishing mechanisms and programmes through which noise reduction efforts can be realized. The draft guidelines revise the previous guidelines (issued in 2014). They include updated technical knowledge, including reference to international measurement standards, recommendations and classification society rules. They also provide sample templates to assist shipowners with the development of an underwater radiated noise management plan. The draft guidelines will now be submitted to the Marine Environment Protection Committee (MEPC 80), which meets from 3-7 July 2023, for approval.

The draft guidelines were developed by a correspondence group with further work completed by a working group which met during the Sub-Committee session.

The correspondence group was re-established, to report back to SDC 10 in January 2024, to address the remaining work under the agenda item. It was, in particular, tasked with revising a flowchart on the URN Noise Management Planning process to reflect the Revised Guidelines, and the underwater noise management plan included in appendix 3, to be used as a tool for raising awareness. The group will also finalize and prioritize the provisional list of suggested next steps to further prevent and reduce underwater radiated noise from ships.

The Sub-Committee agreed a work plan which envisages, among other things, identifying ways to implement the Revised Guidelines and increase awareness and uptake; organizing an expert workshop on potential co-benefits and trade-offs that may exist between the reduction of underwater radiated noise from ships and energy efficiency; and developing a plan of action for further work.

#### **Underwater noise in Inuit Nunaat and the Arctic**

The revised draft guidelines include reference to Inuit Nunaat, saying that, in Inuit Nunaat, a number of characteristics of the region and the activities within could increase the impacts from underwater radiated noise. This includes potential for icebreaking activities, presence of noise-sensitive species, and potential interference with indigenous hunting rights.

Additional efforts to decrease impacts on marine wildlife are advisable for ships that operate in these areas, including particular attention to reducing the noise impact from icebreaking and implementation of operational approaches and monitoring.

In addition, the working group developed separate draft guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic, with a view to being utilized in the future by interested parties.

These draft guidelines recognize that Inuit Nunaat is a unique environment and adverse impacts to marine wildlife in this area from shipping noise may be significantly increased as a result. Sound levels throughout Inuit Nunaat are lower than elsewhere, making it more vulnerable to increases from industrial activity.

#### **GloNoise project**

IMO's Department of Partnerships and Projects (DPP) later this year will commence a two-year GEF-UNDP-IMO project called the Global Partnership for Mitigation of Underwater Noise from Shipping (GloNoise Partnership), which is aligned with the current work on the review of the Guidelines for the reduction of underwater noise (MEPC.1/Circ.833) (pending approval by MEPC 80, these will then become the Revised Guidelines) and to consider next steps.

The GloNoise Partnership will establish a global stakeholders' partnership in order to address the major environmental issue of underwater noise from shipping. The partnership will include a strong developing countries' element as well as public-private engagement.

The specific objective of the GloNoise Partnership is to assist developing countries and regions to raise awareness, to build capacity and to collect information to assist the policy dialogue on anthropogenic underwater noise from shipping. To support this process, data and analysis tools and capacity building materials will be developed, rolled out and implemented globally and in the participating countries.

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### III. ILO NEWS

#### **DG Shipping mulls amendment to Seafarers Provident Fund Act**

Conceding that the present Seafarers Provident Fund Act, 1966 is having limitations, the Deputy Director General of Shipping, Ashish Sinha has said the Seafarers Provident Fund Organisation has set in motion an exercise to review the Seafarers Provident Fund Act, 1966 by bringing a draft Bill to amend the Act to incorporate schemes such as pension, provident fund, gratuity to all seafarers.

The Dy DG Shipping has further pointed out that the seafarers working on Indian and Foreign going vessels continuously for 183 days or more during the financial year as per his/her CDC or passport are already being considered as Non-Resident Indian (NRI) under the Income Tax Act, 1961. He, however, said that seafarers working in Indian waters are not exempted, saying the matter of exempting all the Indian seafarers working in Indian waters from Income Tax does not pertain to the Directorate General of Shipping, Ministry of Ports, Shipping and Waterways, Government of India, but falls in the domain of Ministry of Finance, Government of India.

Sinha was replying to a letter by TMC Rajya Sabha MP, Luizinho Faleiro wherein the MP had submitted a charter of demands presented to him by the Goan seafarers on a host of issues, pension or monetary assistance to all the retiring and retired Indian seafarers.

On pension benefits, Sinha said as per the Maritime Labour Convention 2006 as amended, the social security measures are to be taken care of and benefits are to be provided to all seafarers. "India has ratified the Convention and promulgated Merchant Shipping Rules viz. Merchant Shipping (Maritime Labour) Rules, 2016, and Merchant Shipping (R&PS) Rules, 2016, to enforce the provisions under the said Convention," he said.

He added: Since the present Seafarers Provident Fund Act, 1966 is having limitations, the amendments in the Act incorporating the schemes, viz. pension, PF, gratuity to all seafarers has to be made. In view of the above, an exercise of review of Seafarers Provident Fund Act, 1966 and of Draft Bill for amendment of the said Act is being undertaken by the Seafarers Provident Fund Organisation."

On the demand to provide 2GB free internet facilities to seafarers on board, he said it is totally based on the policies of the Ship Owners and RPS Company. He further said the demand for 2GB free internet access on board ships may hamper the job opportunities of Indian seafarers as ship owners may not be ready to bear the additional financial burden. "India has to compete with other labour supplying nations like Philippines, Indonesia, China, etc and government may not enforce such demand through the ship owners," Sinha added.

On the demand to make medical plan/ benefits for seafarers more transparent, the Dy DG, Shipping said the medical scheme/ benefits to seafarers is well written in the seafarer's employment contract. "Before signing a seafarer's employment contract, the seaman should read the terms and conditions of his employment thoroughly. If there are any doubts in his mind, he himself can request the company to clear them before signing the agreement," he added.

### IV. SHIPPING NEWS

#### **1000 Ships affected in DNV ShipManager Software Cyberattack**

In a report published on January 12, DNV revealed that 1000 ships were affected by a cyber attack that targeted the company's ShipManager software on January 7. DNV is in touch with its 70 affected customers and constantly updating them about the situation.

DNV has issued an apology for the incident.

Prompt action was taken by DNV experts who instantly shut down the IT servers, preventing any damages. Offline functions of the software continued to run smoothly for all those using the ShipManager software on board.

No software data was stolen from DNV servers, which didn't hamper DNV services.

At present, DNV experts are investigating the matter and coordinating with the Norwegian police to get the software online again with the help of the best IT security partners in the world.

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## **2000 Ukrainian refugees stranded in Cruise Ships for 6 months**

Thousands of individuals from Ukraine who fled the war since Russia invaded found themselves in an unusual situation over the past six months, trying to settle into life on the water on two cruise vessels docked in Scotland.

It was initially fascinating during the first few weeks, Andriy, who had left Ukraine with his wife, children, and few possessions, reported to BBC Scotland.

Andriy and his family are about 1,200 Ukrainians who've been calling the cruise vessel MS Ambition home since 2022's September. Russia's war in Ukraine in February 2022 caused a humanitarian crisis, with millions of Ukrainians being displaced and seeking much-needed shelter miles away from the war.

The government of Scotland had contracted two cruise vessels to serve as temporary shelters for Ukrainians fleeing the war, with the MS Ambition based in Glasgow and a second vessel docked in Edinburgh. That vessel, MS Victoria, has housed another 1,200 or so Ukrainians.

There is a job centre on the vessel, and the country's government and city council advises them how to integrate there, Andriy informed the BBC, adding that the conditions on the ship had been and that his family was looking for a place where they could stay.

The Scottish Refugee Council, an independent charity, mentioned that the organization has been aiding refugees by conducting weekly information sessions on the ship. It is also ramping up to help seek new housing. The efforts include connecting local volunteers with refugees who are especially willing to host them.

The government of Scotland extended the contract for MS Victoria until June 2023, a decision that faced some criticism.

The Scottish government's contract with the MS Ambition will end on 31 March. Authorities have mentioned collaborating with local officials based in Glasgow to find more permanent housing for families who've called the ship their home.

This is not a new life; it is a new limbo. Refugees from Ukraine deserve a more long-term and sustainable solution, Alex Cole-Hamilton, Scottish Liberal Democrat leader, said.

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## **Ship Captain Surrenders License, agrees to never seek one again**

The captain of the cargo vessel Ever Forward, stuck in the Chesapeake Bay in 2022, has given up the pilotage license in Maryland and reportedly agreed to never seek one again, per a consent decree.

The cargo vessel had been travelling to Norfolk from Baltimore on 13 March when it had run aground toward the north of the Chesapeake Bay Bridge. The ship, piloted by Captain Steven Germac, got stuck outside the shipping channel but had not blocked marine navigation.

The ship was freed in mid-April 2022, over a month after it had run aground.

Officials have mentioned that the grounding hasn't resulted in reports of injuries, damages, or pollution.

The US Coast Guard mentioned that their examination determined some major contributing factors to the incident. Of them, one was the use of cell phones.

Germac hasn't piloted a vessel since the grounding happened.

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## **China to Get World's First 5G Cruise Ship by the end of 2023**

On January 12, Chinese cruise ship brand CSSC Carnival Cruise Shipping announced that they would deliver the world's first 5G network-enabled cruise ship to China by 2023 end. The vessel will be part of Adora Cruises' fleet.

China Telecom has partnered with them to build this cruise ship equipped with a 5G mobile network and Wi-Fi6, which will give the passengers a seamless network on the sea.

CSSC Carnival Cruise Shipping's Managing Director Chen Ranfeng underlined that they are setting the benchmark in maritime digital communication and have seized the first mover advantage with this deal.

A China Telecom spokesperson Gong Bo from their Shanghai office has reiterated their commitment to a high-definition digital system and network communication by combining satellite technology and 5G. This will boost the tourism economy towards high-quality developments.

Adora Crusies' first cruise ship has been constructed, and the 135500 gross tonnage ship is ready for service with its 2125 guest rooms which can accommodate 5246 passengers.

Guests can expect an internet speed of 1000 Mbps, a substantial improvement from SpaceX-enabled maritime internet speed of 100-300 Mbps.

The cruise line has said its roadmap is to integrate high-speed satellite communication with digital applications on ships and expand the onboard network coverage.

On November 29, 2022, CSSC Carnival Cruise Shipping tweeted that they are launching a new cruise line in China called Adora Cruises. The company is a joint venture of Carnival Corporation and CSSC (Hong Kong) shipping, the largest shipbuilding company in the world.

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### **Humber Marine Pilot dies after falling from a ladder while boarding a vessel**

Francisco Galia, an Italian living in Hull and working for Associated British Ports, lost his life in an operational incident last Sunday. An examination has been started.

Galia, also famous as Franco, was popular among port staff and sailors. He was a highly-qualified and experienced navigation officer who mostly guided ships into the Humber.

The Marine Accident Investigation Branch has reportedly confirmed that Galia was using a ladder to board a vessel when he fell into the water. He had to be airlifted to rush him to a hospital but later lost his life. The vessel was supposed to berth at King George Dock based in Hull as Galia reached it on entering Spurn Point.

Colleagues associated with ABP told the media that a second marine pilot had also jumped into the sea to help Galia and that he was believed to have experienced a severe head injury. Crew members from the launch that Galia was travelling on plucked him from the water in about a minute. An MAIB spokesperson mentioned that the MAIB is currently investigating a fall of a man in the Humber Estuary from a pilot ladder on 8 January, resulting in a fatality.

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### **DNV white paper outlines suggestions to achieve a sustainable Maritime Ecosystem in India**

Commissioned report highlights the Indian maritime sector's commitment to achieving net zero targets and propelling the industry to a greener future.

DNV has released a white paper which studies India's potential to deliver a sustainable future for its maritime industry. Commissioned by the Royal Norwegian Consulate General in Mumbai, the 'Indian Coastal Green Shipping Programme' white paper offers recommendations based on the experience from Norway to build a greener shipping sector, while providing an effective framework for collaboration.

The paper comes amid closer cooperation between India and Norway, which are historic maritime trading partners, to enable a future green shipping sector and achieve common goals through bilateral dialogue.

The white paper outlines 13 key recommendations based on DNV's analysis of India's maritime sector and how it can build upon the experiences from the Norwegian Green Shipping Programme, a centrepiece of the country's shift to a greener industry. Some recommendations include:

- i. creating markets for green technology and establishing infrastructure for green shipping,
- ii. establishing maritime clusters and increasing cooperation between industry stakeholders throughout the value chain, and
- iii. training the workforce to adapt to greener technologies.

It concludes India's shipping industry path is best driven through partnerships and will help fast-track the industry's uptake of greener, innovative solutions.

"We hope the white paper on the Indian Coastal Green Shipping Programme will be beneficial in building a green maritime and shipping industry in India and providing a useful framework for continued collaboration between Norway and India," said Arne Jan Flølo, Consul General, Royal Norwegian Consulate General Mumbai. "A green shift in the shipping industry is crucial to reach our climate goals and a prerequisite for a sustainable ocean economy," he added.

Dr. Shahrin Osman, Head of Maritime Advisory, South East Asia, Pacific & India at DNV, said: “As India rises to become one of the three largest economies in the world in 2050, the maritime sector is in an excellent position to achieve green growth. This white paper sets the pathway for the entire maritime ecosystem in India and learning from the success of Norway’s Green Shipping Programme.”

Cristina Saenz de Santa Maria, Regional Manager, South East Asia, Pacific & India, Maritime at DNV, commented: “This paper identifies opportunities and finds cutting-edge solutions to help strengthen the country’s institutional, economic, and human resource capabilities to achieve its carbon reduction goals. It will be a crucial development as Asia plays an important role in decarbonizing international shipping by 2050.”

The report seeks to complement the enormous efforts now being undertaken by India and Norway to enable the Asian powerhouse to transition its maritime sector to a more sustainable one. A recent example is the Kochi Water Metro project, India’s first battery-powered electric ferry fleet consisting of 23 vessels, built to DNV class at Cochin Shipyard.

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### **India seeks Public-Private Partnership (PPP) in coastal Shipping**

On February 1, the Indian government announced its plan to invest in coastal shipping. As per the latest budget allocations, India will follow the public-private partnership or PPP model to enhance passenger and freight movements across the eastern and western coasts.

The stress is developing low-cost, energy-efficient systems using VGF and viability gap funding. Since coastal waterways are low on logistics costs and high on their eco-friendly nature, it’s the best solution for domestic freight movements, said the Finance Minister while tabling the budget. Despite having a 7500 km coastline and extensive inland waterways, India’s water-based modal transport is lower than Thailand and Bangladesh, standing at 12% and 16%, respectively. Compared to that, India is at a meagre 6%. This is highlighted in the 10-year roadmap for the Indian maritime sector called the Maritime India Vision 2030, which said that India hadn’t utilized its coast well for efficient supply chain ventures.

Apart from this, the 2030 maritime vision calls for PPP in RoRo and ferry services through management-based contracts or operation and maintenance (O&M) contracts.

This will reduce the cost for end users and reduce pollution levels (noise and air pollution). The proposed plan will lower accidents as well.

However, to support this, we need better last-mile and first-mile connectivity as costs and lead times become vital competition issues.

In the past, the shipping ministry had reduced tariffs for coastal cargo, given priority berthing to coastal vessels, made green channels for faster cargo clearance and vessel availability relaxed cabotage rules. All of this will collectively aid in bettering coastal shipping facilities.

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### **18 People from 3 Ships detained for fuel theft in the Philippines**

The Philippine Coast Guard (PCG) mentioned that its agents had detained 18 crew members for a suspected fuel theft during the weekend.

In a patrol that happened to take place on Saturday close to the Navotas Fish Port, a PCG team reportedly caught five members who belonged to the cargo vessel named M/V Mirola to be stealing diesel from the ship.

The crews of three vessels, Palawan Pirates 2023, Palawan Pirates 2022, and Palawan Patrick, divided the fuel among respective crews comprising thirteen.

Nearly 20,000–30,000 litres of diesel were reportedly transferred by the M/V MIROLA 1 to three boats when the PCG found out about the act, the Coast Guard stated in its statement.

Authorities also found out that the three vessels had zero documents.

It was also learned that these vessels had been part of an alleged fuel pilferage in Manila, Bataan, and Batangas.

The crew, vessel, and boat were taken to the Coast Guard’s Sub-Station Navotas to conduct the disposition and filing of the charges.

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## V. HEALTH ZONE

### TOP 10 WAYS TO LOOK AFTER YOUR HEALTH WHILE ONBOARD

#### 1. Share your problems

Talking about your feelings is a positive step towards good mental health. Try to talk to people you trust about your experiences and concerns. If all else fails, try to write your emotions in a diary and keep track of previous days and your general mood.

#### 2. Eat healthily

There is a strong link between what we eat and how we feel. Make sure you are comfortable with your diet and be on the lookout for food that triggers certain emotions.

#### 3. Stay in touch

Friends and family can make you feel included and cared for and offer you a different view. It's sometimes difficult to keep in touch when you are at sea, so write a letter about what you are experiencing and post it in the next port. Make 'remember notes' on important stories you want to tell your loved ones.

#### 4. Be comfortable in your own skin

Some of us make people laugh, some are good at maths, while others cook a fantastic meal. We are all different and that's what makes each of us unique.

#### 5. Keep fit

Regular exercise not only keeps you physically fit, but can boost your self-esteem and help you concentrate, sleep, look and feel better. Many exercise programmes exist that are specifically aimed at helping you keep fit on board. Work out a routine that fits in with your shifts on board and with life at home between contracts.

#### 6. Have a rest

A change of scene or pace is good for your mental health. It could be a five-minute pause from the task you are busy with or a half-hour lunch break in a different location on the ship. A few minutes can be enough to de-stress you.

#### 7. Watch your alcohol intake

We often drink alcohol to change our mood or to deal with fear or loneliness, but the effect is only temporary and can have long-term effects on our physical and mental health.

#### 8. Do something you enjoy

Enjoying yourself helps beat stress and boosts your self esteem. Make sure you take an activity you like with you on board.

#### 9. Ask for help

None of us are superhuman.

We all get tired or feel overwhelmed at times. If things are getting too much for you and you feel you can't cope, ask for help. There are many organisations that are there to help you.

#### 10. Look out for others

Caring for others is an important part of keeping up relationships. Reach out and give a helping hand where you can.

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## VI. ARTICLE INDEXING

### **2022: A Year of Recovery for Seafarer Welfare, Says Latest Seafarers Happiness Index**

The Mission to Seafarers has issued its Q4 findings on seafarer happiness and annual review, as well as new insights on vessel conditions impact on seafarer welfare from Idwal.

The latest Seafarers Happiness Index report, published today by The Mission to Seafarers, reveals average seafarer happiness levels in the last quarter of 2022 reached 7.69/10, up from 7.3 with levels rising across almost all categories, reflecting the sustained upward trend seen throughout the year.

The results of the survey show that even the historically most problematic areas, such as shore leave and access to welfare ashore, are recovering. Crew members continued to express their relief at the return of freedom of movement, as well as their increased sense of certainty and stability. The survey was undertaken with the support of the Standard Club and Idwal.

The only area in which there was a decline in satisfaction was connectivity. Quality and cost are still concerns and there is a growing demand for free or inexpensive access as enjoyed by colleagues ashore. Many seafarers believe such access would improve social life at sea with responses like: "we gathered to watch live World Cup football and the atmosphere on board was fantastic."

It was also noticeable that a significant number of seafarers appeared to have switched employer or trading patterns to be closer to home in case of travel restrictions. In addition, there was a growing number of responses from seafarers from non-traditional maritime labour markets, such as Pakistan, Bangladesh and Sri Lanka.

### **A year in Review: 2022 – From Low to High**

In 2022, seafarers' happiness has steadily increased from its lowest point in Q1 2022 to something of a high-water mark at the end of the year. Q1 2022 saw the lowest level ever recorded with an overall average of 5.85, reflecting the negative impact of the COVID pandemic on seafarers. Other issues such as conflict and contracts also contributed to the low morale and deflated mood among seafarers. Many seafarers felt that their welfare was not being properly addressed and that their work conditions were becoming increasingly difficult.

However, in Q2 2022, there was a significant increase in satisfaction levels, rising from 5.85 to 7.21/10. This was encouraging as it suggested that the worst may be behind us, and as the world began to reopen, this had a positive impact on seafarer sentiment. Additionally, when seafarers were more certain about their return time, they were able to deal more effectively with difficulties at sea. Q3 2022 saw further improvement, with the overall average climbing to 7.3/10. This was due to improvements in shore leave, access to welfare facilities and initiatives, as well as companies investing in their people on board. These actions made life better at sea, and the sentiment expressed by seafarers reflected this.

### **Life onboard – workload, social cohesion and training**

Although the Seafarers Happiness Index data shows positive progress, there are still persistent issues that need to be addressed, such as workload, mental health impacts, and the stresses of a difficult job. There are also concerns about the negative impact on mental health and well-being of too few people aboard ships. The industry is taking steps towards change, with initiatives such as the Sustainable Shipping Initiative Code of Conduct, which aims to go beyond the minimum standards of compliance.

Despite the negative impact of COVID-19 and tensions between Russian and Ukrainian seafarers, there have been clear signs of recovery throughout the year and onboard interactions are once again the most important factor in seafarer satisfaction. However, there are still concerns about isolation among seafarers and a lack of social cohesion on board.

Training for seafarers has improved over the years, but there are mixed responses from seafarers about its effectiveness. To improve, training should be incorporated into the shipboard schedule and not viewed as a chore. Concerns were also raised over the lack of communication and involvement of seafarers in discussions and plans for future fuels training.

By the end of the year, the satisfaction of seafarers had reached a high point, and the sentiment among seafarers had significantly improved. This has raised expectations that the systems supporting seafarer welfare will continue to deliver improvements into 2023 and we can only hope that this is the case.

## The Idwal Grade

Since Q2 2022, Idwal, global leaders in vessel inspections and one of the lead sponsors of the Seafarers Happiness Index, has been exploring the welfare conditions of seafarers. As part of this approach, they introduced a new inspection method of 12 objective-based questions.

The results of these inspections show a clear correlation between the overall condition of the vessel and crew welfare conditions on board. Further analysis of different vessel types, classification societies, and flag states also support this trend. This highlights the importance of the vessel standard in improving seafarer welfare and the positive symbiotic relationship between seafarer happiness and enhanced welfare standards.

## VII. NEW ARRIVAL

Sr. No	Title	Author / Publishers
1	The Wine Bible	Karen MacNeil
2	Masala Lab - The Science of Indian Cooking	Krish Ashok
3	Tarkari - Vegetarian and Vegan Indian Dishes with Heart & Soul	Rohit Ghai
4	Food Production Operations	Parvinder S. Bali
5	Tiffin : 500 Authentic recipes celebrating India's Regional Cuisine	Sonal Ved
6	European Gastronomy into the 21st Century	Cailein Gillespie
7	Event Planning	Allen Judy
8	Mastering Bread	Marc Vetri
9	The Cake Bible	Rose Levy Beranbaum
10	Larousse Patisserie & Baking	Larousse
11	Kitchen Confidential	Anthony Bourdain
12	Wine Folly	Madeline Puckette
13	Fluent in French	Frederic Bibard
14	Tata stories	Harish Bhat
15	Financial Management Essential's you always wanted to know	Kalpesh Ashar
16	The art of management	Shiv Shivkumar
17	Research Methodology : Methods and techniques	C R Kothari & Gaurav Garg
18	Women and empowerment in contemporary India	Barti Biswas
19	Basic accounting 3rd Ed	Sofat Rajani
20	Beyond the last blue mountain	R M Lala
21	New Larousse Gastronomique	Paul Hamlyn
22	Practical Cookery for Level 2 Commis Chef Apprentices	Steve Thorpe, P. Paskins
23	Culinary Tourism (Material Worlds)	Lucy M. Long
24	Larder: From pantry to plate - delicious recipes for your table	Gill Robin
25	Sustainable Food and Beverage : Assessments & Methodologies	Joyce Lo Boje
26	Modern Indian Cooking	Hari Nayal & Vikas Khanna
27	Advanced Bread and Pastry 1st Edition	Michael Suas
28	Modern French Pastry: Innovative Technique, Tools and Design	Cheryl Wakerhauser
29	Essential Ottolenghi [Special Edition]	Yotam Ottolenghi
30	NOPI: The Cookbook	Yotam Ottolenghi
31	The Baking Bible	Rose Levy Beranbaum
32	Soft skills for seafarers	Dr. Binay Singh
33	Cocktail Codex: Fundamentals, Formulas, Evolutions	Alex Day
34	Making Artisan Chocolates	A.G. Shotts
35	Admiralty guide to the practical use of ENCs (NP231)	Admiralty

### Quotes .....

*"We can't change the direction of the wind, but we can adjust my sails to always reach our destination."*

*"Sometimes there is no time for the sea to calm down! If you have to reach your target, let your voyage start and let the storm be your path"*

**Copies of the Bulletin have been distributed to the following Offices / Departments**

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Mr. V.A.Kamath (Vice-Principal / MR, TSR)

Mr. P. Koshy, Director (ARACAMH)

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Any suggestions for improvement in quality of this Bulletin will be highly appreciated.

Editor

Mr. Ram Chandra Pollai, Librarian