

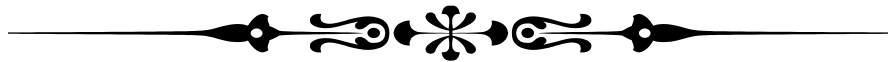
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भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग संचालन
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

75
आजादी का
अमृत महोत्सव

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

Ref no. 25-13011/8/2022 - NT-DGS

Dated 07.11.2022

Information - notice to all candidates of nautical discipline – reg

1. It has been noticed that the candidates of competency exams of nautical discipline are receiving SMS and/or whatsapp message regarding their examination especially oral examination. In this regard it is informed that the DG Shipping/MMD/Exam Centres DO NOT send any kind of message through SMS or whatsapp.
2. It is advised to all candidates that DO NOT entertain such messages and exercise caution.
3. It may be reported to the concerned Mercantile Marine Department (MMD)/ DG Shipping.
4. This is issued with the approval of Chief Examiner of Master and Mates.

Capt. Manish Kumar
Nautical surveyor-cum-DDG (Tech)

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भारत सरकार / GOVERNMENT OF INDIA
फ़्लोट, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No: 25-13011/11/2022-NT-DGS

Date:18.11.2022

**Subject: Intimation regarding booking of all grades of Oral examinations for
December, 2022 – reg.**

Booking window will be opened from 18.11.2022 to 26.11.2022 for fresh and repeater candidates for all grades of oral examinations. The date may change depending on the circumstances. Candidates may, therefore, continue to monitor the DGS website for any change in the date examination.

2. *Candidates are requested to be guided by DGS (NT/Exam) Circular No. 13 of 2022 dated 16.06.2022 for booking and appearing in competency examinations of the nautical discipline.*
3. All the relevant modular courses need to be completed for the oral examination.
4. Candidates who are serving on a ship (Articles of a ship) are not eligible for applying for an online examination.
5. Candidates need to comply with the requirements of Annex I of the notice dated 10.05.2021 regarding "Instructions to the candidates for attending oral examination of nautical discipline using the online video-conferencing platform.
6. Candidate who are not eligible for appearing in oral examination and those who cannot comply with Annex-I requirements stated in para 5 of this notice, may not book their seat as their fees would be forfeited.
7. The MMDs will display the dates of conduct of the signal visual examination. Candidates may therefore contact the respective MMD for details regarding the conduct of signal visual examinations.
8. This is issued with the approval of the Chief Examiner of Master & Mates.

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



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

F. No. 25-63011/16/2022-NT-DGS

Date: 02.12.2022

MERCHANT SHIPPING NOTICE NUMBER 12 OF 2022

Advisory for vessel(s) transiting or navigating in/around Yemen waters

The Yemeni conflict is an ongoing multi-sided civil war that began in late 2014 when Houthis took over the government. Many international interventions have tried to ensure peace in the country but have failed due to the complexity of the conflict. The UN-brokered nation-wide truce in Yemen, which was in effect since Apr 2022, has expired in Oct 2022.

2. The expiry of the UN-brokered truce resulted in posing a risk to merchant vessels in the Red Sea, Bab al Mandeb Strait, and Gulf of Aden. The risks include, but are not limited to, missiles, rockets, projectiles, mines, and small arms and pose a direct or collateral risk to the merchant vessels transiting in the area thereof. While some of the Yemen ports and terminals are closed and some are operational, with specific and special requirements being enforced at the time.

3. Given the current situation in Yemen, the overall security situation in the country is fragile. While the conflict is primarily land based, maritime security in certain coastal areas off Yemen and in the Southern Red Sea has been affected by the conflict and direct or collateral damage to merchant vessels operating in the region cannot be ruled out.

4. In view of the above, it is recommended that the Indian flag vessels, shall avoid Yemeni ports and its waters. Further, all RPS Agencies are advised to request the vessel owner(s) to avoid vessels with Indian crew on board, to transit such waters and areas.

5. In addition, all Indian flag vessels, and vessel with Indian crew members on board, which are transiting off such areas and waters thereof, are to do so with maximum possible safe distance, and with extreme caution, keeping the safety of personnel and vessel as paramount.

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

Yours faithfully,

(Capt. Vikram Singh Marhas)
Nautical Surveyor cum DDG [Tech]

To (through DGS website):

1. Indian Shipowners
2. RPS Agencies
3. INSA
4. ICCSA

II. IMO NEWS

IMO's role in protecting the world's oceans

The world's oceans are one of our planet's most valuable environmental resources. Seas cover around 70% of the world's surface, providing raw materials, energy, food, employment, a place to live, a place to relax and the means to transport more than 80% of global trade by volume. Shipping is a key user of the oceans, delivering essential goods and commodities, taking ferry passengers to their destinations and carrying millions of tourists on cruises.

As the United Nations agency responsible for developing and adopting measures to improve the safety and security of international shipping and to prevent pollution from ships, and for the prevention of pollution by dumping of waste at sea, IMO has an integral role in meeting the targets set out in the United Nations Sustainable Development Goal (SDG) 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development. IMO's work is also linked to many other SDGs too, for example SDG 13 on climate action, since the oceans are impacted by increasing carbon dioxide (CO₂) and other greenhouse gas emissions (GHG) from human activities, but also SDGs 6 and 9, aiming at a sustainable society, with infrastructure, transportation and waste management that can support societies now and into the future. IMO has over many decades developed and adopted mandatory rules, as well as recommendations and guidelines, to protect the marine environment from any potential negative impact of shipping activities. One of the key conventions protecting the oceans is the International Convention for the Prevention of Pollution from Ships (MARPOL). MARPOL was first adopted in 1973 with annexes covering the prevention of pollution from ships by oil, by chemicals carried in bulk, by packaged goods, by sewage and garbage from ships. The convention was expanded in 1997 to regulate air pollution and emissions from ships.

Other IMO treaties cover oil pollution preparedness, response and co-operation, control of harmful anti-fouling systems on ships, prevention of the potentially devastating effects of the spread of invasive harmful aquatic organisms carried by ships' ballast water, and safe and environmentally sound recycling of ships, to name just a few. And just as the oceans are linked to coastal and on-land activities, IMO's work to protect our oceans goes beyond the ships, by regulating the prevention of pollution from dumping at wastes at sea, including climate change mitigation options such as carbon capture and storage. This is done through two treaties known as the London Convention and Protocol.

IMO understands the need for special protection in some areas because of ecological, socio-economic or scientific significance. Special areas and particularly sensitive sea areas (PSSA) are designated to ensure higher levels of protection from shipping activities.

IMO continues to enhance its work on climate change mitigation and reduction of emissions from ships, which will contribute to reducing ocean acidification. IMO is working to reduce marine plastic litter and to mitigate against invasive aquatic species. IMO measures protect marine mammals from ship strikes and guidance has been adopted to reduce underwater noise from ships.

Several global partnership projects executed by IMO address a range of ocean issues, including action on marine litter, reduction of GHG from shipping to address climate change as well as projects targeting the spread of potentially invasive aquatic species.

Coordination and collaboration is key in all ocean matters. IMO is the secretariat for the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP), which is an inter-agency mechanism providing independent scientific advice to its ten sponsoring UN organizations. IMO is also playing an active role in other environmental cooperation mechanisms in the UN, such as UN-Oceans and the UN Environment Management Group (UN EMG).

III. ILO NEWS

Shipping industry, unions welcome action from President Marcos Jr on key seafarer issues

President Ferdinand R. Marcos Jr. on 13th Dec. 2022 ordered the creation of an advisory board to address deficiencies identified by the European Union (EU) in the Philippine seafarers' education, training and certification system. In a press release, Malacañang said Marcos issued the directive during a meeting with International Maritime Employers' Council (IMEC) Chief Executive Officer (CEO) Francisco Gargiulo and several business executives and leaders of European shipping companies and ship owners associations in Brussels, Belgium.

Marcos said he wanted members of the board to consist of representatives from government agencies, international ship owners and other stakeholders.

He likewise assured EU transport officials that the Philippines continues to address maritime industry issues to make the country compliant with the Standards of Training, Certification and Watchkeeping (STCW) Convention. "Our seafarers are of great importance to the Philippines in many, many ways. Although we recognize that in the last many years, the Philippines has done very well in terms of being the leading seafarers around the world. However, with the changing situation after the pandemic, with the changing situation especially when we talk about supply line problems, all of these areas have to be revisited," he said during the meeting.

"That comes with the training, changes in the curriculum, all of these things have to be ascertained," he added. Department of Migrant Workers (DMW) Secretary Susan "Toots" Ople said Republic Act No. 11641 (RA) identifies the establishment of an advisory body to assess training and qualifications.

"Under the law creating the Department of Migrant Workers, we checked and there's a provision there that the department can actually form or create advisory bodies with the participation of key stakeholders including employers and in this case the international ship owners," she said.

She said her department can meet on a regular basis with the Maritime Industry Authority (MARINA), Commission on Higher Education (CHED), and other relevant institutions to ensure that the country's training initiatives and accreditation scheme for seafarers would pass the standards of the EU.

Meanwhile, Marcos also assured that his administration continues to strengthen the relationship between the public and private sectors in efforts to boost the Philippine seafaring industry.

"Perhaps we can develop that idea further especially when it comes to training. We have always regarded our seafarers," he said.

He also thanked IMEC for reinforcing Manila and the EU's strong working relationship.

Earlier this year, the European Commission's Maritime Safety Agency (EMSA) flagged the Philippines for deficiencies in local seafarer education, training and certification.

Marcos on Sunday assured that his administration will do "everything" to address these deficiencies to prevent job losses among Filipino seafarers deployed to work for EU vessels. MARINO Party-list Representative Sandro Gonzalez on Tuesday agreed with President Marcos that this is the country's "last chance" to rectify the EMSA findings, highlighting that 50,000 Filipino seafarers working in European vessels risk job loss. "There are more than 50,000 seafarers who are endangered of losing their jobs in Europe-based shipping companies if the PH government do not act upon it as soon as possible," Gonzalez said. "This issue has been open for years and we are still navigating our way on how to resolve it effectively." He said Filipino seafarers continue to be an asset to the country's economy, as he expressed hope that Marcos will remain consistent in putting forward his support to the sector, especially in presenting his priority agenda with other countries.

"Let us remind ourselves that Pinoy seamen are the most preferred internationally, and we must be proactive in protecting their welfare and job opportunities," Gonzalez said.

The Philippines remains the top provider of seafarers for both officers and ratings, across all departments, aboard merchant cargo vessels, according to a United Nations Conference on Trade and Development (UNCTAD) 2021 study.

In 2021, Filipino seafarers remitted a total of USD6.54 billion from USD6.353 billion in 2020, or an increase of 3 percent, making them a significant contributor to the country's economy.

IMEC is the only international employers' organization dedicated to maritime industrial relations, according to its website. It operates from its offices in the Philippines and United Kingdom, and represents 250 shipping companies located across the globe.

Currently, IMEC has an estimated 300,000 seafarers in employment and more than 12,000 shipping vessels registered from 60 different countries.

IV. SHIPPING NEWS

Digital technology to enhance safety

IMO has delivered a regional workshop on Enhancing the Safety of Navigation by Digital Means, to look at how digital technologies can be utilized to improve the safety of navigation. The workshop was organized in collaboration with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and the Ministry of Oceans and Fisheries (MOF) of the Republic of Korea. The workshop was delivered virtually (2-4 November) for participants representing 10 countries from Asia.

Presentations topics including: the use of mobile communication technology as an aid to navigation, the use of unique identifiers in Maritime Resource Names (MRNs), and examples of web-based e-navigation solutions used in the Republic of Korea, Denmark and Ghana. The presentations were delivered by from IALA the MOF the Republic of Korea; and (jointly) the Danish and Ghana Maritime Authorities. Participants shared their digital experience in navigation and gave presentations to share information on the status of the safety of navigation in their countries.

World Maritime University graduates ready to make change happen

The latest batch of future maritime leaders have graduated from the World Maritime University (WMU). The 2022 graduation (31 October) saw 276 graduates from 70 countries receive their Masters and Doctorate awards.

The 2022 graduating class includes a record of 94 women graduates. This was the first in-person graduation since the pandemic, where guests were able to attend.

WMU President, Dr Cleopatra Doumbia-Henry, highlighted the importance of the WMU alumni network that will be particularly crucial in the years to come, with only eight years left to achieve the United Nations 2030 Sustainable Development Goals. "You will have battles to fight, you will need to be careful and strategic in accomplishing your goals. But, together you will be able to make change happen, and the world will be a better place, thanks to your efforts," she said.

In his graduation address, Mr Kitack Lim, the first International Maritime Organization (IMO) Secretary-General and WMU Chancellor to hold a MSc degree from WMU, thanked the City of Malmö and the Government of Sweden for their continued generosity and support in hosting the University, including all of the citizens of Malmö for their kindness and openness, as well as the many donors for their ongoing commitment to the WMU mission and its sustainability. He highlighted the strength of WMU's interdisciplinary studies that result in well-rounded, informed, intelligent individuals, with a holistic approach to maritime and ocean subjects.

Secretary-General Lim spoke of the deeply interconnected maritime world in which the graduates' paths would cross again with their classmates, predecessors, and successors. "Together, you join the mighty international network of WMU graduates, who are a great force for good in the world. You have been equipped to work as experts for the benefit of the international maritime community, and its future rests on your shoulders," he said, stressing their important mission of supporting their Governments to achieve decarbonization targets.

The Guest of Honour was Mr Emanuele Grimaldi, President and Managing Director of Grimaldi Euromed and Chairperson of the International Chamber of Shipping (ICS).

WMU is based in Malmö, Sweden. It is one of two renowned international academic institutes established by IMO, the other being the IMO International Maritime Law Institute (IMLI) in Malta.

Engineer Fined Over a Massive Fire at Napier Port

A Napier engineer whose firm began a fire about two years back at Napier Port will need to pay thousands of dollars as fines.

A Singapore-registered vessel dubbed Kota Bahagia reportedly burst into flames on 1 December back in 2020. The sole director of a Napier manufacturing major was reportedly sentenced this week at the Napier District Court.

When the fire suddenly broke out, the employees were cutting gas on the vessel.

The fire was a result of hot metal particles reportedly expelled by gas cutting, dropping into the lower hold, and igniting the material lying below the decks where the employees were involved in gas cutting.

The operations manager of Maritime NZ's regulatory mentioned that the firm was unsuccessful in making sure that the firm had available for use, and used, suitable resources and processes to reduce the risk related to fire. As a director of the company, the individual should have ensured that his employees worked in a manner that kept themselves and those in the vicinity of the work safe. He also had to ensure that the firm acquired and kept up to date with the guidance and standards essential for maintaining safety procedures associated with hot works.

When initiating the gas cutting, Maritime NZ said that the firm should have made sure that there were resources and established processes to complete a thorough safety check around the site of the hot works, make sure an end-to-end site examination was undertaken and a risk assessment was undertaken, make sure that a firewatcher was also in place on-board close to the appropriate areas of the vessel and also made sure fire blankets were used effectively and readily available.

The firm in question was asked to pay a fine of about \$48,000, costs of \$2500, and \$4000 in emotional inconvenience reparations to the victim.

DNV Launches Human Rights Due Diligence Offering To Support Businesses With Increasing Regulatory Crackdown Across Global Supply Chains

This builds on DNV's range of services across the ESG spectrum and deep supply chain management expertise, as well as human rights work already undertaken for customers.

20,000 businesses will face due diligence requirements from the EU's Corporate Sustainable Due Diligence Directive (CS3D) which is due to come into force in 2024.

This follows Germany's Lieferkettengesetz (Supply Chain Act) which will take effect in 2023 and Norway's Åpenhetsloven (Transparency Act) which became law in July 2022. These state-specific rules add to the list of those from other nations like Australia, France and the UK, which have released similar regulations to protect worker rights over the past decade.

Based on the UN Guiding Principles on Business and Human Rights, all share common approaches and requirements: to make meaningful attempts at creating transparency in the supply chain. In many cases, particularly in the forthcoming regulations, non-compliance will result in heavy fines.

Through these regulations, businesses that operate in Europe will be required to adopt measures to identify, cease, prevent, mitigate and publicly account for negative actual (and potential) human rights impacts across their entire value chain, including from indirect suppliers.

DNV has developed a modular offering which can provide solutions and third-party assurance for businesses at any level of maturity – from assessing exposure to human rights risks and conducting supply chain mapping, to implementing digital solutions which collect direct feedback from workers on all aspects of working conditions (through DNV's own tool, Worker Voice), and designing a remediation action plan.

This builds on DNV's range of sustainability services across the ESG spectrum and deep supply chain management expertise, as well as human rights work already undertaken for customers through the use of innovative tools, which gives DNV numerous advantages compared to conventional audit-based players. Valentina Gurney, Senior Manager – Supply Chain Assurance at DNV, said: "Human rights abuses are one of the biggest risks to global businesses. There will be a lot of work needed to prove to European regulators that a company is not involved in human rights abuses in any part of its value chain with the enforcement of CS3D and rules in other jurisdictions.

"Companies need to start showing more transparency of operations throughout their international supply chains – there are cost-effective tools and solutions available to help with this and DNV can partner with any business to assure that people are protected, laws are complied with, and reputational risks are minimised."

DNV also recently launched an offering to support businesses with compliance in four key areas of the EU Green Deal, involving sustainability, safety, due diligence and the third-party verification necessary to satisfy the requirements affecting all businesses and their supply chains in, or exporting to, the EU.

V. ARTICLE INDEXING

Change in attitude of sailors and society must to put more women on ships: Maersk's Niels Bruus

The maritime sector, largely male-dominated, is slowly trying to get more women on board. Currently, with only 0.5% of Indian seafarers being women, the need of the hour clearly is to create the right ecosystem for them in this industry. To take a step in this endeavour, logistics major Maersk in May announced India's first seafarers' cadet programme dedicated to women. Niels Bruus, Head of Marine HR, A.P. Moller – Maersk, spoke to ET Digital on the various initiatives they are taking to create a shift in mind set and behaviour towards women cadets. Edited excerpts:

The Economic Times (ET): Why is there such limited participation of women in the maritime industry?

Niels Bruus (NB): For centuries, seafaring has been equated with men. This has naturally influenced the overall conditioning, beliefs and actions of the stakeholders associated with the marine industry. And there are a variety of reasons why we stand where we stand today — ranging from perceptions about careers at sea, insufficient awareness around opportunities, cultural bias, etc.

ET: Women make up a mere 0.5% of Indian seafarers today. How can such a gender imbalance be addressed and improved?

NB: The first step towards solving the problem is acknowledging it. And it is about time we turn the tide with women on board and ensure everyone is equal at sea. The gender imbalance is so steep that it is not something that will be rectified overnight. It will need a lot of time, mainly because we have to start with changing the mind set – the industry's mind set, the mind set of the aspiring candidates, the mind set of their parents and society. We must establish the right ecosystem for young women to enable them to make the right career choices. We must create the right opportunities for them in the short term and in the long term that would span over their long careers.

Together, we need to unearth taboos, bust the myths and recognise competence over opinion, inclusion over differentiation, and equality over biases. As an industry, I believe it is our collective responsibility to drive women's participation dedicatedly and sustainably.

ET: What are some of the unique challenges faced by women seafarers in different vessel types?

NB: From a competence, knowledge and capability perspective, there should be no challenges. The biggest challenge is, in fact, the perspective of the men on board, who mostly are not accustomed to working with women, and sometimes inadvertently make it more difficult for women to succeed. There are also physical aspects of the older vessel design and layout which need to be considered, for example, common changing rooms, which are not suitable for multiple genders onboard.

ET: Seafaring is often seen as hard and demanding. What kind of facilities can be extended to women seafarer on board to encourage them to be a part of this industry?

NB: A seafaring career can be hard and demanding at times, but it is certainly not something women are not capable of. To attract more women to be a part of this industry, we need to ensure that they are provided with a safe working environment, both physically and psychologically, free of harassment and discrimination. Planning assignments with more than one woman on board at any given time is undoubtedly one of the solutions to overcome some of the problems that women face, and we are making sure that we do this now.

ET: What kind of government regulations and intervention can help to get more women on board and make this sector more gender diverse?

NB: The administration in India is already taking many positive steps to promote women in the maritime sector with initiatives such as education grants and leadership programmes. Further, as we march towards getting more women in seafaring careers, it is more important to make gender sensitisation training mandatory, create a common standard for maritime training institutes to ensure that women are treated equitably, feel welcome and thereby have equal opportunities.

ET: How is Maersk helping in turning the tide for more women to board ships?

NB: At Maersk, we have formed a dedicated cultural transformation team whose job is to look at this holistically. We are looking at everything from processes and procedures to PPE and giving management onboard tools to have meaningful conversations about making everyone feel included and part of the team, to name a few examples.

We are using psychological safety as the leadership approach, as we believe that we must prioritise physical and psychological safety equally. We believe that by focusing on inclusion, we will improve the lives of all our seafarers and make it attractive to sail with Maersk for everyone, not just for women.

Maersk recognises the effort required to reach diversity and the constant commitment necessary to bridge the gap between diversity and equity further. But we are also a company driven by the ‘star of hope’. We know that significant change is possible if we put our minds and efforts into it. However, to realise such a change, we must verbalise, set ambitious targets and measure progress. Therefore, we have set an ambitious goal: by 2027, we aim to have equal distribution between women and men in our cadet intake from India.

To ensure sustainability, we have adopted a three-pronged approach: promote, nurture and advance. Maersk is investing in an outreach programme to promote a career in seafaring in schools across India. To nurture, Maersk has collaborated with AMET University in Chennai to design and implement a dedicated Women Cadet Programme, where women are treated equally. This programme shall provide women with a safe environment — both physically & psychologically — and without discrimination. Finally, to further advance women in their maritime careers, Maersk is actively investing in increasing the number of women in our fleet and creating an equitable workplace to retain talent.

Alongside our efforts in India, at a global level, it is our constant endeavour to ensure alignment in our purpose, processes & policies and equip our people to successfully manage the required cultural shifts. We are targeting a shift in mind set and behaviour with our efforts to ensure that we are on board, both in spirit and in reality. We are targeting our efforts to create awareness of the need for change through anti-sexual harassment campaigns, crew connects, leadership programmes and community groups, to name a few. We equip our colleagues with the necessary knowledge through learning and development programmes and are bringing about the desired change. We are implementing reinforcement mechanisms to monitor the change over time and promote desirable behaviours and outcomes.

‘When It Matters, Shipping Speaks As One’: Industry-Union Pact to Keep Pandemic Cooperative Spirit Alive

Unions representing seafarers and maritime employer groups have come together to sign a new memorandum of understanding (MOU) to take forward the ‘spirit of cooperation’ that marked the shipping industry’s joint efforts throughout the pandemic.

The MOU is the beginning of a process of deepening dialogue, with the signatory organisations hopeful that more partners would join the common cause in months and years to come.

“Even with all the chaotic stories of supply chain issues during the pandemic, seafarers kept the world supplied with food, fuel and medicines at a critical time. Because of seafarers and other key workers, we were able to beat back the worst of the crisis and begin the long road to economic and health recovery. However, in too many cases, crews had their international and national rights blindly disregarded by national governments,” said David Heindel, chair of the ITF Seafarers’ Section.

“Our industry came together to advocate for seafarers during the crew change crisis, and we had important successes on their behalf. Now we want to take that spirit of cooperation forward and apply it to new, shared challenges,” said Heindel.

Priorities for the group include lobbying governments on improving training and career pathways, pushing for better recognition of seafarers, and securing support for the proposals put out recently in the Maritime Just Transition Task Force’s action plan. The plan will be showcased at the upcoming IMO MEPC environment meeting taking place 12 December in London as the UN’s key maritime body grapples with setting a new carbon reduction target.

ICS Secretary General Guy Platten said the chamber was confident the MOU would bring benefits to ship owners and seafarers alike, including securing the clearer signals from regulators needed for investments in low and zero-carbon vessels, infrastructure and technologies.

“This MOU helps to take our important policy discussions to the next stage – industry action. Together, we are more effective at getting the practical commitments needed to drive decarbonisation.”

“This MOU is about showing seafarers, as much as anyone else, that our industry has not lost sight of what can be achieved on their behalf if we put aside small differences, stand back, and advocate together on crew’s behalf. In short: when it matters, shipping speaks as one.”

IMEC chairman Captain Belal Ahmed also welcomed the memorandum. Maritime employers wanted to be involved with the training elements of the Just Transition work, in particular – engaging with governments, which provide much of the world’s seafarer training and regulate important domestic qualification standards.

“During the pandemic and crew change crisis it was clear just how important national governments are – for our global industry and its global workforce. It was their decisions which determined if seafarers could be relieved and go home. States will be equally as critical when it comes to formulating and resourcing the training systems of tomorrow. When we do have governments’ attention, we must make it count,” said Capt. Ahmed.

Captain Ahmed said that with the rapid introduction of new technology, “Our industry faces a huge challenge to have our seafarers ready in time. Engineering, tech and manufacturing companies involved in introducing new machinery on board ships have a responsibility to join Just Transition efforts,” he said.

“The signing of this MOU sends a clear signal that these important maritime communities are once again engaged in the kind of dialogue that brings strength of voice and stability to our sector’s future,” Capt. Ahmed concluded.

Seafarer support services and partnership working are vital for maritime industry’s future

As the International Seafarers’ Welfare and Assistance Network (ISWAN) reports a high demand for its helpline services over the last year, it is clear that accessible welfare and support services for seafarers worldwide remain a priority for the maritime industry.

In its newly released annual review covering 1st April 2021 to 31st March 2022, ISWAN reports that the total number of calls and messages handled by its free, 24-hour, international helpline SeafarerHelp was still 81% higher during the last financial year than before the pandemic in 2019/20. Demand for ISWAN’s helpline for crew working in the superyacht industry, Yacht Crew Help, has also grown steadily since its launch back in November 2020, and ISWAN now operates 16 bespoke helplines for companies and organisations in the maritime industry, adding five new helplines in the last year.

Over 80% of ISWAN’s helpline cases are dealt with in-house, and many from the last year were referred to ISWAN’s staff in India, the Philippines and Nigeria who offer practical humanitarian support to seafarers and their families living in these regions.

The most common reasons for seafarers and their family members contacting SeafarerHelp included requests for information (including health-related enquiries about COVID-19 and ISWAN’s COVID-19 vaccination drive in India) and financial or debt problems, with many seafarers enquiring about financial support administered by ISWAN for those affected by COVID-19 and Typhoon Rai in the Philippines. At the end of March 2022, ISWAN also launched the Ukraine Crisis Support Fund on behalf of the Seafarers International Relief Fund in response to the war in Ukraine.

With seafarers facing challenges ranging from personal struggles to global crises, seafarers’ mental health remains a key area of work for ISWAN. Stakeholders from across the shipping, superyacht and cruise ship industries continue to approach ISWAN to deliver its Mental Health Awareness Training for the Maritime Industry to their shoreside and seagoing staff. ISWAN’s Social Interaction Matters (SIM) Project also completed its trials of social interaction initiatives on board merchant vessels in 2021 and the project’s Phase Two report, recommendations and guidance for the industry have since been released this year.

ISWAN is working to make free support more accessible for seafarers around the world, especially those with limited connectivity on board. To complement its existing services, the organisation launched the ISWAN for Seafarers app in June 2021 in partnership with The Shipowners’ Club. The app offers a direct line to ISWAN’s helplines and offline access to resources for seafarers, and was downloaded over 2,800 times in the last financial year alone by seafarers of 70 nationalities.

VI. HEALTH ZONE

Keep up seafarer wellbeing initiatives

Collins Dictionary has declared “permacrisis” its phrase of 2022. It sums up the year for many: economic setbacks, war, environmental disasters, covid and political instability. These issues are challenging for anyone, but for a seafarer, a long way from home or family, we can potentially add loneliness, overwork and stress to the list of concerns.

The pandemic and lockdowns taught us all the importance of emotional wellbeing. Governments, employers and communities globally recognised the negative impact of isolation on people in their care. Programmes focused on improving personal wellbeing grew quickly and discussions about mental health, which for many had previously been taboo, became more common.

Wellbeing does not just refer to a person’s physical health. It includes relationships, emotions and finances, which when not going well, can be a source of stress and unhappiness. But within a complex and dangerous environment such as a ship at sea, the work itself can also be highly stressful.

Far from home seafarers can easily become overwhelmed. Extended time at sea due to covid restrictions exacerbated these existing trends. Many shipping companies responded by trying to make time at sea a better experience than before. Genuine attempts were made to foster a better sense of community and improve onboard conditions. Whether this was reimagining living spaces onboard to create an inclusive and collaborative environment with community mess halls and recreation lounges; adding gyms and fitness activities; increasing the ease of internet connectivity and access to home or improving dialogue with management, we saw a wide range of initiatives being implemented.

Those companies who view “wellbeing” as just an additional crew cost and have failed to take meaningful action, are finding that they are much less likely to attract the best and most experienced seafarers. Seafarers are becoming increasingly selective about who they work for and are basing their decisions as to who to sail with on the benefits as well as the salary package.

Standard Club has partnered with the maritime charity Mission to Seafarers, and IDWAL, a global leader in vessel inspections, benchmarking and analysis and published a quarterly Seafarers Happiness Index to help measure how seafarers are coping. Covering 10 questions focusing on respondents’ perception of their happiness on issues including shore leave, onboard connectivity, training, wages, food, workload and onshore facilities, the index has shown that there have been improvements over the past two years. Crew are feeling happier. The average rating for happiness in Q3 2022 was 7.3, up from 6.3 at the height of the pandemic in mid-2020.

Access to shore leave does however remain problematic and continues to be a source of unhappiness. Whilst the situation has clearly dramatically improved with most countries removing the blanket ban on shore leave, there are still restrictions in place in some regions. Some crew however are not able to take shore leave due to overwhelming workloads, cost, bureaucratic restrictions, company policy or personal choice.

Whilst I am delighted to see progress in the way that seafarers are treated, there are concerns that as the immediate Covid crisis has diminished, so will the focus on seafarer living conditions and wellbeing. Critical to all these initiatives is the level of work expected of the seafarer. This is linked to manning levels which have continued to be under pressure. Seafarers are the backbone of the maritime industry and global trade and have, rightly so, been recognised as key workers. The work we do to help them through supportive company cultures must continue.

Source: Standard Club

VII. NEW ARRIVALS

1. Title : Introduction to programming with python , Accn No. : 4763, Author : Shirke, Suvarna , Edition No. : 2nd , Publisher : Techknowledge, Publish Year : 2022 , ISBN No. : 9789390694235
2. Title : Machine Learning , Accn No. : 4764 , Author : Baphana, R.M. , Edition No. : 1st , Publisher : Tech-Neo , Publish Year : 2022 , ISBN No. : 9789355830791
3. Title : Computer Organization & Architecture , Accn No. : 4765 , Author : Velankar, S , Edition No. : 1st , Publisher : Tech-Neo , Publish Year : 2021 , ISBN No. : 9789390376902
4. Title : Artificial Intelligence & Data Science , Accn No. : 4766 , Author : Baphana, R.M. , Edition No. : 1st , Publisher : Tech-Neo , Publish Year : 2022 , ISBN No. : 9789391472030
5. Title : Internet of things , Accn No. : 4767, Author : Goyal, Pravin , Edition No. : 1st , Publisher : Techknowledge , Publish Year : 2022
6. Food and Cooking
7. Superfoods Today Cookbook 200 Recipes of Quick & Easy, Low Fat Diet, Gluten Free Diet,
8. Super Indian Snack and Street food recipes
9. Indian Slow Cooker Cookbook Top 100 Indian Slow Cooker Recipes from Restaurant Classics
10. Healthy Indian Vegetarian Cooking Easy Recipes for the Hurry Home Cook
11. Healthy Indian Vegetarian Cooking Easy Recipes for the Hurry Home Cook
12. Food Network Magazine 1,000 Easy Recipes Super Fun Food for Every Day
13. Classic French Recipes Over 100 Premium French Cooking Recipes french recipes,
14. Baking Recipe Book Easy Baking Recipes- Baking ... easy baking recipes, baking recipe book)
15. 139 Popular French Cuisine Recipes Authentic, Extra Ordinary and Delicious French Cooking
16. MARPOL Consolidated edition 2022

QUOTES

“Watch your thoughts, they become your words. Watch your words, they become your actions. Watch your actions, they become your habits. Watch your habits, they become your character. Watch your character, it becomes your destiny.”

“Success isn’t about how much money you make. It’s about the difference you make in people’s lives”

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Editor

Mr. Ram Chandra Pollai, Librarian