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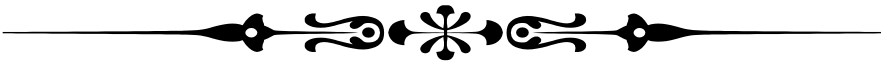


World's first Ship with full carbon capture & storage system

***VOLUME NO. 25, ISSUE NO. 1
January, 2025
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

F.No.20-19/2/2025-TRG-DGS(Comp.No.32841)

Dated: 31.01.2025

DGS Order No. 01 of 2025

Subject: Addendum to DGS Order No. 25 of 2020 dated 28.08.2020 - Payment for Digital Certification Application (DCA) by Maritime Training Institutes (MTIs) effective from 01.02.2025.

Whereas, the Directorate General of Shipping (DGS) introduced the Digital Certification Application (DCA) through DGS Order No. 25 of 2020 dated 28.08.2020 to facilitate the issuance of digitally signed certificates for approved courses conducted by approved Maritime Training Institutes (MTIs).

2. **Whereas**, the Directorate has until January 2025 borne the cost of issuing Digital Certificates under the DCA platform, providing this service free of charge to all DGS-approved MTIs.

3. **Whereas**, the competent authority has now decided to transition the payment process to a sustainable model, effective February 2025, by permitting the vendor M/s. ARI to charge an amount of ₹ 36 (plus applicable taxes) per certificate directly from DGS-approved MTIs. Here the per certificate cost be mentioned as "Certificate Credit".

4. **Whereas**, the attached workflow document titled "DCA Workflow for MTI Payments" provides detailed guidance on the procedures for payments, purchasing certificate credits, and managing transaction and certificate histories through the Digital Certification Application (DCA) portal. MTI may purchase advance credit before issuance of the digital course certificates.

5. **Whereas**, this DGS Order will be effective and implemented from 00:00 hrs of 01.02.2025. Further all the MTIs must make payments for generation of per Digital Course Certificate as per the attached workflow.

6. **Accordingly**, the following instructions are issued to all approved MTIs for strict compliance:

1. Implementation of Payment Structure:

- i. Effective from 00 hrs of 01 February 2025, MTIs are required to make payments for certificate credits via the DCA portal as outlined in the attached workflow document.
- ii. Each certificate issued will incur a cost of ₹ 36 (plus applicable taxes), payable directly to M/s. ARI.

2. Operational Process:

- i. MTIs must log in to the DCA portal using their e-Governance credentials (same as MTI Module Login Id) to purchase certificate credits.
- ii. The purchase process involves selecting the desired number of credits, completing payment through the secure payment gateway, and accessing the transaction receipt and order details.
- iii. Detailed steps for transaction history, certificate management, and reports are outlined in the attached workflow document.

3. Responsibilities of MTI Course In-Charge and Principals:

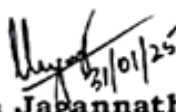
- i. The Course In-Charge and Principal of each MTI must ensure that certificate credits are available before initiating the digital signing process.
- ii. The DCA portal will restrict certificate issuance if sufficient credits are not available.

4. Support and Assistance:

- i. For any technical issues or queries related to the DCA platform, MTIs are advised to contact the support team via email at dcasupport@arisimulation.com with the following details:
 - MTI Name and Contact Information
 - Nature of Issue
 - Transaction or Certificate Reference (if applicable)

7. **Whereas**, compliance with the above instructions is mandatory, non-adherence will be viewed seriously and may result in administrative action as per the Guidelines issued by the Directorate.

8. This DGS Order enters into force with immediate effect.


(Shyam Jagannathan)
Director General of Shipping

Enclosed: ARI payment work flow process.

To,

1. All PO, MMDs.
2. All approved MTIs.
3. NT Wing / Engineering Wing.
4. Computer Cell.
5. Guard file.



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

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.20-16/2/2024-TRG-DGS (Comp.No.31917)

Date:05.02.2025

Training Circular No.04 of 2025

Subject: Discontinuation of Exit Exams for Refresher Courses

1. Introduction

Whereas the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, as amended, establishes rigorous standards for seafarer training, certification, and watchkeeping, the Directorate General of Shipping (DGS) hereby issues this circular to discontinue the requirement for exit exams in specified refresher courses.

2. Background and Rationale

1. STCW 2010 as Amended

With the entry into force of the 2010 amendments to the STCW Convention on January 1, 2012, seafarers requiring Certificates of Proficiency (CoP) in the following competencies are mandated to undergo refresher training every five years, as outlined in DGS STCW Circular No. 6 of 2011:

- Personal Survival Techniques (PST)
- Fire Prevention and Fire Fighting (FPFF)
- Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (PSCRB)
- Advanced Fire Fighting (AFF)

2. Competency Maintenance Requirements

Seafarers must demonstrate continued competency in the standards detailed in Tables A-VI/1-1, A-VI/1-2, A-VI/2-1, and A-VI/3 of the STCW Code every five years.

1 of 3

बीटा बिल्डिंग, 9वीं मंजिल, आई थिंक टेक्नो कॅम्पस, कांजूर मार्ग (पूर्व), मुंबई - 400 042
Beta Building, 9th Flr., I-Think Techno Campus, Kanjur Marg (E) / Mumbai - 42

फोन/Tel.: 91-22-25752040/1/2/3, फैक्स/Fax.: 91-22-25752029/35 ई-मेल/E-mail : dgship-dgs@nic.in वेबसाइट /Website: www.dgshipping.gov.in

3. **Additional Refresher Course Mandates**

- **Engineering Circular 143/2018 dated 26.03.2018** established refresher training requirements for the revalidation of Certificates of Competency (CoC) for engineering personnel every five years.
- **MS Notice 13 of 2020 dated 04.11.2020** clarified that Medical First Aid and Medical Care do not require revalidation every five years as per STCW, 2010 as amended.
- **MS Notice 7 of 2023 dated 14.06.2024** similarly established revalidation training for all Nautical Grade CoCs.

4. **Online Exit Exam Implementation**

Whereas, the DGS Circular 17 of 2020 introduced online exit exams for uniform candidate assessment in STCW modular courses.

5. **Pandemic Response Measures**

Whereas, during the COVID-19 pandemic vide DGS Order 20 of 2020 dated 03.08.2020 implemented a three-tier learning mechanism comprising E-Learning, virtual classes, and online exit exams. This was due to restricted access to Maritime Training Institutes (MTIs).

6. **Reopening of MTIs**

Whereas, DGS Order 11 of 2022 dated 22.03.2022 allowed MTIs to resume in-person training at full capacity, facilitating unhindered access to refresher courses.

7. **Practical Nature of Refresher Courses**

Whereas, the refresher courses listed below are primarily practical with limited theoretical content:

- Refresher in Personal Survival Techniques (PST)
- Refresher in Fire Prevention and Fire Fighting (FPFF)
- Refresher in Proficiency in Survival Craft and Rescue Boat other than Fast Rescue Boats (PSCRB)
- Refresher in Advanced Fire Fighting (AFF)

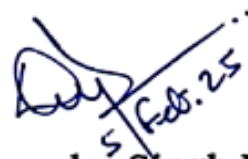
8. Whereas, the Directorate has received feedback highlighting candidate difficulties and inconvenience caused by the exit examination requirement for certain refresher and revalidation courses.

9. Whereas, in light of the above considerations, the Directorate has determined that exit examinations will no longer apply to the following refresher courses:

- Refresher in Personal Survival Techniques (PST)
- Refresher in Fire Prevention and Fire Fighting (FPFF)
- Refresher in Proficiency in Survival Craft and Rescue Boat other than Fast Rescue Boats (PSCRB)
- Refresher in Advanced Fire Fighting (AFF)
- Refresher in Medical Care
- Refresher in Medical First Aid
- Refresher and Updating Training Course for Engineers

10. All Maritime Training Institutes (MTIs) are directed to conduct internal assessments for the refresher courses listed above and to maintain comprehensive records of candidate performance. These records must be available for inspection and auditing by the Directorate as needed.

11. These issues with the approval of the Director General of Shipping.



(Deependra Singh Bisen)

Dy. Director General of Shipping (Training)

To:

1. All Maritime Training Institutes
2. All Principal Officers, MMD
3. NT, Engineering Wing
4. IT & E-gov. Branch.

II. IMO NEWS

IMO agrees to draft revised action plan on marine plastics

The IMO's Sub-Committee on Pollution Prevention and Response has agreed on the draft 2025 Action Plan to Address Marine Plastic Litter from Ships, with a view to its approval by the Marine Environment Protection Committee (MEPC 83) when it meets on 7 to 11 April 2025.

This milestone was achieved along with other key outcomes at the 12th session of the Sub-Committee on Pollution Prevention and Response (PPR 12), held at IMO Headquarters in London from 27 to 31 January 2025. The meeting was chaired by Dr. Anita Mäkinen of Finland.

The 2025 Action Plan to Address Marine Plastic Litter from Ships was prepared following a revision of the/ [initial Action Plan](#) approved in 2018, taking into account actions that had been completed since then.

The actions included in the draft 2025 Action Plan are set for completion by 2030 and aim to achieve at the following main outcomes:/

- Reduction of the contribution from fishing vessels to marine plastic litter/
- Reduction of shipping's contribution to marine plastic litter/
- Enhanced public awareness, education and seafarer training/
- Improvement of the effectiveness of port reception facilities and treatment in reducing marine plastic litter/ /
- Improved understanding of the contribution of ships to marine plastic litter/
- Strengthened international cooperation/

The Sub-Committee updated the timeframes for the expected completion of the actions, grouping them according to short-, mid-, long-term and continuous actions./

Carriage of plastic pellets by sea/

The draft 2025 Action Plan to Address Marine Plastic Litter from Ships/ includes a dedicated action for the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers./ /

To inform future discussions on the legal framework for introducing such measures, the Sub-Committee developed a table outlining various considerations, including advantages, limitations and impacts relating to possible amendments to mandatory instruments linked to the carriage of plastic pellets by sea./

PPR 12 outcomes

Other important outcomes from the Sub-Committee meeting include:

- draft Guidance on in-water cleaning of ships' biofouling agreed;
- draft 2025 Guidelines on selective catalytic reduction systems approved; and
- draft Interim guidance on the carriage of blends of biofuels and MARPOL Annex I cargoes by conventional bunker ships agreed.

Indian seafarers top global abandonment list: Report

ITF has submitted its findings on seafarer abandonment to the International Maritime Organization (IMO). Indian seafarers were the most abandoned worldwide for the second consecutive year in 2024, with 899 Indian sailors left stranded on ships, part of a total of 3,133 abandoned seafarers globally.

This marks the worst year on record for seafarer abandonment, representing an 87% increase from 2023 when 1,676 seafarers were abandoned, including 401 Indians. The next highest group to be abandoned in 2024 were Syrians.

The data, compiled by the International Transport Workers' Federation (ITF), reveals that 312 vessels were abandoned in 2024, a dramatic 136% rise from the 132 vessels abandoned in 2023. Additionally, 81% of these abandoned ships were flagged under "Flags of Convenience" (FoC), allowing owners to avoid labor and safety regulations.

The ITF defines abandonment as a situation where seafarers are left without pay for at least two months, denied adequate provisions, or not repatriated after their contract ends.

ITF has submitted its findings on seafarer abandonment to the International Maritime Organization (IMO). However, the report is skeptical about the IMO's ability to enforce meaningful changes, noting that "UN agencies have no teeth to enforce anything."

Stephen Cotton, ITF's general secretary, emphasized the need for stronger regulation and accountability. "By reporting so many cases, seafarers are sending a clear message: they've had enough of being treated like slaves," Cotton said. "The solution is clear: better regulation, enforcement, and accountability from governments."

III. SHIPPING NEWS

Indian Seafarers from missile-Ssruck vessel return safely to Mumbai

In a moment of relief and celebration, nine Indian crew members of the ISA Star vessel returned safely to Mumbai today after surviving a missile strike near Yemen earlier this month. The vessel was hit on December 5, 2024, amid ongoing conflicts in the Red Sea, which have increasingly endangered commercial shipping.

The safe return of the seafarers marks the success of an intense repatriation effort led by the Directorate General of Shipping (DGS), along with the seafarers' unions NUSI and ITWF. In collaboration with the Ministry of External Affairs (MEA), the authorities coordinated with international partners to ensure the crew's swift and safe repatriation from Djibouti. The efforts were spearheaded by Capt. Dr. Daniel Joseph, Deputy Director General of Shipping and head of the DGS Crew branch, who played a crucial role in securing the crew's safe return.

This incident is one of several recent attacks on vessels in the Red Sea, drawing renewed attention to the growing dangers in one of the world's busiest maritime trade routes. The ISA Star incident highlighted the vulnerability of commercial vessels operating near the Yemeni coast, raising alarm within global maritime circles.

Families greeted the returning seafarers with emotional embraces at Mumbai's international terminal. Medical personnel were present to offer any necessary support, but initial reports confirm that all crew members are in good health following their ordeal.

The successful operation underscores the importance of international maritime cooperation during crises. Both seafarers' unions and maritime organizations hailed the coordinated efforts of DG Shipping, led by Capt. Dr. Daniel Joseph, the MEA, and global maritime authorities in ensuring the crew's safety.

"We are incredibly grateful for the swift actions taken by all parties involved," said one family member during the reunion. "Having our loved ones back safe is an immense relief for all of us."

The incident has sparked renewed calls for bolstered security measures in volatile international waters, especially in regions prone to maritime conflict. Authorities are closely monitoring the situation, with a focus on safeguarding shipping lanes to protect seafarers from future threats.

The maritime community has lauded this repatriation as a significant achievement in protecting seafarers' welfare, but also as a reminder of the critical importance of maintaining safety and vigilance in high-risk zones. This successful rescue and repatriation emphasize the need for enhanced security protocols to ensure the continued safety of commercial maritime operations worldwide.

World's top Shipping Companies have no plans to resume operations in Red Sea

Despite a recent ceasefire between Israel and Hamas, the world's two leading shipping companies, Maersk and Hapag-Lloyd have no immediate plans to resume operations in the Red Sea.

Both companies are carefully monitoring the situation and have stated that they will only return when it is safe. A spokesperson from Hapag Lloyd told Reuters that they are analysing the impact of the ceasefire on the security of the Red Sea. On the other hand, Maersk says it is too early to predict when operations might resume.

Hapag Lloyd already mentioned in June that a ceasefire alone might not guarantee safe passage through the Suez Canal. The company is concerned about possible attacks from Houthis in the region.

Rearranging shipping schedules for a safe return could take four to six weeks, according to the company. The Red Sea has become a focal point for attacks over the past year. Increased attacks by Yemen's Iran-backed Houthis have disrupted maritime operations forcing many shipping companies to reroute their vessels around Africa's Cape of Good Hope.

These longer routes have increased transit times, raised costs, and severely impacted global supply chains. Since November 2023, Yemen's Houthi group has conducted over 100 attacks on merchant ships in the Red Sea, sinking two vessels, seizing one, and killing at least four seafarers.

The group claims these actions are in retaliation to Israel's military operations in Gaza. In response, the United States has led airstrikes targeting the Houthi movement since January.

Despite these measures, shipping companies remain cautious about returning to the region. The disruptions have resulted in increased freight rates as companies are forced to take longer routes.

Maersk reported last year that demand for container shipping remains high despite these challenges. Shipping industry organisations have criticised the attacks, describing them as violations of the freedom of navigation and a threat to seafarers' safety.

World's first Ship with full carbon capture & storage system ready for Pilot testing

Clipper Eris, the ethylene carrier owned by Solvang, is ready for pilot testing, becoming the world's first ship fitted with a full-scale carbon capture and storage system.

The pilot project is being undertaken as a joint effort between Solvang, MAN Energy Solutions, Wartsila and research institute SINTEF.

Besides this ship, Solvang has 7 more vessels being constructed. They are almost ready to be equipped with the same carbon capture facility that can decrease carbon dioxide emissions by up to 70% before it is stored in deck tanks for discharge to sequestration or use.

Edvin Endresen, CEO of Solvang ASA said that this technology is the shortcut to decarbonising the world's deep-sea fleet and is a promising solution for future vessels.

Clipper Eris spent the last few months in the dry [dock](#) undergoing a complete retrofit and it is now equipped with the new OCCS technology. It will leave the berths at the Seatrium admiralty yard in early February for pilot testing.

Roger Holm, President of Wärtsilä Marine said that this carbon capture system on-board Clipper Eris is a leap forward for achieving maritime sustainability and represents a change that has been made possible by a collaboration between our companies.

In 2023, Solvang got funding from the Norwegian State through Enova, making it possible to begin the OCCS pilot project on Clipper Eris.

Borge Noddeland, senior advisor in Enova said that the company is following the project with much anticipation and highlighted that carbon capture on-board vessels is an interesting technology which can play a vital role in the transition towards a low-emission society.

Houthis End Attacks On U.S & U.K Ships, Israeli-Linked Vessels Still at risk

Yemen's Houthi rebels have announced they will stop targeting ships linked to the United States and the United Kingdom in the Red Sea after a ceasefire agreement between Israel and Hamas.

The ceasefire agreement comes after more than a year of Houthi attacks that have severely impacted global shipping routes.

In an email issued on January 19, 2025, the Houthis through their Humanitarian Operations Coordination Center (HOCC) confirmed the lifting of sanctions on U.S. and U.K.-linked vessels, including those sailing under their flags.

However, the rebels made it clear that all ships associated with Israel remain banned from transiting the Arabian Sea, Bab-el-Mandeb Strait, the Gulf of Aden, the Indian Ocean and the Red Sea.

The Houthis warned that any new aggression against Yemen by the U.S., U.K., or Israel would lead to the reinstatement of sanctions. They added that attacks on Israeli-linked vessels would only cease once all phases of the ceasefire agreement are fully implemented.

Since November 2023, the Houthis have carried out more than 100 attacks on merchant vessels using drones and missiles.

These attacks have halved Red Sea shipping traffic and forced many vessels to divert around Africa's southern tip via the Cape of Good Hope, increasing costs.

Shipping companies faced challenges like higher fuel consumption, insurance premiums, and wages for sailors operating in high-risk zones.

Egypt, which oversees the Suez Canal- a vital waterway connecting the Red Sea and the Mediterranean suffered major revenue losses.

The Houthis have until now sunk two vessels, seized one, and killed at least four sailors. Currently, the Bahamas-flagged vessel Galaxy Leader and its 25 crew members remain in Houthi custody.

The crew comprising Bulgarians, Filipinos, Mexicans, Romanians, and Ukrainians, have reportedly gone through terrible conditions, with some requiring hospitalization for malaria.

Jakob Larsen, Chief Safety and Security Officer at BIMCO discussed the fragile nature of the ceasefire, warning that even minor violations could lead to renewed hostilities.

Shipping companies like Germany's Hapag-Lloyd have adopted a wait-and-see approach, saying they will resume operations through the Red Sea only when safety is assured.

War-risk insurance premiums for voyages in the region have increased, with hundreds of thousands of dollars added to operational costs. Maritime security firm Ambrey said, "The coming weeks will show whether this promise translates into consistent action."

There are speculations that the Trump administration in its second term could reapply the foreign terrorist organisation designation on the Houthis, a label revoked during President Joe Biden's tenure. This could escalate tensions.

Houthi leader Abdul-Malik al-Houthi has also warned that his group is prepared to resume attacks if Israel intensifies its blockade or military actions in Gaza.

The rebels claim they are ready to intervene immediately should the situation worsen.

Experts predict that tramp vessels will be the first to return, with liner shipping companies adjusting their routes if stability is maintained.

Houthis release all 25 Crew of hijacked cargo Ship after 14 months

Yemen's Houthi rebels have freed the 25-member crew of the cargo ship Galaxy Leader after holding them captive for over 14 months.

The crew were released on January 23, 2025, and was reportedly mediated by Oman and coordinated with Hamas.

The Galaxy Leader, a Bahamas-flagged car carrier, was seized by armed Houthi rebels in November 2023 while it was sailing from Turkey to India.

The crew comprised of Bulgarians, Filipinos, Mexicans, Romanians, and Ukrainians. Houthi-run Al Masirah TV stated the release was part of the ceasefire between Israel and Hamas, which began on Sunday.

The International Maritime Organization (IMO) Secretary-General Arsenio Dominguez expressed relief, calling the release a diplomatic success.

Since its seizure, the Galaxy Leader has been held in the Yemeni port of Al-Hudaydah. The ship's ownership is linked to Galaxy Maritime Ltd., registered in the Isle of Man, and co-owned by Israeli businessman Abraham Ungar.

Over the past year, the group has attacked dozens of ships, sunk two vessels, and killed four seafarers. These attacks disrupted shipping routes and forced vessels to take longer journeys around Africa.

The Houthis recently announced they would halt their attacks on maritime traffic after the ceasefire but warned they would resume if provoked by the U.S., the UK, or Israel.

United Nations Special Envoy for Yemen Hans Grundberg welcomed the release and urged the Houthis to end the maritime attacks entirely.

Meanwhile, shipping companies and international maritime organizations are urging for stronger measures against these actions to ensure the safety of global trade routes.

IV. CATERING & HOSPITALITY

Indian Hotel Academy hosts empowering convocation for skilled India vision

Indian Hotel Academy (IHA) successfully hosted the “A Skilled India is A Stronger India” Convocation and Conclave, a landmark event celebrating the vision of Prime Minister Narendra Modi Ji and highlighting India’s commitment to skill development. The event, held at the USI Auditorium in Vasant Vihar, New Delhi, was a resounding success, drawing attention to the crucial role of skilled professionals in shaping the future of India’s hospitality industry.

Recognizing Young Hospitality Influencers

The event recognized and awarded over 300 young hospitality influencers with certifications from the Tourism and Hospitality Skill Council (THSC), in line with the national Skill India Mission and the Aatmanirbhar Bharat initiative. These young professionals, who represent the next generation of leaders in hospitality, were honoured for their dedication and potential to contribute to India’s growing hospitality sector.

Remarks by Founders G.P. Gautam and Devipshita Gautam

G.P. Gautam and Devipshita Gautam, Founders of Indian Hotel Academy, expressed their thoughts on the occasion stating, “This event marks a pivotal moment in our journey to contribute to the nation’s skill development.

By empowering over 300 young hospitality professionals, we not only recognize their hard work and potential but also reaffirm our commitment to shaping a skilled workforce that will drive India’s future in hospitality and beyond. We are proud to support the vision of Skill India and Aatmanirbhar Bharat, and look forward to seeing these young professionals excel in their careers.”

Esteemed Dignitaries in Attendance

The event was graced by the presence of several esteemed dignitaries, including Rekha Sharma, Member of Rajya Sabha and Former Chairperson of the National Commission for Women; Kamaljeet Sehrawat, Member of Lok Sabha from West Delhi; Ashok Thakur, Director, NAFED, Government of India; Rajesh Sodhi, State Executive Member and Convener of Intellectual Cell; and Dishant Kapil, State Executive Member and Chief Member of the Special Liaison Sub-Committee.

The Role of Skill Development and Youth Empowerment

The presence of these distinguished leaders underscored the importance of skill development and youth empowerment in India’s growth. Their speeches highlighted the pivotal role that skill-building plays in fostering a workforce that can meet the challenges of an evolving economy.

Through this event, Indian Hotel Academy and its partners reinforced their commitment to building a highly skilled and industry-ready workforce in the hospitality sector.

A Platform for Professional Growth

The Association of Hospitality Professionals (AHP) served as the hospitality partner for the event, further strengthening the alliance between industry and educational institutions dedicated to excellence in hospitality. The conclave provided a platform for young professionals to connect with industry leaders, gain valuable insights, and learn from the experiences of established figures in the hospitality field.

Advancing Skill Development and Aatmanirbhar Bharat

The “A Skilled India is A Stronger India” convocation and conclave was a testament to the dedication of all those involved in empowering India’s youth and shaping the future of the hospitality industry. By aligning with the Skill India Mission, Indian Hotel Academy continues to play a key role in creating a skilled and self-reliant workforce, in keeping with the vision of a prosperous and self-sufficient nation.

A Significant Milestone in Skill Development

The event was an overwhelming success, and Indian Hotel Academy is proud to have hosted such a significant milestone in advancing skill development within the hospitality sector. As India moves forward with its vision of Aatmanirbhar Bharat, the importance of skill development cannot be overstated, and this event served as a key step in recognizing and advancing the future leaders of the hospitality industry.

Explore expert insights on food safety, from allergen prevention to technical training and digital food integrity.

Food safety isn't just a regulatory requirement it's a shared responsibility that spans the entire supply chain, from field to fork. In this In-Depth Focus, we dive into the challenges, innovations, and collaborative efforts shaping food safety today and into the future.

With complex global supply chains, evolving consumer expectations, and advancing technology, ensuring food safety is more challenging and more critical than ever before. Our expert contributors share their insights on how the industry is addressing these issues, from tackling allergen contamination to building a skilled workforce, and ensuring the reliability of digital food information.

Analysis of the mustard contamination scare in Autumn

Professor Chris Elliott explores the recent mustard contamination scare in the UK, an event that shook the food industry and raised serious questions about global supply chain vulnerabilities. This incident, traced to the unintended presence of peanut traces in mustard products, underscores the devastating potential for allergen contamination. Elliott examines how such breaches occur, the regulatory challenges involved, and what lessons the industry can take away to prevent future risks.

Meanwhile, Laura Ryan, Director of Technical Governance at Pilgrim's Europe, emphasizes the importance of technical expertise in maintaining food safety. Ryan details how a culture of safety is built through training, clear communication, and accountability at every level of the business. She also discusses how initiatives like apprenticeships, multilingual training programs, and collaborations with academic institutions help develop the next generation of technical leaders, ensuring that safety protocols are upheld with consistency and precision.

The role of robust regulatory standards

In today's digital era, the intersection of food safety and technology is becoming increasingly significant. James Peach, Regulatory Specialist at NIQ Brandbank, focuses on the role of digital food information in protecting consumer health. Peach highlights how robust data governance and collaboration with regulators are essential to ensuring that digital tools provide accurate, reliable product information. Without these safeguards, the potential for misinformation or errors could lead to unforeseen safety risks, as digital platforms become more central to consumer decision-making.

Through these expert perspectives, this In-Depth Focus sheds light on the pressing need for collaboration across the food sector. From manufacturers to regulators and digital intermediaries, each player has a role in building a safer food ecosystem. By fostering accountability, innovation, and partnerships, the industry can continue to meet its shared responsibility to protect consumers and uphold trust.

Food safety doesn't stand still. As challenges evolve, so too must the strategies we use to address them. From preventing allergen contamination to training skilled professionals and leveraging technology responsibly, the road ahead demands vigilance, cooperation, and a commitment to continuous improvement.

V. ARTICLE INDEXING

DG Shipping and C-DAC agreed to collaborate on emerging technologies for maritime industry

The partnership between DGS and C-DAC aligns with the former's vision of becoming a globally recognised and progressive maritime administration.

The Directorate General of Shipping (DGS) and the Centre for Development of Advanced Computing (C-DAC) have signed an umbrella Memorandum of Understanding (MoU). The MoU marks a significant step toward fostering digitalisation, automation, cybersecurity, and research and development within the maritime industry. This collaboration aims to bring about substantial changes to the country's maritime administration and its operations.

The partnership between DGS and C-DAC aligns with the former's vision of becoming a globally recognised and progressive maritime administration. By tapping into C-DAC's extensive experience in high-performance computing, cybersecurity, blockchain, and e-governance, the collaboration is poised to modernise India's maritime processes and address the challenges facing the industry. This initiative also aims to drive innovation by integrating emerging technologies into maritime operations and services, fostering a culture of continuous improvement and adaptation to meet the evolving demands of the global maritime industry.

One of the key objectives of this MoU is to accelerate the digitalisation and automation of maritime processes. With this collaboration, the maritime sector will witness significant improvements in operational efficiency through the implementation of automated systems that reduce human error and enhance overall productivity. These advancements will also streamline maritime administration processes, making them more transparent and efficient.

In addition to digitalisation, the collaboration will focus on maritime data analytics and predictive modelling. By utilising advanced data analytics, the sector can gain valuable insights into patterns and trends, improving decision-making and ensuring more effective resource management. Predictive modelling will also play a critical role in forecasting potential risks and optimising operations, which will contribute to a more sustainable and secure maritime ecosystem.

Cybersecurity is another pivotal area of focus in this partnership. As the maritime industry increasingly embraces digital technologies, the need for robust cybersecurity measures has never been more pressing. The collaboration aims to bolster the security of maritime Internet of Things (IoT) systems and protect critical data from cyber threats. This is essential to maintaining the integrity of maritime operations, particularly as the sector becomes more interconnected and dependent on digital infrastructure.

Furthermore, the MoU will support advancements in maritime education and training, ensuring that industry professionals are equipped with the necessary skills to navigate the rapidly changing technological landscape. By fostering continuous learning and innovation, the partnership aims to build a highly skilled workforce capable of driving the maritime sector's digital transformation. This will also ensure long-term success and resilience of the sector.

The collaboration also includes a strong focus on research and development in maritime technologies, with the goal of exploring new innovations that can address existing challenges and open new opportunities. Through joint efforts, DGS and C-DAC will work towards developing cutting-edge solutions to further enhance the maritime industry's capabilities.

Overall, this partnership signifies a new era of collaboration in the maritime sector, aimed at harnessing the power of technology to modernise and future-proof India's maritime administration. It lays a solid foundation for creating a more sustainable, efficient, and secure maritime ecosystem, ensuring that India remains at the forefront of maritime innovation on a global scale. This transformative initiative is set to create lasting positive impacts.

The formal signing took place at an event organised at the Ministry of Electronics and Information Technology (MeitY) and saw the participation of key officials, including Shyam Jagannathan, Director General of Shipping, and E. Magesh, Director General of C-DAC. S. Krishnan, Secretary of MeitY, along with several senior figures from MeitY, DGS, and C-DAC, also graced the occasion.

VI. HEALTH ZONE

Captain of Cruise Ship that killed 32 passengers seeks early release from prison

Francesco Schettino, the captain of the ill-fated cruise ship Costa Concordia, has made headlines again 13 years after the disaster that shocked the world.

Now 64 years old, Schettino has requested early release from his 16-year prison sentence.

Italian media reports that he has applied for “semi-liberty,” a provision under Italian law allowing prisoners with good behaviour to serve the remainder of their sentence outside prison after completing at least half their term.

A court hearing to decide his request is scheduled for March 4, 2025.

The Costa Concordia, owned by Carnival Corporation’s Costa Cruises, was a massive cruise ship weighing 114,500 tons. Built by Fincantieri and delivered in 2006, it could accommodate 3,780 passengers and 1,100 crew members.

The ship was making a week-long cruise in the Western Mediterranean when tragedy struck on January 13, 2012. The ship had left the port of Civitavecchia, Italy, earlier that day.

Captain Schettino deviated from the planned route to perform a “salute” near Giglio Island, a manoeuvre that involved sailing close to shore and sounding the ship’s horn.

However, the ship struck an underwater rock, causing a massive tear in its hull. The damage flooded the ship’s electrical controls, leaving it powerless and adrift.

There were 3,200 passengers and more than 1,000 crew members on-board. The ship began to list and eventually capsized.

A total of 32 people lost their lives, and many more were injured in the disaster with the poorly managed evacuation that followed. Schettino faced global condemnation after it was revealed that he abandoned the ship while passengers were still on-board.

He later gave conflicting accounts, claiming he either fell from the ship or went ashore to coordinate the evacuation. A now-infamous recording surfaced of the Italian Coast Guard angrily ordering him to return to the vessel, an order he failed to follow.

The incident was the largest cruise ship disaster in recent history and led to stricter safety measures and better training for officers.

In February 2015, Schettino was convicted of causing a shipwreck, multiple counts of manslaughter, abandoning his passengers, and dereliction of duty.

He was sentenced to 16 years in prison. After exhausting all appeals in 2017, he began serving his sentence at a prison in Rome.

Costa Cruises, the operator of the ship, was fined over \$1 million and reached settlements with passengers and victims’ families.

Carnival Corporation also launched a training centre in the Netherlands in 2016 to ensure better management and safety practices.

Survivors and families of the victims have expressed anger over the petition filed by Schettino for his early release, pointing out the emotional scars and physical injuries many still endure.

VII. NEW PUBLICATION

IMDG Code 42-24 & Supplement Set, 2024 Edition (PRE-ORDER)

The IMDG Code, 2024 Edition, is a two-volume set covering general provisions, definitions, training, classification, packing, consignment procedures, and transport operations. The Supplement includes details of procedures for packing dangerous goods and actions to take in the event of an emergency or accident. It also contains texts of the Medical First Aid Guide, reporting procedures for incidents involving dangerous goods, and other relevant Assembly resolutions and circulars.

SOLAS Consolidated Edition, 2024

The **SOLAS 2024 Consolidated** Edition from the International Maritime Organization (IMO) is an essential resource for maritime professionals, compiling the latest updates and amendments to the international treaty governing maritime safety. It covers regulations on ship construction, fire safety, life-saving appliances, navigation, and communication systems. This edition is crucial for ship operators, safety officers, and regulatory bodies to maintain high levels of safety at sea.

GMDSS MANUAL, 2024 Edition,

The GMDSS Manual provides, in a single comprehensive publication, an explanation of the principles upon which the GMDSS is based, including the radio communication requirements and recommendations for its implementation, the operational performance standards and technical specifications to be met by GMDSS equipment, and the procedures for and method of operation of the various radio services that form the GMDSS and the Master Plan for the GMDSS. The 2024 edition contains the latest information emanating from the IMO project on the modernization of the GMDSS, which was completed in 2022 and led to the overall revision of relevant SOLAS regulations and many other mandatory and non-mandatory IMO instruments related to the GMDSS.

Ships' Biofouling, 2024 Edition The introduction of harmful aquatic organisms to new environments by ships has been identified as a major threat to world oceans and to the conservation of biodiversity. These Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species are intended to provide a globally consistent approach to the management of biofouling.

Manual on Maritime Safety Information (MSI Manual), 2025 Edition (digital) February 2025

Passage Planning Guide - Straits of Malacca and Singapore (SOMS) - (PPG - SOMS 2025-26 Edition)

Guide to Helicopter/Ship Operations - Sixth Edition

Dr. Verwey's Tank Cleaning Guide - Twelfth Edition

Ballast Water Management, 15th Edition - Understanding the regulations, treatment technologies and practical operation

QUOTES

Whoever, undertaking a business, hurries to quickly achieve a result, will do nothing. He who carefully finishes his work, as he began, will not fail.

An argument may win you the situation but you may lose the person. but if you display patience, you may lose the situation but you will win the person.

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

Editor

Mr. Ram Chandra Pollai, Librarian