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CONTENTS

I.	DGS Circular / Order	01
II.	IMO News	06
III.	Shipping News	07
IV.	Catering & Hospitality	10
V.	Health Zone	...	...	...	11
VI.	Article Indexing	...	...	...	12
VII.	New Arrival	...	...	...	14



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 No. 25-107/2/2024-NT-DGS

Date: 01.04.2024

DGS Training Circular No. 07 of 2024

Subject: Modernisation of GMDSS-GOC Course and Examination Syllabus-reg.

1. The Wireless Planning & Coordination Wing, Department of Telecommunications has issued Office Memorandum No. P-14036/02/2023-COP dated 01/12/2023 on the subject of **Modernisation of GMDSS – New GMDSS GOC Course and Examination Syllabus**. The said OM was prepared by WPC in consultation with DG Shipping and all the Maritime Training Institutes (MTIs) conducting GMDSS courses. The copy of OM is enclosed herewith.
2. The said OM prescribes the revised GMDSS-GOC course syllabus, list of equipment requirements and revised GMDSS simulator requirements to be installed by the institutes.
3. In order to ensure timely implementation of the said OM, all the MTIs approved by DG Shipping for conducting the GMDSS-GOC course are required to ensure full compliance with the requirements specified in the OM with effect from 1st April 2024.
4. The institutes shall modify/update the GMDSS simulation system, install the equipment required, revise the course syllabus and course handout to incorporate the changes specified in the said OM.
5. Upon compliance with the requirements, the approved MTIs shall communicate their readiness with full supporting documents to the jurisdictional MMDs for the joint inspection by WPC and DGS/MMD as soon as possible prior to commencement of next GMDSS course.
6. This is issued with the approval of the Director General of Shipping.

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

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैंपस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042
9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042
फोन/Tel No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Government of India
Ministry of Communications
Department of Telecommunications
Wireless Planning & Co-ordination Wing

6 Floor, Sanchar Bhawan,
20, Ashoka Road, New Delhi-110001

No. P-14036/02/2023- COP

Dated: 01/12/2023

Office Memorandum

Subject: Guidelines for GMDSS Modernisation –new GMDSS GOC Course and Examination Syllabus.

Ministry of Communications in consultation with O/o DG Shipping and GMDSS Training Institutes is introducing modifications in GMDSS-GOC course and examination syllabus notified through its OM No. P-14036/01/2009-COP dated 21.04.2010 as per latest regulations by International Maritime Organisation.

2. Hence, all the approved institutes for conduct of GMDSS-GOC Course and Examination are directed to comply with following arrangements as per **Annexure** to this OM:

- 2.1 Update GMDSS GOC Course Material
- 2.2 Update of GMDSS GOC equipments
- 2.3 Update of Simulation softwares
- 2.4 Provide at least 25 Sample Question papers with answer key w.r.t. new GMDSS GOC syllabus

3. All approved institutes for conduct GMDSS Course and Examination and new institutes which have been granted in-principle approval for the same will be subject to joint inspection by Ministry of Communications and DG Shipping for implementation of GMDSS modernisation. Institutes found compliant to GMDSS Modernisation will only be entitled to conduct GMDSS Course and Examination after 31.03.2023.

3.1 All approved GMDSS GOC Training institutes are instructed to carryout activities in time-bound manner and send monthly report for compliance of para 2 to AWA (COP) at awacop-dot@nic.in as indicated in **Annexure**.

3.2 It is desired that GMDSS GOC Course Training and Examination shall be conducted as per this OM positively from 01.04.2024.



(Sachin Kumar)
Assistant Wireless Adviser
to the Government of India
Ph: 011-23036521

Enclosure: As Above

To,

1. All approved GMDSS Institutes.
2. Sr. DWA/JWA of RLOs
3. EICs/DDs of NRHQ, ERHQ, WRHQ, ERHQ of WMO

Copy to:

1. Director General of Shipping
2. Director, WMO
3. Sr. DWA (IT & SACFA)- for uploading at DOT website.

See Annexure : <https://www.dgshipping.gov.in/writereaddata/News/202404031124239944434Circular07of2024&OM.pdf>



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DIRECTORATE GENERAL OF SHIPPING, Mumbai



F. No. 23-MISC/21/2024-CREW - DGS (C. No. 27991)

Date: 20.03.2024

DGS Order No. 06 of 2024

Subject: Issue of E-Migrations of Indian Seafarers due to the Technical Up-gradation of E-Migrate Portal – Reg.

Whereas, the Directorate General of Shipping, Mumbai vide Merchant Shipping Notice No. 07 of 2017 dated 11.08.2017 had launched an E-Migrate system for Indian Seafarers.

2. And whereas, the e-Migrate system provides several benefits to both, the companies and the seafarers. For companies, it ensures compliance with regulations by facilitating recruitment through licensed entities, thus reducing legal risks associated with unlicensed recruitment. It also streamlines the immigration process by allowing immigration authorities to verify seafarers' details electronically, enhancing efficiency at immigration checkpoints. For seafarers, the system offers increased protection by ensuring that they are recruited through legitimate channels, minimizing the risk of exploitation or mistreatment associated with unauthorized recruitment practices. Additionally, seafarers can verify their registration details through the e-Migrate website or SMS service, providing them with greater transparency and control over their recruitment process.

3. And whereas, the Ministry of External Affairs (OE& PGE Division) vide letter No. Z-11025/11/2015-OE-III dated 16.03.2024 has informed that due to the ongoing technical upgradation from e-Migrate V1 to e-Migrate V2, the services of e-Migration would be suspended from March 18, 2024, to March 24, 2024. This suspension might contribute to the technical difficulties encountered during the e-Migration process. Copy of letter of Ministry of External Affairs (OE& PGE Division) is annexed herewith as **Annexure I**.

4. And whereas, the Directorate has received numerous representations via various channels, including phone calls, emails, and messages, highlighting issues encountered during the e-migration of seafarers due to ongoing technical upgradation of the e-Migrate Portal.

5. Therefore, after a thorough examination and discussions with the Protectorate of Emigrants in Mumbai, it has been decided to issue a **Standard Operating Procedure (SOP)** to mitigate the ongoing e-Migration issues until the system is fully restored. Standard Operating Procedure (SOP) is annexed herewith as **Annexure II**. **The SOP will be applicable to all the Protectorate of Emigrants (POEs); Foreign Regional Registration Offices (FRROs); Immigration Authorities.**

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

9th Floor, BETA Building, I-Th'ink Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फोन/Tel No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

6. Given the ongoing technical upgradation of the e-Migrate Portal, the e-Migration of the seafarers will temporarily implemented or carried out manually. Companies are requested to organize and employ seafarers with urgent joining needs until the system is reinstated/restored.

7. The Companies are required to provide a hard copy of all the following documents to the seafarers, so as to enable them to furnish the same to the Immigration Authorities/Officials for verification before e-Migration, if required.

- i. FORM I (for Foreign Flagged vessel) or Article of Agreement (for Indian Flagged vessel)
- ii. Sea Service Details of Seafarers Online Profile.
- iii. Employment Contract.
- iv. Insurance Coverage.
- v. Valid Passport; CDC; BSID.
- vi. Flight Tickets.
- vii. Any other travel documents, as applicable.

8. The Companies are required to submit an **Undertaking** along with the details as mentioned in the **Standard Operating Procedure (SOP)**. The format of the undertaking is annexed herewith as **Annexure III**. Only, the authorized signatory of the Company is permitted to sign the undertaking.

9. This issues with the approval of the Director General of Shipping, Mumbai.



(Capt. Manish Kumar)
Nautical Surveyor –cum-

Director General of Shipping (Crew Branch).

To,

- i. All FRROs.
- ii. All Stakeholders through DGS Website.
- iii. All Mercantile Marine Departments.
- iv. All Govt. Shipping Offices.
- v. All Seamen's Employment Offices.
- vi. Computer Cell for uploading of the same to the DGS Website.

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

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See Annexure : <https://www.dgshipping.gov.in/writereaddata/News/202403200553369212025DGSOrderNo06of2024.pdf>

II. IMO NEWS

Maritime industry urged to do more for gender equality

IMO Secretary-General Arsenio Dominguez is calling on the maritime sector to take greater steps to support gender equality and women's empowerment.

Ahead of International Women's Day on 8 March, Mr Dominguez opened an event (7 March) at IMO Headquarters in London, focusing on the theme, 'Invest in women: Accelerate progress'.

He said: "I have made diversity, including gender equality, one of my priorities. I am counting on your support to transform the maritime sector. The first thing is to lead by example."

Citing a study by IMO and the Women's International Shipping & Trading Association (WISTA), Mr. Dominguez noted that women currently account for only 29% of the overall workforce in the general maritime industry and 20% of the workforce of national maritime authorities in member states. The number of female seafarers is even smaller, with just 2% of approximately two million seafarers worldwide being women.

"We need to do better. We must intensify our efforts if these figures are to improve. I look to each and every one of you, to Member States, to industry and to all colleagues to join in the efforts to accelerate progress in this critical endeavour for the industry," he said.

Mr. Dominguez outlined actions the IMO Secretariat is taking to address the issue, including through the work of internal Gender and Diversity Group, mainstreaming gender in the delivery of projects and programmes and striving towards achieving gender parity amongst staff.

He has appointed a gender-balanced senior management team and initiated a policy of refraining to participate in panels or events unless gender representation is respected. He encouraged the maritime community to follow this example.

Enhancing women's leadership and visibility

Female students studying for a career in maritime expressed their hope for the future through video messages.

Ms. Faith Maraga, a Kenyan student at the World Maritime University (WМУ) in Malmö, Sweden, / expressed that investing in women is a "strategic investment in the future", and said : "My wish for the future include breaking down barriers to leadership because representation enables women to bring their vast perspectives to decision making processes, leading to more inclusive and efficient outcomes."

Ms. Mame Ndella Faye, a Senegalese student at the IMO International Maritime Law Institute (IMLI) in Malta, said: "It will be important for [women] to see themselves being represented in places of visibility that will open their eyes into the many opportunities that lie within this industry."

Further discussions by a panel of leading maritime professionals acknowledged the challenges in the male-dominated industry and explored solutions.

Moderated by Ms. Galuh Rarasanti, Senior Maritime Advisor at the IMO, the panel featured Ms. Maria Dixon, CEO of ISM Shipping Solutions; Ms. Gina Panayiotou, Founder and Chair of the World ESG Forum; Ms. Miatta-Fatima Kromah from the IMO Gender Network; and Mr. Peter Broadhurst, Vice President of INMARSAT.

Panellists shared their personal and professional experiences working in maritime and discussed ways to overcome existing gender gaps, including: changing mindsets at the board level; building supportive networks and communities; enhancing mentorship programmes; promoting more education and training opportunities; and developing women's skills and confidence.



III. SHIPPING NEWS

Houthis Launch Rockets and Drones at British, US and Israeli Ships in the Red Sea

Houthi forces based in Yemen declared that they had launched drones and rockets at ships belonging to Britain, the US, and Israel, in the most recent in a series of attacks on shipping to show solidarity with the Palestinians in the ongoing Gaza war.

The Iran-backed organization said that it targeted a British vessel as well as several US frigates in the waters of the Red Sea.

At the same time, in the Indian Ocean and Arabian Sea, it had attacked two Israeli vessels sailing to the Israeli ports.

The operations were carried out within the last 72 hours, Yahya Saree, a Houthi military spokesperson, mentioned over a televised statement, without delivering additional details of these attacks.

Britain and the US have been working on retaliatory attacks against the Houthis.

The US-led forces reportedly destroyed a mobile surface-to-air missile system in a Houthi-controlled region of Yemen on Saturday, per the US Central Command.

US forces shot down an uncrewed aerial vehicle over the waters of the Red Sea, its statement declared, adding that a coalition vessel also engaged, detected, and destroyed an inbound anti-ship missile.

No injuries or damages were noted. Earlier, the British security company Ambrey stated that it had obtained information implying that a vessel was attacked in the waters of the Gulf of Aden on Sunday, roughly 102 nautical miles to the southwest of Mukalla, based in Yemen.

The firm said that vessels in the setting were instructed to exercise caution and report suspicious activities.

It did not declare who was responsible for the attacks or provide further facts. Separately, on Sunday, a missile landed close to a vessel in the Gulf of Aden.

Still, there was no damage to the ship or injuries to crew members in this incident, 59 nautical miles to the southwest of the port of Aden, the United Kingdom Maritime Trade Operations agency conveyed.

The vessel's master informed that a missile impacted the water near the vessel's port quarter, UKMTO explained this in an advisory note.

India Celebrates 61st National Maritime Day, Ensuring Safety and Security in the Region

Every April 5, India celebrates National Maritime Day to honour the country's rich maritime heritage and acknowledge the naval sector's vital role in international trade and economic growth.

This year marks the nation's 61st National Maritime Day. The significance of National Maritime Day is firmly established in India's maritime history.

On April 5, 1919, the Scindia Steam Navigation Company Ltd's inaugural vessel, SS Loyalty, set sail from Mumbai to London, marking a watershed moment in India's maritime history.

This momentous event, engineered by visionary industrialist Seth Walchand Hirachand, represented India's entry into the global shipping arena and challenged the dominance of British-controlled marine routes.

India officially declared April 5 National Maritime Day in 1964, and the practice has continued yearly. This day recognises the maritime sector's contributions to the country's economic growth, cultural exchange, and GDP.

It also raises awareness of the industry's issues, including piracy, environmental damage, and transforming trade patterns.

During the National Marine Day celebrations, the Directorate General of Shipping, part of the Ministry of Ports, Shipping, and Waterways, bestows the renowned NMD Award of Excellence to top officials for their remarkable contributions to the marine sector's development.

Prime Minister Narendra Modi was just awarded the 'Merchant Navy Flag' on March 29, before the week-long celebrations beginning April 5.

The celebrations occur across the country's central and minor ports, including Mumbai, Chennai, Kolkata, Kandla, and Visakhapatnam, as well as intermediary, minor, and inland water ports in various states and Union Territories.

These events provide an opportunity to remember the marine industry's accomplishments and remember the brave mariners who have served the nation with the utmost dedication.

Under the Maritime India Vision 2030, India intends to build itself as a leading maritime nation by setting world-class naval education, research, and training standards.

India is committed to improving its seafarers' welfare and job possibilities, having signed international conventions such as the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) and the Maritime Labour Convention (MLC).

The Maritime Vision 2030 similarly sets ambitious targets, intending to boost the share of Indian sailors in international seafaring occupations from 12% to 20% by 2030.

Over the last decade, the number of active Indian seafarers has increased by 140%, demonstrating the industry's expansion and India's growing maritime expertise.

This year's National Maritime Day 2024 theme is "Navigating the Future: Safety First!"

World's Second Largest Methanol-Enabled Container Ship Christened in Japan

Maersk, a major container shipping firm, commemorated a key milestone by christening its second large methanol-enabled vessel, "Astrid Maersk", in Yokohama, Japan.

The ship was christened in front of distinguished visitors and members of the public at the naming ceremony at the Daikoku Pier Cruise Terminal.

Mrs. Liza Uchida, the wife of Nissan CEO Makoto Uchida, was chosen as the vessel's godmother. "Astrid Maersk" is part of Maersk's ambitious plan to add 18 massive methanol-powered vessels to its fleet by 2025. Maersk's goal of attaining net-zero emissions aligns with this class of ships, which are built to run on green methanol.

Vincent Clerc, CEO of A.P. Moller-Maersk, emphasised the importance of collaborative efforts in driving the transition to sustainable shipping. He highlighted the critical role of dedicated customers like Nissan, industry peers, and regulatory bodies such as the International Maritime Organization (IMO).

Maersk has a century-long history with Yokohama, dating back to the first vessel to call at the Port. Toru Nishiyama, managing director of Maersk Northeast Asia, highlighted the long-term collaboration with Yokohama and Japan, recognising the Japanese community's vital support for Maersk's commitment to sustainability.

Maersk's dedication to sustainability spans beyond vessel deployment.

The corporation has set ambitious targets for lowering greenhouse gas emissions, including enhancing 25 container ships with dual-fuel engines that run on green methanol.

Two notable examples are the big 16,000 TEU container vessel "Ane Mårsk" and the feeder vessel "Laura Maersk," which are already used on different trade routes.

Maersk's collaborative approach with the City of Yokohama demonstrates its commitment to creating green methanol bunkering infrastructure, reinforces its commitment to lowering emissions, and encourages environmentally friendly practices in the shipping sector.

Overall, the naming ceremony for "Astrid Maersk" is a significant step forward in Maersk's journey to sustainable shipping. It shows the company's dedication to environmental responsibility and stakeholder engagement to achieve positive change in the maritime industry.

China Launches World's First LNG-Powered Liquefied CO2 Transport Ships for Northern Lights Project

Northern Lights commemorated the milestone of launching the first of its kind vessels and successfully transferring them to the harbour from the dry dock ahead of an anticipated delivery later in the year.

The construction of the first-of-their-type vessels started in November 2022 at Dalian Shipbuilding Industry Co. (DSIC) in China.

Earlier in the year, the first two vessels were installed with custom-built 7,500 cubic-meter cargo tanks designed to transport liquefied CO₂.

The vessels, which will use LNG-powered propulsion, wind-assisted technology, and air lubrication, will most likely have a 34% lower carbon footprint than regular ships that run on marine gasoline. Once executed, the liquid CO₂ carriers are going to embark on a mission to load the liquefied and captured CO₂ from the industrial emitters and transport it to Northern Lights receiving facilities based in Norway's Øygarden, wherefrom the CO₂ is going to be inserted into the offshore reservoir for permanent storage. Four vessels will be delivered cumulatively to Northern Lights JV, making it the world's largest and most dedicated CO₂ shipping fleet owner.

Japan's K Line has signed bareboat charter and time charter deals with Northern Lights JV DA to manage three CO₂ vessels.

The management services for the vessels will be carried out by the firm's London-based major K Line LNG Shipping (UK) Ltd.

The Northern Lights scheme is a part of Norway's endeavours to create a full-scale carbon capture and storage (abbreviated CCS) value chain.

It reportedly comprises developing a receiving terminal, underwater infrastructure (subs installations, pipelines, and wells), onshore facilities, and intermediate storage tanks.

Phase 1, which can inject up to 1.5 million tons of CO₂ a year, is also scheduled to be prepared for operations in 2024.

A binding commercial pact was also signed with Yara International to facilitate the first cross-border storage and transportation of CO₂.

On World Health Day, WHO focuses attention on 'My Health, My Right'

On the World Health Day, celebrated on 7 April to mark the foundation of the World Health Organization, the spotlight this year is on 'My Health, My Right', as in a world witnessing multiple crises, from diseases to disasters to conflicts and climate change, realizing people's right to health is now more important than ever.

"Realizing the right to health for all means creating conditions where everyone, everywhere can access high quality health facilities, services and goods that prioritize people's needs, understanding and dignity. It also means a full set of rights that enable people to live healthily, such as education, safe water and food, nutritious food, adequate housing, good working and environmental conditions and information—or the underlying determinants of health," said Saima Wazed, Regional Director, WHO South-East Asia Region.

To fulfil the right to health, both health services and the underlying determinants should be available, accessible, acceptable and of adequate quality, the Regional Director emphasized.

The right to the highest attainable standard of mental and physical health—or, the right to health has been core to WHO's mission, globally and in the Region. It is enshrined in WHO's Constitution.

As WHO marks its seventy-sixth year on 7 April, the South-East Asia Region has seen many gains and has much to celebrate with regard to the right to health. The Universal Health Coverage service coverage index has improved from 47 in 2010 to 62 in 2021. The average density of medical doctors, nurses and midwives in the Region stands at 28.05 per 10, 000 population, up by 30.5% since 2015. The Region achieved a 68.5% reduction in the maternal mortality ratio between 2000 and 2020. Under-five mortality rate declined significantly from 84 per 1000 livebirths in 2000 to 29 per 1000 livebirths in 2021 and the neonatal mortality rate from 41 per 1000 livebirths in 2000 to 17 per 1000 livebirths in 2021. Between 2015 and 2021 new HIV infections declined by 25% and malaria incidence by 62%.

However, despite progress, we still have a considerable way to go to make the right to health a reality for all in the WHO South-East Asia Region, the Regional Director said.

Despite global commitments to the right to health, nearly 40% of the Region's people lack coverage by essential health services. Investment in health by national governments, which is the foundation of advancing the right to health, is unacceptably low, which has resulted in high out-of-pocket expenditure. The proportion of households experiencing financial hardship in accessing basic health care has been rising.

IV. CATERING & HOSPITALITY

Gender bias may exist but focus on your capabilities and contributions

As a tribute to International Women's Day, we feature India's top women hotel General Managers, who spill the beans on their passion for hospitality and what it takes to thrive in a male domain...

Neha Kapoor, General Manager, Hyatt Place Vadodara

Neha Kapoor's journey spans over two decades, giving her a wealth of experiences that she draws from in her position as the General Manager at Hyatt Place Vadodara. After working as a Front Office Associate for a brief period, she switched gears and entered the Sales and Marketing field, which led to her current leadership role.

Key Milestones

Throughout my career, I have encountered and embraced several significant moments that have defined my path. I began my career at the front office and gradually worked my way up to leadership roles in esteemed establishments, where each step brought its own lessons and insights. Whether I was directly assisting guests or leading a team, my goal has always been to enhance their experiences and contribute positively to the organizations I've been a part of.

Overcoming Challenges

Managing the numerous human element dynamics, satisfying guest expectations, and negotiating the complexities of stakeholder management have presented tough challenges. As the Director of Sales and Marketing and Assistant General Manager at Hyatt Place Hyderabad in 2020, I recall being solely in charge of overseeing five departments during COVID. After working tirelessly to maintain the ever-evolving safety measures in hospitality for six months, I successfully navigated these obstacles, emerging stronger and more capable through effective communication, strategic planning, and the creation of a supportive team environment.

Advice to Women

To all the wonderful women venturing into the hospitality industry, I want to share some heartfelt advice. Embrace your journey with determination and resilience. Recognize that gender bias may exist but focus on your capabilities and contributions rather than allowing it to deter your progress. Seek opportunities for growth, continuously enhance your skills, and leverage your unique strengths as women leaders. Your voice matters, and your advocacy can truly shape a brighter future for all. Embrace your potential and let your light shine brightly in every corner of the hospitality world.

Maintaining Work-Life Balance

As a mother of a 15-year-old, maintaining work-life balance is paramount for me amidst the demanding nature of the hospitality industry. I highlight the importance of delegation and time management in maintaining long-term success in both personal and professional spheres. Whether it's unplugging from work emails and calls during designated personal time or scheduling regular breaks throughout the day, I ensure that I allocate time for unwinding, and spending quality moments with loved ones. By incorporating these strategies into my daily routine, my commitment to work-life balance not only boosts my productivity but also serves as an inspiration to my team.

V. HEALTH ZONE

Seafarers are the unsung heroes of our global economy, navigating the seas with resilience in the face of constant challenges

Resilience is the ability to bounce back from adversity.” This definition, often attributed to the psychologist and researcher Salvatore Maddi, highlights the key aspect of resilience as the capacity to recover and adapt in the face of difficult situations. Maddi has extensively studied resilience and developed the concept of “hardiness,” which includes the traits of commitment, control, and challenge as key factors in developing resilience.

Seafarers are a unique group of people who face a variety of challenges on a daily basis. These challenges can range from dealing with harsh weather conditions and long periods of isolation to navigating complex shipping routes and managing the demands of their job. Despite these difficulties, seafarers continue to demonstrate remarkable resilience in the face of adversity. One of the biggest challenges that seafarers face is dealing with the isolation and confinement of being at sea for long periods of time. This can be particularly difficult for those who are away from their families for extended periods of time. Despite this, seafarers are able to maintain their mental and emotional well-being through a variety of coping mechanisms, such as staying in touch with loved ones through technology and participating in recreational activities on board the ship.

In addition to isolation, seafarers also have to contend with the constant threat of severe weather conditions. Storms, high seas, and other dangerous weather can make it difficult to maneuver the ship and can put the crew at risk. Despite this, seafarers are able to remain calm and focused under pressure, using their training and experience to navigate the ship safely through these conditions. Another significant challenge that seafarers face is the demanding nature of the job itself. Seafarers are responsible for the safe operation of the ship and the well-being of the crew. This requires a great deal of skill, knowledge, and experience. Despite this, seafarers are able to manage these demands through regular training and development programs, as well as by working closely with other crew members to ensure that everyone is able to perform their duties effectively. Despite these challenges, seafarers continue to demonstrate remarkable resilience in the face of adversity. They are able to maintain their mental and emotional well-being, navigate dangerous weather conditions, and manage the demands of their job. This resilience is a testament to the dedication and professionalism of seafarers, who are an integral part of the global shipping industry. It is important to recognize their hard work and contribution to the global economy and society.

In another hand seafarers with digital skills can take advantage of the advancements in technology and work remotely during their home vacations. Take a note of the next five categories of digital employment opportunities that may be pursued during vacation periods:

1. Remote IT support: Seafarers with IT skills can work remotely to provide technical support to ships and offshore facilities.
2. Cybersecurity: Seafarers with knowledge of cybersecurity can work remotely to protect ship systems and networks from cyber threats.
3. Virtual navigation: Seafarers with navigation skills can work remotely to provide virtual navigation support to ships and offshore facilities.
4. Remote vessel management: Seafarers with experience in vessel management can work remotely to oversee the operation and maintenance of ships and offshore facilities.
5. Digital marketing and e-commerce: Seafarers with knowledge of digital marketing and e-commerce can work remotely to promote and sell marine products and services online.

In conclusion, there are various categories of jobs that seafarers can pursue during their vacations, such as maritime education and training, shore-based maritime jobs, and digital maritime jobs. By subscribing to our newsletter, seafarers can stay informed about new opportunities and learn valuable digital skills to stay competitive in the industry. Remember, the maritime industry is constantly evolving and adapting to new technologies, and by keeping up with these changes, seafarers can position themselves for success. Keep an open mind and be willing to learn new things, and you'll be able to take advantage of the many opportunities available to you. Remember that Seafarers are the backbone of the global economy, you deserve a break but also the opportunity to evolve and grow, so don't hesitate, subscribe to our newsletter today!

VI. ARTICLE INDEXING

Paradip Port In Odisha Emerges As India's largest Major Port In Terms Of Cargo Volumes

The Paradip Port Authority (abbreviated as PPA) extraordinary journey has attained new heights with the recent path-breaking achievement of clocking 145.38 MMT cargo throughput in FY23-24. Thus, it nudged past the Deendayal Port based in Kandla to emerge as the nation's most significant major port for cargo handling. In its 56 years of operation, the PPA has surpassed its earlier records set by the Deendayal Port for the first time. On the other hand, Paradip Port has recorded a growth of about 10.02 million metric tons, 7.4% of traffic year over year.

During the financial year, the port achieved the highest coastal shipping traffic of 59.19 million metric tons, with a growth of 0.76 million metric tons, or 1.30%, over the previous year.

Thermal coal coastal shipping has achieved 43.97 million metric tons, i.e., 4.02% over the past year cargo handling. Hence, the Paradip Port is now emerging as a hub for coastal shipping. The Paradip Port has enhanced its berth productivity from 31050 MT recorded in the previous financial year to 33014 MT, registering 6.33% growth. The berth productivity Paradip Port achieved is the highest among the nation's ports. In the financial year, the port handled 21,665 rakes, registering a growth of 7.65% over the previous financial year. The port also handled 2710 ships, registering an increase of 13.82% over the previous financial year.

The improved performance in cargo handling has been driven by different system modification measures embarked on by the port during the financial year, which are as follows:

1. An enhanced system of operations at a mechanized coal hand plant to lower the idle time during rake unloading has led to the highest thermal coal handling at the MCHP, i.e., 27.12 million metric tons.
2. The port's northern dock is now declared for handling 16-meter draught cape vessels. The simultaneous handling of 1 Panamax and 1 Cape at the coal-handling berths was not done in the previous year.

Paradip Port has reportedly frozen the tariff for cargo handling at the level of 2022 for the next three years as a part of the business development strategy. It is worth pointing out that Paradip Port ranks the cheapest in terms of tariffs among the nation's ports. In terms of provisional financial results:

1. The Operating revenue has also exceeded Rs. 2,300 Crores against Rs. 2,074 Crores compared to the last fiscal year, resulting in a growth of 14.30%.
2. The operating surplus is now over Rs.1,510 Crores against that recorded in 2023 of Rs.1,300 Crores, with an observed growth of 16.44 %.
3. The net surplus before tax exceeded Rs.1,570 Crores; in 2023, it increased by 21.26 % to Rs. 1,296 Crores.
4. The net surplus after tax is over Rs. 1,020 Crores, compared to the Rs. 850 Crores recorded last year, indicating a 20% rise.
5. Its operating ratio has improved to 36% against the 37% reported last year. Paradip Port, with about 289 million metric tons rated capacity port as of date, is anticipated to exceed the 300 million metric tons capacity mark in the next three years with the commissioning of the Western Dock project.

The Western Dock scheme, with a capacity of 25 million metric tons, is being worked on at maximum capacity by the PPP Operator, i.e., M/s. JPPL. The stated project will also boost the port's draught, enabling the port to deal with entirely laden Cape vessels by 2026.

Paradip Port has mechanized almost 80% of the berths and intends to fully mechanize them by 2030, along with the four existing semi-mechanized berths. The port has planned on adding four additional berths, for which the requisite approval will be obtained during the current financial year. Paradip Port intends to enhance connectivity by commissioning two road flyovers within the premises at a cost of about Rs.150 crores to prevent road and rail traffic surface crossing. This is going to encourage the port to deal with road traffic effortlessly.

- As part of the port-led industrialization initiatives, the port has reportedly allotted 769 acres of land to different industries. This is expected to secure over Rs. 8700 crores of investment and attract approximately 50 million metric tons of traffic to the port.
- Paradip Port planted almost two lakh saplings last year as part of the greenification, and it is anticipated to reach one million tree plantations by 2025. The port has also planned to develop a 10 MW solar power plant to power its operations, which is renewable energy. The port also plans to create a green refuelling station by setting up a CNG and LNG depot.
- The Port aims to develop an exclusive berth for regulating green ammonia/hydrogen, becoming the country's hydrogen hub port.

The Port is building an ultramodern signal station with the latest vessel traffic management information system in collaboration with IIT Chennai. This will boost vessel management and marine operations and enhance security. Shri P.L. Haranadh, Chair, has congratulated the team comprising importers and exporters who patronize the officers, port, staff unions, PPP Operators, Shipping Agents, Stevedores, etc., whose integrated effort has resulted in such a spectacular achievement. Today, Paradip Port is a shining star in India's maritime domain. It has achieved accolades and set a phenomenal record that underscores its relentless dedication to excellence.

Problems and dangers of seafarers

People working in the shipping business fall in the top ten in terms of dangers they face. A job on a vessel is considered to be one of the most dangerous jobs in the world. Short-sighted people and the ones with a poor immune system face serious physical and mental difficulties. But what are the global challenges and dangers that seafarers face? What characteristics of captains and crews help to achieve a resolution of a problem?

Last year, more than 200 pirate hijackings were recorded worldwide. It is a negative experience with a long-term psychological impact on the well-being and health of the seafarers. In most cases pirates hijack ships that are sailing off the Somali coast in the Gulf of Aden, so the best way to ensure security of the vessel is to simply bypass the extremely dangerous stretches. It is not an easy task, as this is the shortest route from Europe to Asia. The captain makes the crucial decision, such as passing the dangerous stretch at maximum speed, reporting the route to special authorities, etc. Crew members must remain alert and vigilant, follow the captain's orders, remain united as a team and be on shift duty.

Vibration, noise, electromagnetic waves. Vessel's electrical appliances, motors, loud engines, sound signals and wind noise have a detrimental effect on the crew's health. Over time, this results in circulatory disorders, auditory nerve disorders and heart problems. If not treated, these disorders often progress to serious illnesses. Minor symptoms are aggravated by psychological problems and stress. How to deal with these problems? Proper use of the equipment in accordance with instructions and strict adherence to safety instructions (wearing special clothing, organizing work in advance and not exceeding working hours) can help significantly.

Mental problems. More than 2,000 crew members lose their lives at sea every year. It should be noted that as many as 15% of deaths are suicides caused by psychological factors. Long months of separation from the family, monotony, lack of quality rest, diminishing social skills, physical changes (temperature differences, seasickness) – it all affects the lives of the seafarers. Good habits and simple things like regular healthy eating, pleasurable physical activity, limited alcohol consumption, constant communication with the family using modern technologies and a positive attitude can improve one's mental well-being.

Storms and hurricanes. Difficult weather conditions are no news for seafarers, and it rarely has any significant consequences. However, weather forecasts should be carefully monitored and, if possible, severe and dangerous weather changes should be avoided. Most hurricanes can be anticipated, in which case the captain decides to follow a recommended route. Storms and the constant rocking affects the crew – they feel stressed, can not get enough rest, their bodies and minds are tense. In the event of an unexpected storm, the crew's psychological preparation, resilience, available technical and self-defence skills and the ability to follow the captain's orders play very important roles.

VII. NEW ARRIVAL

Sl.No	Title	Publisher	Author
1	List of Radio Signals, Vol. 5, GMDSS	Admiralty	Admiralty
2	IAMSAR Manual, Vol-iii	IMO	IMO
3	How to manage a successful Bar	John Wiley	Thomas, CE
4	Book of Mocktails	Spiritual	Basu, S
5	Financial Management	Pearson	Pandey, I M
6	Financial Management	Himalaya	Kulkarni, PV
7	Principles of Management & Admin.	PHI Learning	Bose, DC
8	Creativity in Management	Deep Pub.	Shirur, S
9	Environmental studies	Pearson	Basak, A
10	Environmental studies	Pearson	Manjunath, DL
11	Accounting & Management	Deep Pub.	Pramanik, AK
12	Global Business Environments	Jaico Pub.	Parhizgar, KD
13	Ethics in business & management	Himalaya	Banerjee, RP
14	Birds of Nhava	Jasmine	Alphonso, S
15	Nhava & Sheva	Academic	Chainani, S
16	T S Rahaman, Souvenir 2005	T S Rahaman	T S Rahaman
17	Marine Museum, Centenary	T S Rahaman	T S Rahaman
18	Grolier Int. Encyclopedia	Deluxe Home	Deluxe Home

Just Published

1. Model Course: SAR On-scene Coordinator (IAMSAR Manual, Volume III), 2024 Edition
(digital only) £60 978-92-801-1776-9 10 April 2024
2. GMDSS Manual, 2024 Edition IJ970E £150 978-92-801-1770-7 18 March 2024
3. GMDSS Operating Guidance Card IA969E £17 978-92-801-1768-4 15 Feb. 2024
4. MARPOL Consolidated Edition, 2022, (digital only) KF520C £118 978-92-801-6128-1 2024
5. FAL Convention, 2024 Edition IE350E £30 978-92-801-1756-1 30 January 2024
6. Model Course: Proficiency in fast rescue boats, 2024 Edition KTA124E £60 978-92-801-1766-0
11 January 2024
7. Model Course: Proficiency in survival craft and rescue boats other than fast rescue boats,
2024 Edition KTB123E £60 978-92-801-1765-3 11 January 2024
8. Life-Saving Appliances (LSA Code), 2023 Edition IF982E £50 978-92-801-1753-0 2024
9. IMSBC Code, 2023 Edition (Amendment 07-23) IL260E £90 978-92-801-1755-4 2024
- 10 GMDSS Manual, 2024 Edition, English only (digital) KJ970E £150 978-92-801-1770-7 2024

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

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