

From the Editor's Desk



The World Maritime Day-2007: Every year IMO celebrates World Maritime Day. The exact date is though left to the individual national Governments but it is usually celebrated during the last week, in the month of September. The day earmarked in INDIA would be on Thursday, the 27th Sept. 2007, to be celebrated all over India. The Theme for the World Maritime Day Celebrations decided by the International Maritime Organization being : "IMO's Response to Current Environmental Challenges" (IMO), which is to focus attention on the importance of shipping safety, maritime security and the marine environment and to also emphasize the particular aspect of IMO's work. To mark the occasion, the Secretary-General of IMO always prepares a special message and a paper, which discusses the selected subject in greater depth, backs this up.

We see, the seas as the future, sea transport is a highly cost-effective method of moving large quantities of non-perishable goods and essential perishable goods through cold storage (Reefers). Ship (sea) transport is often international by nature, but it can be also accomplished by barge, boat, ship or sailboat over a sea, ocean, lake, canal or river. This is frequently undertaken, for purposes of commerce, recreation or military objectives. Although



the historic importance of sea travel has lost much importance due to the rise of commercial aviation, it is still very effective for short trips and pleasure cruises. When a cargo is carried by more than one mode, the transport is termed intermodal. Ships have long been used for warfare, with applications from naval supremacy to piracy, invasions and bombardment.

The starting point in any management process is KNOWLEDGE and the need to gather more and more relevant data to keep abreast and go ahead, in the application of the relevant, best knowledge of the latest research findings. We need to keep moving with inter-actions, feedback and wise decisions that lead to developments of improvement with optimum utilisation of available resources. My valued readers would agree that we have already surpassed the stage of trial and error methods, with self-styled administrators, restricted to apprenticeship or COC holders of set paper exams. lacking with updates. Need for continuous monitoring, assessment and performance evaluation, hence to focus on relevant knowledge with the requisite specifications, considering pros and cons, before arriving at implementation stage of any change. Each one of us, are for the sum of the decisions made in life. Still we lack consistency in discussing relevant issues, across managements with an integrated approach. "Education" is not just for Information, but it is for its valid transformation taking the right pathway, to its destination. "Leading the path to better future and setting new standards". Knowledge is an untiring beacon, a gift to the power of thought and reasoning, for its application in real life, in the appropriate time and place. History bears the witness to our quest for knowledge, from the ancient thought to modern portals of education, we have indeed come a long way, from day to day experiences with opportunities to learn new things working smart and creating ideas, which is not enough.

It is most heartening to note that A M E T (Academy of Maritime Education and Training) has come a long way of tireless efforts, to be upgraded to the most deserving deemed university status. Kudos to the management of A M E T. I am immensely pleased beyond the cool soothing effect, since my both sons, form alumni of the institution, are sailing as certified officers on ocean going vessels.

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'Marine Highways' Concept to Take Load Off Roads Gains Momentum:

New Legislation and Strong Grassroots, Mainstream Support for Idea to Relieve Road Congestion, to Be Discussed by Experts in Free Live National Town Meeting Webcast From Washington, D.C.

'Marine Highways,' a transportation and shipping concept that would use coastal 'short sea' shipping routes and inland waterways to relieve congestion on the nation's highways, will be the focus of a free, live Webcast Sept. 14.

The 'Marine Highways' concept is quickly gaining favor with policymakers, especially in light of recent concerns over the integrity of the country's landside transportation infrastructure. Thanks to legislation currently before Congress (H.R. 2701), the Marine Highways idea is rapidly gaining mainstream acceptance.

The free national Town Meeting Webcast featuring maritime industry and government experts will help educate the public and the media on this new initiative. The Webcast, which will start at 2:30 p.m. (Eastern Time) Sept. 14, will originate from the K&L Gates Media Center in Washington D.C.

This Webcast will be featured live on Maritime TV (www.MaritimeTV.com) and is sponsored in part by "Tell America," a campaign to educate the public on the importance of revitalizing the U.S. maritime industry. The Webcast will feature a second panel that will focus on issues related to U.S. maritime security.

"We at the U.S. Maritime Administration are excited about participating in this national Webcast to make the public aware of how our 'Marine Highways' are a cost effective, yet under utilized, method for the movement of passengers, containers, and bulk cargoes that is especially fuel efficient, safe, and reliable," stated Sean T. Connaughton, Maritime Administrator at the Department of Transportation. "Accelerated use of the waterborne transportation mode holds forth a special promise for tomorrow in reducing traffic congestion, enhancing freight flow, expanding freight capacity, and providing a new pathway

for hazardous materials."

"Because of the momentum and promise of 'Marine Highways,' we already are seeing strong interest in participating in this Webcast among the public and the media. To handle the expected high number of viewers, we are preparing our Web servers for heavy traffic," says Dave Gardy, Executive Producer at Maritime TV and CEO of its parent Internet TV Network, TV Worldwide. "With the recent issues regarding the stress on America's highway infrastructure, 'Marine Highways' is being viewed as a viable solution."

Webcast Panel Moderator Vice Adm. Al Herberger, USN (Ret.), former Maritime Administrator said, "As a national priority, we must expand the overall carrying capacity and efficiency of the U.S. domestic transportation system by increasing waterborne shipping services, providing American shippers and the transportation industry the broadest possible range of safe, reliable and cost competitive transportation options."

Bangalore: Ship Safety Major Concern as Monsoon Mishaps Rise:

Every sailor on the west coast of the peninsula will tell you that the Arabian Sea is bound to be choppy during the monsoons, but the number of mishaps between June and July this year has surprised even the Coast Guard and the Navy: at least eight merchant vessels ran aground in a gap of 47 days this monsoon while six other vessels met the same fate.

So much so, that the various authorities concerned with shipping, like Coast Guard, Indian Navy, Port Authorities and Directorate General Shipping are proposing a series of measures to reduce the number of mishaps in the Indian Exclusive Economic Zone (EEZ) as well as effective ship management.

According to an official, among the most urgent needs are the compulsory reporting of movement by all ships, of 300 tons, entering or leaving the Indian Search and Rescue Region (ISSR) and the establishment of a casualty investigation bureau to probe the causes for accident.

The Coast Guard's INDSAR reporting system tracks ships entering the ISSR. The INDSAR helps co-ordinate Search and Rescue (SAR) operations by identifying vessels closest to the one in distress and releasing others, hence saving time and fuel.

Many Coast Guard and Navy officials are, however, convinced that the trend of mishaps is directly linked to the increasing competition.

"Two vessels sank off Bombay in rough weather when there was no requirement to sail out," an officer said.

There is a general feeling that the 'Time is Money' motto is at the cost of safety.

In 2006, 10 vessels had run aground on the west coast. According to a senior Coast Guard officer, in the long run, the agencies concerned feel the need for legislation to include International Maritime Organization (IMO) instruments like container safety conventions, International Maritime - me Dangerous Goods (IMDG) code in ports and ships, World-wide Navigational Warning System and Hazardous Noxious Substance Convention.

Besides this, inspections at ports and communication between port-states about the movement of vessels is being proposed.

The merchant vessels which sunk were carrying furnace slag, steel pipes, ballast and cement besides the ship's fuel.

Treaty may ban toxic ship chemical:

A treaty that forbids the maritime use of what the Environmental Protection Agency deems the most toxic chemical ever deliberately released into the world's waters is expected to be ratified within days.

It bans the poison tributyltin, a cheap and effective barnacle and algae killer once used on nearly all of the world's 30,000 commercial ships. The treaty also sets up a system for future testing and curbs on other hull biocides worldwide.

By 1995, more than 500 research papers worldwide had linked tributyltin, known as TBT, to adverse