

## From the Editor's Desk



It is high time we woke up and improved our governance and became more efficient. We should consider our social, economical, cultural status and build infrastructure accordingly. India's poor experiment with socialism is the reason for its poverty. i.e. free issue of TV's, laptops to be dispensed with, but for limiting itself with the basic human needs, valuing tax payers money. Tax payer funding could be better utilized for rewarding citizens who make our nation "INDIA" proud. Gain without pain should not be encouraged, instead of promoting active productive work, its like encouraging lethargy amongst the people. What matters is the creativity and efficiency displayed by countries in adopting and growing the technology.

Uniform approach and up gradation to regulation, be the underlying principle in maintaining the integrity of Indian Registries, with high class quality standards. When a grave mistake was pointed out in Indian Standards, Bureau of Indian Standards took their pretty cool time into years of valuable time, hushing up with their formalities, regretting in saying no fault of theirs, since BIS is restricted to documentation work. India's problem is lack of vision in governance and lack of efficiency in the growth of creativity in the society. We need to constantly keep looking ahead and examine the technical, organizational and environmental issues, associated with maritime innovation during this information age.

"MARINE WAVES" was launched online AND simultaneously newprint was launched, on World Maritime Day 2004, which was subsequent to my being instrumental in launching "Waves" on 5th April 2001 (National maritime Day) which was six months prior to my leaving to UK for higher studies with scholarship. We are more delighted to report the day to day changes in the maritime scenario with updates of time to time, been going from strength to strength, with the constructive criticisms, opening up the doors towards development, envisaging to keep bettering the moving wheels of our mission with transparency from the clouded vision which is gradually diminishing. Do have a look at the site ([www.themarinewaves.com](http://www.themarinewaves.com)) and keep yourself abreast with the maritime scenario. We're tracking the events via our dedicated network of correspondents around the world as well, our endeavor to keep you fully informed with updates. If you have any suggestions, as to what else we should be covering, please feel free to contact us at [seafarersman\\_484@rediffmail.com](mailto:seafarersman_484@rediffmail.com) or [pkc484@yahoo.com](mailto:pkc484@yahoo.com)

All of us are aware that employability of adequate coastal vessels around our Indian coastline would help the nation to ease growing road traffic congestion and pollution problems, thereby deliver significant social and economic benefits. It is the most fuel-efficient, economical mode of transport. "The government spends on roads and on rail, yet shipping continues to be neglecting coastal shipping, which was voiced in the 1980's through Shri.Manoranjan Bhaktha, the only MP of the Andaman Islands. We should make better use of the neglected, too often ignored mode of coastal shipping, to help achieve transport sustainability." Coastal shipping and its related infrastructure is a national resource and a valuable component of the transport system. As such it needs to be integrated into transport planning to compliment the land transport modes includes inland water ways. The regular service of smaller coastal vessels would reduce the need for increasing the depth of berths and harbour entrances and would provide a greater service with less capital needed to be tied up. At the same time regional economies would still have access to efficient and reliable services to get their goods in and out. In many cases road and rail will be the best alternatives but it is high time, we as a nation started to consider the greater use of coastal water borne transport as a major contributor to the national transport strategy.

Periodical Meet, to exchange views on the policies and technical issues in respect of skilled labour returns by way of foreign-exchange. good for their societies, while we were plodding along in our usual complacent pace. regulation, marine safety, pollution prevention and the welfare of seafarers for ships on their registers worldwide and for visiting ships in their waters. Thereby, the Secretary, Ministry of Shipping who has ultimate responsibility for the Safety of Shipping would be assisted with the relevant valid data as feedback for absorption,

However, when an alternative approach is considered necessary or appropriate, The UK has extended International Conventions, which aim to increase the safety standards for shipping and pollution prevention The Paris MOU consists of 25 participating Maritime Administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe. The Paris MOU aims at eliminating the operation of sub-standard ships through a harmonized system of Port State control.

"Accident investigations" need to pass on the lessons that will allow us to avoid accidents in the future. In any endeavor, things can go wrong. But in the maritime sector, this can have major implications for the ship, its crew, passengers, cargo and the environment. "As such, we are duty bound to do all we can to look at the root cause of any incident, so that we can minimize any future risk. Unethical practices have no place in today's quality ship management sector.

Ships and ports are crucial for the strategic supply of energy and raw materials required by industries and our citizens. Moreover, ships and ports are of essential importance for the generation of direct and indirect added value and for the creation of jobs in maritime related industries. Having qualified personnel for Indian fleet is one of the major challenges we face today. We all have the interest to ensure that the INDIA remains a world leader in shipping. Our constant efforts on safety are bearing fruits and we can proudly say that, today, Indian manned vessels are among the best, economically efficient and environmental performing shipping services in the world. And, if reported, are the exception rather than the rule, The Trade association for in-house and third party ship managers.

"Today's quality third party managers embrace a process of increased transparency and closer cooperation with their principals, to ensure best standards of ship management are continually maintained. A holistic approach to build up relevant ideas which includes definition of operational key performance indicators encompassing the running cost data. It's high time ship owners and ship managers sit down and examine the whole management fee structure to ensure that quality managers perform the quality management task they have been assigned in the most professional manner which would be more rewarding.

for the essential work they carry out," as the trade association for the management sector is to enhance quality, professionalism and transparency among its membership and throughout the industry in general. But InterManager is also hoping for an understanding that these goals require that the profession is able to achieve reasonable levels of earnings. Guy Morel added: "An equilibrium has to be found whereby owners enjoy efficient services and managers are awarded reasonable monetary gains in the form of incentives to work openly and efficiently."

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Nevertheless, the potential for improvements in reduction of noxious emissions and in energy savings for ships and river barges are considerable. Some industry experts have pointed out recently that existing fleets need could reduce their energy use by at least 10%, perhaps by as much as 40% in the future, and technology has the answer.

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**ISPS Code to stay despite scepticism:**

It is three years since ship and port operators were rushed into implementation of the International Ship and Port Facility Security (ISPS) Code and many are still sceptical of its merits, while others claim it is providing an effective shield against security dangers. Part of the problem of acceptance seems to be the way in which the code was introduced by the International Maritime Organisation (IMO). It was adopted on December 12, 2002 and was put into force on July 1, 2004. This put many unwelcome pressures on ship operators and ports because of the very short implementation period, with some observers believing that the timetable was a Bush-inspired process that was designed to be completed before the US presidential elections of 2004. Others merely believed that implementation was a "knee-jerk" reaction to the 9/11 attacks and that a much more measured methodology should have been employed.

Some also believed (and still believe) that politicians had (and still have) a misguided perception of the shipping industry, believing that regulations may be internationally enforced as effectively as those in the air. Whatever the view, the ISPS Code is here to stay and has become an accepted part of the process of SOLAS-based certification. Ship and port operators alike have embraced or submitted to its requirements depending on their perspective. Of equal relevance is the heightened public experience of increased security. The perception that security "intrusion" into daily life is now an accepted tenet of domestic and international travel. So what was a relatively new concept for ships in 2004 has been assimilated as a routine process in 2007.

Port operators are a bit different in this respect in that industrial security always had been a part of port operations, so ISPS did naturally progress from that. During the ISPS "learning period" for ships and ship operators, unlike the previous implementation of the International Safety Management (ISM) Code, the players suddenly found themselves considering many issues not previously part of the day-to-day operation of the ship.

To a certain extent, that "culture-change" is still required. For instance, the requirement for Company Security Officers (CSOs) to contact Port Facility Security Officers (PFSOs) as a matter of routine prior to a ship visit to a particular port has not yet been comprehensively adopted through the industry.

Flag Administrations too have been slow - in particular, very few appear to have accepted the practical necessity for additional manning of ships during enhanced levels of security. This is borne out by Minimum Safe Manning Certificates that continue to specify numbers that certainly could not satisfy this requirement of the ISPS Code. In this respect some Flag Administrations appear to have succumbed to commercial desires of the ship operators. After the ISPS Code had been presented to the industry in early 2005 it was down to the competency of major Flag Administrations and of the Recognised Security Organisations (RSOs) to apply effective interpretation of the code and to assess the practicalities in each individual case. The training needs were a 'learning-curve' in themselves, and all of the difficulties were exacerbated by the tight timetable imposed by the IMO. This notwithstanding, interpretation was clarified and the way ahead did become smoother.

This is where we stand today - a structured means for ships and ports to address security threats does properly exist, but for many players it is still considered an encumbrance of compliance and a change of perspective on their part is urgently required. It would be regrettable if that perspective was to be changed by a major security atrocity at sea that could have been avoided by proper adherence to the ISPS Code.

**UK joins call for funds for North Sea shipping routes: Finance projects as part of Motorways of the Sea plan says UK and other parties:** The Department for Transport today called on interested parties to bid for funds to finance projects in the North Sea region as part of the EU's plan to establish "Motorways of the Sea".

Motorways of the Sea will be key routes between EU member states and, sometimes, neighbouring third countries. They are intended to encourage high-quality regular services that can be combined with other modes of transport to provide efficient alternatives to road-only transport. This stage, the first in a two-stage process, will close on 15 October 2007. Following the close of this first stage, all UK bids will be evaluated by the Department and any other relevant North Sea countries' administrations. They will decide which bids will receive the necessary national government support to be eligible in the bidding process when the European Commission calls for bids for Trans European Network - Transport funding in December 2007.

The Commission will make the final decision on which projects will receive funding.

Motorways of the Sea funds are available for sea-related infrastructure projects in ports or which involve direct land and sea access to them. Qualifying projects could also include electronic logistics management systems, facilities to ensure and enhance safety and security, facilities to simplify administrative and customs procedures and facilities for icebreaking and dredging operations.

Start-up aid for shipping lines does not qualify for funding. The same call is being published in other North Sea countries as a joint initiative of governments and authorities in the Belgium and the Flanders Region, Germany, Sweden, Denmark, the Netherlands, Norway and the United Kingdom, as well as European port and ship owners associations. Total EU funding available for all Motorways of the Seas projects, across all qualifying states will be E310m (£209m) in the period 2007-2012. In addition to the North Sea region, other regional groups covering the Baltic Sea, the Mediterranean, Spain and France and the Atlantic will also bid for a share of these funds.

**In the Joint Call, the paper highlights the importance of sea-going traffic in the North Sea:**

"The North Sea is one of the busiest maritime regions in the world and