

From the Editor's Desk



Good teaching emanates from research. Any institution is judged by the level and extent of research work it accomplishes. This sets in, a regenerative cycle of excellence"

– Indian President Dr. A P J Abdul Kalam

• *A thought on this, is seriously lacking in Indian maritime discipline. School drop-outs, followed by seamanship or apprenticeship to master mariner with COC of set paper exam, for ships operation and maintenance, is no substitute for enrolment into faculty of academic maritime colleges/ institutions of higher education, as Deans, Director of Studies etc. This approval appears to have been given thoughtlessly by those of the said class, on induction to the Mercantile Marine Department, Ministry of Shipping, unlike other competitive class one posts, which discourages mariners from further enriching their knowledge through research or enhancing their qualification. One need to develop curiosity and a "scientific outlook" if to keep developing from where we are.*

• *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. of free issues from public fund at the cost of the tax-payers, which is detrimental, to change the lethargic-group into active positive mood, towards a productive INDIA, with no discrimination of caste, creed religion, gender etc. but for limiting itself, with assistance of the basic human needs. Learning and doing well should come from within, nothing more than motivation and encouragement. Surplus revenue incurred could be better utilized for rewarding citizens who make our nation "INDIA" proud. What matters is creativity and efficiency displayed by adopting and growing the technology. A uniform approach and up gradation to regulation, be the underlying principle in maintaining the integrity of Indian Registry, with high class quality standards. 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, organisational, and environmental issues associated with maritime innovation during this information age. It is to be, to the very core of our efforts to conceive, develop and implement a sustainable economic development strategy, through performance and efficiency.*

• *Periodical Meet, to exchange views-free flow of ideas on policies and technical issues in respect of regulation, marine safety, pollution-prevention and the welfare of seafarers. Preferably conduct Regional-wise Open Forum for seafarers meet, involve them to share their rich experience of out at sea for more wider feedback, to collate and assimilate, forming valuable data, study wherever feasible of ships on their registers worldwide, which would pave the way for Indian Shipping to stand out with the best management policy and practice, getting rid of the flawed marine policies and systems procedures, which had allowed loopholes, defects and deficiencies. A conference, aims to achieve an open and transparent exchange of views that consolidates the conference role as the appropriate forum to strengthen maritime relations and promote best practice and high quality standards. This is achieved by discussion, of policies and technical issues in respect of regulation, marine safety, pollution prevention and the welfare of seafarers for ships on their registers worldwide and for visiting ships in their waters.*

• *We need to move urgently, to ensure better use of existing infrastructures, further efficiency and integration of transport modes and efficient management of information. Above all, we need to shift away from old modal views isolating sea from land transport. Supply chains, infrastructure networks, environmental standards and quality of life are suffering more and more from avoidable congestion. The need to continuously monitor, processes that involve the smooth combination of Ships, Railways, and Roads to supply Indian and world markets. Transport policy to look straight into the problems and opportunities created by the globalisation process. Sustainable economic growth requires all transport modes to work together. This would reduce external costs and, ultimately, avoids disruptions in our industrial, commercial and distribution structures. Integrated logistics are a key factor in our economic system.*

• *"Accident investigation is about learning the lessons that will allow us to avoid accidents in the future. In any endeavour, 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. Serious accidents require proper investigation. That means, looking at all the underlying causes that led to the event. Society expects proper investigation of such incidents. At the same time more importantly, we owe it to the maritime community and the professionals, who man our vessels to ensure that accidents are investigated in a fairly, timely and effective manner. That can involve examining the structure and fabric of vessels or the training and certification of the crew." Unethical practices have no place in today's quality Ship Management sector, owing to the advent of computers and information age, the exposures are quick and fast*

• *Indian population has though tripled since independence; ample scope exists for generating highly skilled trained work-force, thereby utilizing optimised manpower resources that could fetch more and better earnings into the national exchequer by way of foreign-exchange and pride to the nation, instead of only through business process outsourcing but more through knowledge process outsourcing, for innovated process development, to be on the top of the world. The well developed world was smarter in figuring out what will work well for their societies, while we were plodding along in our usual complacent pace.*

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president Dr. Idnanis assigned task for the next 2 years would be development of quality assurance services for service providers in maritime health, helping and assisting revision of fitness standards for seafarers, membership drive and increased subscription income of the association. He will also assist the new project of developing maritime health management services which will help promote health, safety and welfare of seafarers worldwide. Dr. Idnani is also the current chairman of the 10th ISMH to be held in Goa from the 23rd to 26th September 2009. In addition, he is also the current founder president of the

Maritime Health Association ? India Chapter which was formed under the directives of the director general of shipping, government of India. He is also the regional coordinator of ICSW's South Asia seafarers welfare programme and is directly concerned with the upgrading of welfare seafarers welfare services in India, Sri Lanka, Bangladesh and Pakistan. Among the aims and objectives of the ongoing 4 year programme, is the promotion of the ILO Maritime Labor convention 2006, and is actively assisting the maritime section of the ILO to further these amongst the countries in South Asia. Dr. Idnani hopes to further the cooperation among other maritime health

professionals in the Asia-Pacific region and the Middle East focusing on China, Malaysia, Indonesia, Singapore, Korea, Vietnam, Japan, Australia, New Zealand, Saudi Arabia, Oman, Kuwait, Qatar, Bahrain, UAE and the South-Asian partners. Contact address: Dr. Suresh N Idnani, Regional Co-ordinator - South Asia, International Committee on Seafarers' Welfare (ICSW).

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W o r l d I n f o D e s k

"Shipping Becoming An Attractive Career": BIMCO President:

A PROSPEROUS shipping industry is becoming an attractive career option for "the brightest and the best", the President of BIMCO said in Hong Kong. At the opening ceremony of the BIMCO General Meeting, BIMCO President Knud Pontoppidan said that the replenishment of the workforce afloat and ashore with well-trained professionals was crucial to restore the demographic balance of the industry. Mr Pontoppidan The world fleet was being renewed, growing fast and becoming more sophisticated and the best people were needed afloat and ashore to run these ships. He also said that BIMCO is also deeply committed to the fair treatment of seafarers by authorities in flag and coastal states and is campaigning hard in this respect. The proper treatment of visiting seafarers, said Mr Pontoppidan, was one the measures of a quality coastal state.

Former BIMCO President CC Tung said that the growth of Asia Maritime had been one of the miracles of modern times, but it was important to see this as a global, rather than as a mere regional strength. But in the Asian region, as elsewhere, it was vital to tackle "sea blindness" enhance general awareness of the value of the shipping industry, and improve public perception. BIMCO, said Mr. Tsang, had an important role to play in this process of education.

Panama Canal CEO inducted into Mari-time Hall of Fame:

Panama Canal Authority (ACP) Administrator/CEO Alberto Aleman Zubieta was honored at the 14th Annual International Maritime Hall of Fame awards, at the United Nations in New York City. Aleman now joins the ranks of prominent members of the international maritime community honored for excellence and significant contributions to the industry.

The International Maritime Hall of Fame was founded in 1993 by the Maritime Association of the Port of New York & New Jersey to recognize maritime visionaries who, through excellence in their company, organization or services, best exemplify the qualities of futuristic thinking that guide the maritime industry in the 21st Century. In commemoration of the evening, Kevin Corbett, vice president of DMJM Harris, presented Aleman with an engraved "Mariner's Lookout Award" statue and an engraved medallion. Five other international leaders from the industry were also honored at the ceremony, including: J. Robert Bray, executive director emeritus, Virginia Port Authority; Angus R. Cooper, II, chairman and CEO, Cooper/T. Smith Corporation; Nikolaos Efthymiou, president, Union of Greek Shipowners; Captain James J. McNamara, president, National Cargo Bureau, Inc.; and Jung Won .J.W.. Park, president and CEO, Hanjin Shipping Co., Ltd.

Ship collision leads to oil spill in Huangpu:

MARITIME authorities were patrolling the Huangpu River after a vessel carrying a shipment of heavy oil was hit by another ship this morning. Maritime officials said a small amount of oil spilled from the damaged machine room, not the oil containers. All oil was cleared from the river before noon. Nonetheless, authorities were keeping oil absorbent sheets around the ship in case of a further spill.

The maritime authority also said an emergency response team was patrolling the waters close to Gaoqiao Chemical Factory in Pudong, where the transport ship was flooded and overturned. Shipping traffic was restricted in the area this afternoon. Officials said they would raise the ship as soon as possible, but precautions needed to be taken to avoid further damage to the ship and prevent the river from being polluted. Thus, shipping traffic will be restricted for the next couple of days. The accident occurred about 1:40am today. Nobody was injured in the collision.

Govt. okays amendments in Merchant Shipping Act:

The government on Thursday approved amendments in the Merchant Shipping Act 1958 and Indian Ports Act 1908 aimed at ensuring enhanced maritime safety and security. The Union Cabinet yesterday gave its approval to amend the Merchant Shipping (Amendment) Bill, 2004 pending in Lok Sabha on the basis of the recommendations of Parliamentary Standing Committee, Information and Broadcasting Minister P R Dasmunsi told reporters here.