

From the Editor's Desk



The importance of shipping in our economy can hardly be overstated for ensuring growth benefits to all sections of society and all regions of our vast country. Its high time, major changes are brought into Maritime Education, with total commitment, quality and accountability at all levels amongst maritime professionals, whether in the private or public educational institutions. The quality of education is a reflection of the quality of teachers. Major improvements in their training and working conditions will determine as to how our country fares in the pursuit of economic and social development in the years to come. The need is of high time, to humanize and sensitize our "Maritime Educational System." Unless, the "Maritime Education" is treated as for the public good, citizen friendly and national pride, with wider thoughts in a broader perspective angle, since seafaring personnel's are of global demand, who bring in substantial foreign-exchange to our country. Cannot be taken lightly, as in the conventional Educational field, need to be always on the move on the globalize world with a pursuit to excellence, if to be on the top of the world of international standards.

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 neglect coastal shipping. "Such a vital sector of the economy cannot afford to rely on the whims of offshore decision-makers" as our arteries being clogged to a standstill. We should make better use of the neglected, too often ignored mode of coastal shipping, to help achieve transport sustainability." This is an era where knowledge and skills play a significant role in organizational success.

Insights, into Maritime Education and Training. The need to clearly redefine "Maritime Education", 'Academy', 'Institution', 'College', 'Curriculum', 'Teacher and Learner'. Knowledge based training will only allow specialization and growth for in-depth study. Uniform with appellate similar to that of Flag Officers in Indian Navy would not suffice, to cover up the weaknesses of academic qualification in academic institutions, with only certificate of competency, meant for operation and maintenance of ships. It is an Awakening towards truth and reality. There are institutional issues such as improving the quality of shipping and its research and making it more relevant to the actual needs from time to time. Planning Commission and HR Ministry to highlight the key features of detailed presentation suggested for revitalizing our maritime education sector.

Shore-based conventional academic studies on teaching i.e. Trained teachers: Montessori Nursery and primary teachers, TCH. Graduate Entry Teachers for Maths, Science, English, B.Ed; M.Ed; NET, M.Phil, Ph.D's. What is the state of Maritime Training Colleges/Academies/Institutions of higher learning etc.? Curriculum for each level of training/studies? In an era of unprecedented opportunity, for Science and Technology, Qualities to be nurtured "Research and Enquiry, Creativity and Innovation, use of high-fi Technology entrepreneurial and moral leadership" focusing on the changing role of maritime education, the need for removal of digital illiteracy, bridging science talent gap and meaningful application of science and technology. "Maritime law" must provide certainty and equality to seafarers. Build attitudes, not just sophisticated transportation. Where is transparency, purity in reality? The media has still a very long way to go, in the exposition of facts, to march with real progress. Watchdog to keep the industry in check?

If India, with its vast human resources, wanted to become a world leader, steps should be taken to ensure that at least 50 per cent of its youth entered the portals of universities in the next 15 years on pure merit, from the present seven per cent. The need therefore to ensure, that Education was not influenced only by profit managed institutions, nor with investment of crores of rupees for providing scholarships. The government needs to look at various aspects of improving the working infrastructure of the regulatory agencies such as the UGC and AICTE, Directorate General of Shipping approving maritime institutions without integrating with the academic regulatory authorities. This includes how to fund them realistically in time and monitor them. Also addressing public debates, arranged in metropolitan-cities of the country simultaneously inviting reasonable complaints and suggestions into the website and responding to the same, exposing lack of transparency, redressal for unfairness meted out by the aggrieved, this encourages constructive criticisms for subjective development.

We need to open up, "Learning beyond times, depth and length" with a sense of urgency about the need to address the deficiencies and defects in the emerged system, which would result in timely corrective action and development. Mushrooming of maritime institutions in 1990's were a cause of serious concern resulting in "off the shelves certificates" available for a price, which was addressed by the Secretary, Mr. Naresh Birwadkar, Forward Seamen's Union of India, Mumbai, published in the Times of India newspaper of Mumbai edition. It is not out of place to mention here that the same person has once sailed with me, as an oilman during my engineer-watch. He very much realizes the sentiments of seamen out at sea; who has practically seen his fellow seamen being exploited and grown up to be a seamen's leader, to protect their real interests and welfare. Proved to be the savior, for the exploited canteen workers on offshore vessels, streamlining them into the fold of seamen for wages, common benefits and privileges.

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body to hammer home the urgent need for the industry to get its environmental credentials in order. Until this year it has been the aviation industry that has been at the centre of environmentalists' hysteria. Yet separate reports from BP and the European Union published in March state shipping actually emits twice as much carbon dioxide as aviation.

The two studies suggest shipping emissions could rise by as much as 75% in the next 20 years. Annual emissions from shipping range between 600 and 800 million tonnes of CO₂, or up to 5% of the global total. This is nearly double the UK's total emissions and more than all African countries combined, and yet shipping was not covered under the terms of the Kyoto Protocol.

Bowring says: "Sea transport is a necessity, while air transport is a luxury." Indeed, the shipping industry is responsible for the carriage of about 90% of world trade. "Without shipping, half the world would starve, half would freeze and the rest would both starve and freeze," Bowring says.

Capping dirty fuel. Yet his association has fully acknowledged the issue of emissions and has led the call to get a global cap on sulphur content in the fuel used as well as switching fuel types from residual to distillate fuel - a campaign that is now being discussed by the UN body charged with overseeing shipping, the International Maritime Organisation (IMO). In Hong Kong, vessels offload containers in the city centre and shipping accounts for 33% of all CO₂ emissions in the smoggy Special Administrative Region.

"The environment will be the largest single issue that our industry will have to

face over the coming years," Bowring said at the Asia seminar. "We burn crap on our ships. The end of the refining cycle, the residue - one step up from the asphalt you put on roads." This fuel is sold to shipowners at a discount of close to \$20 a barrel, and refiners believe that this is a "win-win" situation, where owners get cheap fuel and oil majors get rid of their rubbish.

Residual fuel is a heavy, viscous fluid that needs heating to about 140°C and has to be purified extensively before use. The sulphur content varies according to the crude stock, but globally has an average of about 2.7%. The industry is regulated on environmental matters through the International Convention for the Prevention of Pollution from Ships, or Marpol for short. Emissions come under Annex VI of the convention. Annex VI came into force in May 2005, some seven and a half years after its adoption and 17 years after work started. So, it was already out of date.

Annex VI sets a global sulphur cap for fuel oil of 4.5% (that's 45,000 parts per million) and defines sulphur dioxide emission control areas, (Seca), as zones within which only fuel that does not exceed 1.5% sulphur can be used or where ships must use systems to limit sulphur emissions. The annex initially designated the Baltic Sea as a Seca, and the North Sea becomes a Seca later this year. "Secas," Bowring says, "are done by western nations, which suits them as they have migrated their manufacturing here to the Pearl river delta."

Early in 2005, Hong Kong, which accounts for 8% of the global fleet, started to work on the issue and came up with a proposal for a 1% global sulphur cap on fuel oil. "We hoped that

the relatively low sulphur level would encourage regions to abandon Secas, which we consider dangerous," Bowring says. "Our proposal was more or less rejected by the rest of the industry as being too ambitious until late last year when the international independent tanker owners' organisation, Intertanko, decided to extend our proposal into something even more ambitious: a global cap of 1% on distillate, not residual fuel."

Clean = expensive

The refiners, naturally, object. Their main reason is that they say they may not be able to produce an additional 250 million tonnes of distillate in the time frame envisaged in the initial submissions to the IMO and they wonder what they would do with all the residual fuel. Clean fuel would largely eliminate the need for purifiers, heating of fuel tanks, sludge control and emission abatement equipment and the disposal of its residues and would lead to the development of more efficient engines and more sophisticated emission reduction systems.

A 1% distillate cap would immediately reduce sulphur dioxide emissions by 60%-80% and particulate matter by 80%-90%, and since the fuel would not need to be heated onboard, that energy could be used to power the ship.

The switch would not be cheap - fuel costs may rise by as much as \$200 to \$250 a tonne, and Bowring, though he represents owners himself, knows them too well to assume they would convert voluntarily. He says: "We want regulations on this issue. We don't want to leave it to the owners." His views have kicked up waves of protests from other shipowning bodies all over the world, yet his wishes may well become law soon.

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

China's Shipping is Building Own Shipyard:

China Shipping Group, the second biggest oceanic transportation conglomerate in China, plans to build its first shipyard by the end of 2008. This is the second time in less than two months that a heavyweight centrally-administered state-owned enterprise has branched out into the shipbuilding industry. The Shanghai-based shipping group spent 3.8 billion yuan (\$450 million) taking over the assets and debts of the Jiangdu

Shipping Company in east China's Zhejiang Province and renamed the wholly-owned subsidiary China Shipping Industrial Company.

Ground for the new shipyard, expected to cover an area of 187 hectares and stretch 3,500 meters along the coastline, has already been broken in the Yanjiang Development Zone of Jiangdu. The group's product line mainly involves Panamax container ships with deadweight of less than 80,000 tons, including bulk cargo ships and oil tankers, and a variety of

floating docks with a lifting capacity of up to 30,000 tons. The Group said it would increase the annual production capacity of its shipyard to 1.5 million deadweight tons over a period of three years. On completion, the shipyard is expected to achieve annual sales revenue of 10 billion yuan. The existing six dockyards of China Shipping Group situated in Shanghai and Guangzhou only engage in ship repairs, ship conversions and hull maintenance.

China Shipping Group, established in 1997, boasts five specialized shipping