

From the Editor's Desk



Seafaring professionals are out of sight, hence out of the minds of our government, since seafarers have no tall claims, who are working out on the deep seas and the oceans of the world, on hazardous working conditions living with risks and sacrifices, staying away from their near and dear ones, sacrificing the prime part of their youth-life living out at sea and during their precious earned leave spend with their near and dear ones. They have no regrets even for their losing the citizen's voting rights while they are out at sea, not realizing the cause of negligence by the politicians who count only on ballot votes, for which they exist in power. Similarly the politicians do not realize that these seafarers bring in valued foreign-exchange to our country. The government needs to introduce appropriate welfare schemes, measures like rehabilitation and resettlement of merchant navy personnel for on shore employment, to those invalidated on medical grounds and those leaving sea services on compassionate grounds. MARINE WAVES have expressed concern over the "casual manner" in which successive

Governments had dealt with various recommendations made in plain words of truth, exposing the deficiencies and defects by it for streamlining the system. 'Law needed against the black sheep in MMD's of our country.'

In the recent crack down against the growing menace of deemed universities by the Ministry of Human Resources, derecognising 44 universities, of which Academy of Maritime Education and Training, Chennai, Tamil Nadu. And Vel's Institute of Science, Technology and Advanced studies (VISTAS), Chennai, Tamil Nadu were the two deemed maritime universities that appeared in tamilnadu, such string pulling where a sheer necessity, for awakening all those flouting all norms wherever feasible and going unchecked. It is imperative to therefore ensure a minimum and common standard of curriculum of education, reasonable fees structure, with the requisite infrastructure facility, qualified and willing faculty staff to impart quality education. It is more of honing the requisite work-skills, sincere-efforts, quality and valuing time.

Reasons known for Derecognising of Deemed Universities by HRD

The Human Resource Development (HRD) ministry's review has cited several reasons for the derecognizing of 44 deemed universities. The most common reason was that most of the private deemed universities were run by undesirable management, where families rather than professional academics who controlled the functioning. Besides that several other common reasons are mentioned below:-

- *Most of the institutions had violated the principles and guidelines prescribing excellence in teaching and research and were engaged in introduction of thoughtless programmes.*
- *Little evidence of noticeable efforts in case of emerging areas of knowledge*
- *little or no commitment towards research.*
- *Institutions increased their intake capacity disproportionately beyond their infrastructure and number of faculties.*
- *Under-graduate and post-graduate courses were fragmented with concocted nomenclatures which were aimed to attract high number of students with the sole aim of making money.*
- *Higher fee structure than reasonably prescribed.*

Foster values: A consequence of increased globalization, birth of quality-visionary, is the recognised need to assure the quality of education beyond national borders, or the mutual recognition of quality standards. namely:-

- *The development of a "learning organisation" which encourages collaboration and scholarship*
- *"The encouragement of a "research culture" with a world-leading reputation*
- *The pursuit of excellence in teaching and learning*
- *A willingness to undertake new challenges and develop international opportunities*
- *The encouragement of scholarly debate and community interaction.*
- *The need to be innovative and to develop meaningful links with private industry*

The recent debate on the need for comprehensive regulatory reform in the Indian maritime sector needs to be viewed against the urgent measures needed to spur its growth and modernization to keep pace with the developments elsewhere in the world. Indeed, while the regulatory reform process is bound to be long and winding, it makes a lot more sense to peg the reform process to more concrete objectives of achieving specific milestones in the growth and modernization process. This is perhaps also essential because at the current stage of development of the maritime industry, it is best left to its own possibilities of growth and development. "Whoever commands the sea commands the trade and whoever commands the trade commands the riches of the world "

Environmental Safety & Standards in International Shipping: Poor monitoring and compliance with international safety standards by Flag of Convenience (FOC) countries, coupled with recent ship accidents, the case of "Erika" and MT "Prestige" incident, off the Spanish coast still fresh in mind the issue of environmental safety and standards is likely to be a major issue of concern to all national ship registries and is likely to make new stringent demands. Tankers: which has major share of global fleet and seaborne cargo is going to be particularly affected. International: Transport Workers Federation (ITF), Green Peace International and World Wildlife Fund have stepped up their campaign against what they call "substandard" shipping and have sought urgent UN intervention, to primarily raise their image for more funds as Greenpeace in India.

The US Terrorism Act & Implications for Shipping: following the September 11 happenings, the worldwide concerns about national security have resulted in unprecedented demands on national ship registries and ocean liners to fall in line with series of new regulations and norms for port clearance of cargo. This is likely to substantially increase legal and insurance costs and other indemnity obligations and liabilities and build greater pressures on reorganization of terminal loading operations, which will affect shipping. The US Terrorism Act, which seeks to tightly regulate cargo movements into and out of the United States, a major partner in world trade, now comes into force from December 2002 and is likely to seriously impact US bound cargo logistics and trade supply chains across the world.

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of Mass Destruction (WMD) entering the U.S. And it added that CBP does not have a plan to scan container cargo at all ports, because "according to agency officials, challenges encountered thus far in implementing SFI indicate that doing so worldwide will be difficult to achieve."

The report also noted that since CBP will not meet the original 2012 deadline to scan all U.S.-bound cargo containers, DHS plans to issue a blanket extension to all foreign ports by July 2012 to be in compliance with the 9/11 Act.

"These findings are absolutely not surprising at all," said Albert Saphir, president of international trade consultants ABS Consulting in Fort Lauderdale, Fla. "Any practical on the ground study, approach or discussion certainly all point in the same direction in that the mandate that was put out...cannot be met. We cannot impose U.S. law onto foreign soil. If we wanted to scan 100 percent of containers once they arrive in the U.S., we can do a lot of things. But the way the law was written with 100 percent needing to be scanned before a vessel can enter a U.S. port is in limbo between a foreign country and the U.S. Where are we going to scan?"

And Senator Jay Rockefeller (D-WV) and Chairman of the U.S. Senate Committee on Commerce, Science, and Transportation, opined that while the 100-percent scanning mandate was well-intentioned, it does not appear to be doable at this point.

"Without a better understanding of the feasibility of such a policy to international commerce and security, a mandate of global proportions was unquestionably well intended, yet premature," said Rockefeller in a statement. "The transportation of hazardous cargo, small vessel security, and most certainly cybersecurity all remain significant

vulnerabilities where much more needs to be done. Both Congress and the Administration must balance important but competing needs-maintaining an efficient flow of commerce while ensuring no terrorists can enter our country by land, sea, or air. We must work toward a more reasonable balance to focus our assets and resources in the best possible manner to protect the American people."

Yesterday, a hearing was held by Rockefeller's Senate committee on "Transportation Security Challenges Post 9-11."

At the hearing DHS Secretary Janet Napolitano cited myriad challenges that come with 100 percent cargo scanning. Some of the challenges she cited were limitations that are inherent in available technology, including technology which can detect suspicious anomalies within cargo containers that should trigger additional inspection and costs.

To deploy the required scanning equipment would require an investment of about \$8 million per lane for the more than 2,100 shipping lanes at the more than 700 global ports that ship to the U.S., she said, with operating costs also being very high, too.

"It is also important to keep in mind that about 86% of the cargo shipped to the United States is sent from only 58 of those more than 700 ports. Installing equipment and placing personnel at all of these ports-even the tiny ones-would strain government resources without a guarantee of results," said Napolitano. "[And] in order to implement the 100% scanning requirement by the 2012 deadline, DHS would need significant resources for greater manpower and technology, technologies that do not currently exist, and the redesign of many ports. These are all prohibitive challenges that will require the Department to seek the time extensions authorized by law."

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

DoLE eyes psycho-social counseling for seamen:

The Department of Labor and Employment (DoLE) said Monday it plans to provide psycho-social counseling and support services to families of abducted seafarers in Somalia and the Gulf of Aden. "The department also intends to give emergency financial assistance to the families as part of its measures to help the sailors and address the impact of piracy affecting mostly Filipino seafarers," said Labor and Employment Secretary Marianito Roque. "These are just among the measures that were discussed with the tripartite partners in the manning industry. The tripartite meeting will serve as a blueprint to protect seamen from the continuing hijacking incidents in Somalia area," according to Roque.

"The piracy in Somalia has come to an alarming proportion affecting not only the Philippines, but other European countries

and the United States as well. We hope for strict monitoring of compliance to the rules set by the POEA Governing Board Resolution No. 5 s. of 2009," he added. According to a POEA Board resolution, ship owners, managers and manning agencies hiring Filipino seafarers should ensure that vessels transiting through the Gulf of Aden "shall pass only within the Maritime Security patrol area;" submit an appropriate security plan to all ships passing through the area; and provide training to their crew on how to avoid, react and cope with piracy and other related incidents.

Manning agencies are also required to immediately report to the Department of Foreign Affairs (DFA) and the DoLE any incidents of piracy involving their ships and share their experiences in handling these incidents. Roque said he already instructed the Philippine Overseas Employment Authority

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