

## From the Editor's Desk



*Vision without action, is a day-dream. Action without a vision is a nightmare. – Japanese proverb*

*No one who does good deeds will ever come to a bad end, either here or in the world to come. When such people die, they go to other realms where the righteous live. – Bhagwad Gita 6.40-41*

*It's the action, not the fruit of the action, that's important. You have to do the right thing. It may not be in your power, may not be in your time, that there'll be any fruit. – Mohandas Karamchand Gandhi*

*One cannot blame in common, for all issues and in this context, similar to different facets of our own lives.*

*In the live society of newspapers, self-launched the "Marine Waves", monthly in 2003 soon after 'WAVES' in 2001, on my return from U.K. on higher studies. On the 11th year(2013) now, restricted myself to remain online, having to manage alone in this old age 67, with just a volunteer (Mr. R. Venkatakrishnan, M.Com; M.C.A; M.B.A.,) who is backed with three PG's. But steep prices in paper and printing, causing financial challenges, threatened to drive to closure, which as a first step restricting to go online, since April 2013 onwards.*

*By virtue of age and experience, we must presume to possess a mature appreciation of the needs of the Maritime Industry. We have faced several crises in the years gone by, owing to have not ventured for funds by donors, in consideration of avoiding scams by trusts. We have dealt with these with equanimity and occasionally even while with a high degree of skill. As the newspaper industry, faces an existential crisis, one whose contours haven't quite been appreciated by various stakeholders - including the government. A recent judgment of the "Supreme Court" upholding the validity of an Act that ought to have been circumscribed or even repealed by the legislature for its lack of relevance to 21st century India, threatened to drive many of us to closure and it may do so after it has taken a severe toll on the industrial peace. We have so carefully nurtured. Our forbearers crafted beneficial legislation that took into account the newspaper's capacity to pay. In other words, it was aimed at being a sustainable model of wage determination. Now, in the hands of authority, it has empowered a prescription that is far divorced from even the newspaper's capacity to earn. It ill-behooves me as head of a marine news institution to wonder if it could survive further long. Such dire thoughts, might even be considered inauspicious. But the crisis that looms and the storm clouds that have gathered, are direly ominous and therefore these fears must be voiced. Someone wise, once said, books and minds work only when they are open; both literally and metaphorically this is valid for newsmagazines as well.*

*There are other challenges, too. The health's of newspapers/magazines are undermined by presence of other similar magazines. It is undermined occasionally by intrusive policies of Govt.'s that impact our sustainability. It is undermined by rising costs, especially by the fall in the value of the rupee that directly impacts our production costs, since a large quantity of newsprint that we consume is still imported. It is undermined by advertisement policies of central and state Govt.'s that elevate to a fine art, the subvention by newspapers of the state's messages to citizens. Equally, it must be admitted that the health of newspapers is also undermined by the actions of some of us, especially by a phenomenon, such as paid news that strikes at the very roots of an independent-Press. Unhealthy competition, predicated on the desire to consolidate media power, assails the democratic commandment to present a plurality of views. These challenges too must be addressed. The point I, wish to emphasize though is that the Society, as a responsible body of newspapers and periodicals, is quite capable of dealing with challenges, provided it is allowed to do so. It ought not to give rise to the belief that we either need assisted living or judicially-directed euthanasia. We note with some alarm and considerable dismay that the solution of those in authority is to legislate or to impose regulations on us, when we are quite capable of determining solutions and imposing these on ourselves. Amendments to the Press and Registration of Books Legislation, especially moves to link content to licensing, are a case in point. The continuance of the anachronism of wage boards, withdrawn from every other industry, is another. Artificial and arbitrary fixation of government advertisement rates, is yet another. Newspapers disseminate knowledge. They empower citizens. They play a critical role in nation-building. They nurture the intellect, and offer a cerebral counterpoint to the occasionally mindless shenanigans of other media. A democracy thus owes it to itself to ensure that its newspapers are empowered to be free, toe fearless.*

*To my mind, "Freedom of the Press" is not just a slogan from the larger point of view, but it is an essential attribute of the democratic process. I, have no doubt that even if the government dislikes the liberties taken by the press and considers them dangerous, it is wrong to interfere with the freedom of the press. By imposing restrictions, you do not change anything; you merely suppress the public manifestation of certain things, thereby causing the idea and thought underlying them to spread further. Therefore, I would rather have a completely free press with all the dangers involved, in the wrong use of that freedom, than a suppressed or regulated press. "These are the words of a liberal; they are words that deserve to be cast on tablets and placed in every newspaper office and in various nodal ministries of the press. But it is the slow poisoning of the well of liberalism, that has compromised the completely free press Nehru had envisioned. It is important for all of us, those inside newspapers and those responsible for policy, to revisit the basics of freedom and liberalism, and to craft a path that makes newspapers, both relevant and viable.*

**Dr. Chandran Peechulli**, Ph.D ; D.Sc., F I E (India), F.I.I.P.E., M.S.E.I., Pg.DTED, Pg.DIMS(UK), MSNAME(US), LLB., PgDLL., (L.L.M.). Fellow-Institution of Engineers (India), Indian Institution of Plant Engineers & Ex. Vice Chairman TN Chapter, Life Member & Ex Executive Member- Indian Institute of Standards Engineer T N Chapter, Indian Institute of Occupational Health, Managing Editor & Publisher - "Marine Waves" International Maritime Newsletter. Corporate -Member, Chennai Press Club. Ex. Chief Engineer (Marine) & General Manager (Tech), Consultant - CeeCee Industrial & Marine Management Consultants. E-mail: chandranpeechulli@gmail.com, chandran.peechulli@yahoo.com, M107-5 & 12, No.29th Cross Street, Besant Nagar, Chennai-600090. +91-44-42018982. Mobile: 9444983905. www.themarinewaves.com, www.seafarersvoice.com

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### Standard for AIS symbols for navigation purposes

The Sub-Committee approved a common policy on the use of electronic symbols (AIS) for navigation. For example, a buoy or a wreck can now be marked by means of electronic symbols on the radar on certain ships. In case of a new wreck where a wreck buoy has not yet been mounted, electronic symbols can illustrate the wreck and, thereby, prevent a ship from

colliding with the wreck. A number of countries, including Denmark, had previously expressed concern that IMO standards on the use of electronic symbols were not available.

Another issue of special interest were recent surveys that have identified operational anomalies in the use of systems for electronic chart display and information systems (ECDIS). Especially, the updating of ECDIS software attracted attention and will, consequently, be debated at the next meeting to be held in 2014.

## World Info Desk

### First Statement of Compliance with The IMO Tier III NOx Emission Limits:

DNV GL has issued its first statement of compliance with the IMO Tier III NOx emission limits and its first approval of an engine equipped with a selective catalytic reduction system. Pending the IMO Marine Environment Protection Committee's final vote on this year's proposal to postpone the entry into force of Tier III, manufacturers are continuing their work to meet the initial deadline.

This first statement of compliance with IMO Tier III NOx emission limits was issued by DNV GL's Approval Centre Norway to Daihatsu Diesel Mfg. Co. Ltd. on 6 November 2013, following September's compliance test at Daihatsu's Moriyama factory.



The engine, which is equipped with a selective catalytic reduction (SCR) system, is furthermore the first to be approved by DNV GL as being in compliance with IMO Resolution MEPC.198(62).

### Regulations and controversy

Adopted in 2008, the IMO Tier III NOx limits were to be applicable to ships keel laid as from 1 January 2016 when sailing in areas designated by IMO as Emission Control Areas (ECAs).

The limits are about 75% lower than those of the currently applicable Tier II. However, at the 65th session of the IMO Marine Environment Protection Committee in London in May 2013, a proposal to postpone the entry into force of the IMO Tier III NOx limits for ship engines by five years was passed by a marginal majority. The regulatory outcome will be finally decided by a new vote at MEPC's next session in March 2014.

### Increasing demand for NOx approval

Despite the uncertainty, DNV GL is experiencing a continuing increase in requests for approval in accordance with the IMO Tier III NOx emission limits. "Several of the major manufacturers have indicated that the postponement proposal

does not impact on their development of NOx-reducing technologies," says Stine Mundal, machinery approval engineer and project manager for Selective Catalytic Reduction competence building at DNV GL's Approval Centre Norway. "They have already invested heavily to reduce NOx emissions by the 2016 deadline and proven technologies like SCR are in place," says Mundal.

### NOx-Reducing SCR System Efficacy Confirmed In Shipboard Tests:

Mitsui O.S.K. Lines, Ltd. (MOL; President: Koichi Muto) announced that the company installed Selective Catalytic Reduction (SCR) systems on the power generators aboard the MOL-owned and operated Capesize vessel Awobasan Maru (hereinafter "the vessel") and confirmed that after catalytic reduction the NOx in exhaust emissions meet Tier III regulations set by the International Maritime Organization (IMO).



With the cooperation of Yanmar Co., Ltd. (President: Takehito Yamaoka; Headquarters: Osaka City, Osaka), we installed SCR systems on the vessel to be operational from its delivery in December 2013. Since then, the systems have been operated for more than 1,000 hours of testing each.

Fuel for the power generators being tested was selected to match the type that would be available in Emission Control Areas (ECAs) (\*) and would meet future reduce sulfur regulations as well. The systems were evaluated during normal generator operation under normal steaming conditions and under estimated future stricter regulations. Their efficacy was duly confirmed.

These operational evaluations will continue for two years, and we plan to conduct tests with C heavy fuel oil (HFO) as well.

This initiative reflects MOL's effort to prevent air pollution as one of the environmental strategies in its single-year