



## Washington Post admits "British defeated in Basra"

### As British Leave, Basra Deteriorates.

#### Violence Rises in Shiite City Once Called a Success Story

As British forces pull back from Basra in southern Iraq, Shiite militias there have escalated a violent battle against each other for political supremacy and control over oil resources, deepening concerns among some U.S. officials in Baghdad that elements of Iraq's Shiite-dominated national government will turn on one another once U.S. troops begin to draw down. Three major Shiite political groups are locked in a bloody conflict that has left the city in the hands of militias and criminal gangs, whose control extends to municipal offices and neighborhood streets. The city is plagued by "the systematic misuse of official institutions, political assassinations, tribal vendettas, neighborhood vigilantism and enforcement of social mores, together with the rise of criminal mafias that increasingly intermingle with political actors," a recent report by the International Crisis Group said.



After Saddam Hussein was overthrown in April 2003, British forces took control of the region, and the cosmopolitan port city of Basra thrived with trade, arts and universities. As recently as February, Vice President Cheney hailed Basra as a part of Iraq "where things are going pretty well." But "it's hard now to paint Basra as a success story," said a senior U.S. official in Baghdad with long experience in the south. Instead, it has become a different model, one that U.S. officials with experience in the region are concerned will be replicated throughout the Iraqi Shiite homeland from Baghdad to the Persian Gulf. A recent series of war games commissioned by the Pentagon also warned of civil war among Shiites after a reduction in U.S. forces. For the past four years, the administration's narrative of the Iraq war has centered on al-Qaeda, Iran and the sectarian violence they have promoted. But in the homogenous south -- where there are virtually no U.S. troops or al-Qaeda fighters, few Sunnis, and by most accounts limited influence by Iran -- Shiite militias fight one another as well as British troops. A British strategy launched last fall to reclaim Basra neighborhoods from violent actors -- similar to the current U.S. strategy in Baghdad -- brought no lasting success.

"The British have basically been defeated in the south," a senior U.S. intelligence official said recently in Baghdad. They are abandoning their former headquarters at Basra Palace, where a recent official visitor from London described them as

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### OUR LEGAL ADVISORS

## Surana & Surana — International Attorneys



Head Office: International Law Centre, 224, N.S.C. Bose Road, Chennai - 600 001, India.  
Tel : 91-44-25390121, 25381616, 25391931  
Fax: 91-44-25383339, E-mail: intellect@lawindia.com

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"surrounded like cowboys and Indians" by militia fighters. An airport base outside the city, where a regional U.S. Embassy office and Britain's remaining 5,500 troops are barricaded behind building-high sandbags, has been attacked with mortars or rockets nearly 600 times over the past four months.

Britain sent about 40,000 troops to Iraq -- the second-largest contingent, after that of the United States, at the time of the March 2003 invasion -- and focused its efforts on the south. With few problems from outside terrorists or sectarian violence, the British began withdrawing, and by early 2005 only 9,000 troops remained. British Prime Minister Tony Blair announced further drawdowns early this year before leaving office.

The administration has been reluctant to publicly criticize the British withdrawal. But a British defense expert serving as a consultant in Baghdad acknowledged in an e-mail that the United States "has been very concerned for some time now about a) the lawless situation in Basra and b) the political and military impact of the British pullback." The expert added that this "has been expressed at the highest levels" by the U.S. government to British authorities.

The government of new Prime Minister Gordon Brown has pointed to the current relative calm in three of the region's four provinces -- barring Basra -- as evidence of success. According to one British official, Brown told President Bush when they met last week at Camp David that Britain hopes to turn Basra over to Iraqi control in the next few months. Although a further drawdown of its forces is likely, Britain will coordinate its remaining presence with Washington after an assessment in September by Gen. David H. Petraeus, the U.S. commander in Iraq. As it prepares to take control of Basra, the government of Prime Minister Nouri al-Maliki has dispatched new generals to head the army and police forces there. But the warring militias are part of factions in the government itself, including radical cleric Moqtada al-Sadr - whose Mahdi Army is believed responsible for most of the recent attacks on the airport compound -- as well as the Fadhila, or Islamic Virtue Party, and the Supreme Islamic Iraqi Council, the country's largest Shiite party.

In March, Fadhila pulled out of Maliki's ruling alliance of Shiite parties in Baghdad after it lost control of the petroleum ministry to the Supreme Council. Last week, under pressure from the council, Maliki fired the Fadhila governor of Basra. Fadhila has refused to relinquish power over the governate or over Basra's lucrative oil refineries, calling the Maliki government "the new Baath" -- a reference to Hussein's Sunni-led political party -- and appealed the dismissal to Iraq's constitutional court. Jockeying for political power in Baghdad has long since translated into shooting battles in Basra. The militias have shifted alliances with one another, as well as with the British and with Iran as they fight for control of neighborhoods and resources. With the escalation of street battles and assassinations, much of the population is confined to homes and is fearful of Islamic rules imposed by militias.

Although neighbor Iran's presence is pervasive -- with cultural influence, humanitarian aid, arms and money -- U.S. officials and outside experts think that the Iraqi parties are using Iran more than vice versa. Iraqis in the south have long memories of the Iran-Iraq war in the 1980s, one U.S. official said, and when a southern Shiite "wants to tar someone, they call them

an Iranian." He said the United States is "always very concerned about Iranian influence, as well we should be, but there is a difference between influence and control. It would be very difficult for the Iranians to establish control." The ICG study described Iran, Britain and the United States as equally confused about what is happening in Basra. During a recent visit there, the U.S. official said, he was unable to meet with any local Iraqis outside the airport base or to travel beyond the secured route between the base and the palace. About 200 Americans are in and around the city, including those assigned to the embassy office, some civilian support personnel and contract security guards.



Basra's "security nightmare" has already had devastating effects on Iraq's economy, said Juan Cole, a Middle East specialist at the University of Michigan. Home to two-thirds of Iraq's oil resources, Basra is the country's sole dependable outlet for exporting oil, with a capacity of 1.8 million barrels a day. Much of Basra's violence is "over who gets what cut from Iraq's economic resources," a U.S. Army strategist in Iraq said. Militias and criminal gangs are financed in part by stolen oil smuggled outside the country, even as Iraq lacks enough energy to provide electricity to many of its people. Both the oil industry and the port facilities -- providing Iraq's only maritime access -- have made Basra "a significant prize for local political actors," the ICG said.

The current U.S. security operation to "clear, hold and build" in Baghdad and its surroundings is almost a replica of Operation Sinbad, which British and Iraqi forces conducted in Basra from September 2006 to March of this year with a mission of "clear, hold and civil reconstruction." Although Operation Sinbad initially succeeded in lowering crime and political assassinations, attacks rose in the spring and British forces withdrew into their compounds.

In the early years of Iraq's occupation, British officials often disdained the U.S. use of armored patrols and heavily protected troops. The British approach of lightly armed foot patrols -- copied from counterinsurgency operations in Northern Ireland -- sought to avoid antagonizing the local population and encourage cooperation. A 2005 report by the defense committee of the House of Commons commended the British army's performance and urged the Ministry of Defense to "use its influence" to get the Americans to take a less aggressive approach.

In a recent BBC interview, Air Chief Marshal Jock Stirrup, chief of the British defense staff, insisted that Basra has been a success. But he acknowledged that judgment depended on "what your interpretation of the mission was in the first place," adding: "I'm afraid people had, in many instances, unrealistic aspirations."

The mission, he said, was simply to "get the place and the people to a state where Iraqis could run this part of the country, if they chose to."

## 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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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 but the surveyors and port authorities makes hay when the sun shines, in the principle of higher the weakness in standards of ships calling in, the better their personal earnings to negotiate, which is at the cost of the ship's personnel. Those who do not yield to their pressures, ships held.

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.

**Dr.Chandran Peechulli**, Ph.D; F I E (India), Fellow - Institution of Engineers(India), Life Member & Executive Member - Indian Institute of Standards Engineer, T N Chapter; Fellow- Indian Institution of Plant Engineers and Ex.Vice Chairman TN Chapter. Member- Indian Institute of Occupational Health. Chief Engineer(Marine) & GM(T). Consultant- Cee Cee Industrial & Marine Management Consultant.

Managing Editor & Publisher-"Marine Waves", Corporate Member-Chennai Press Club

**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

central to this activity is short sea shipping. In 2005, short sea shipping in the North Sea Region totalled some 591 million tonnes. Regular liner services and ferries operate fast, reliable and flexible connections that carry a wide range of cargoes in a wide range of vessels. These include charter vessels that transport bulk steel and construction materials between terminals in the region. Capacity in the region is currently enhanced by new and extra vessels and increased service frequencies.

"The countries around the North Sea (Belgium, Denmark, Germany, the Netherlands, Norway, Sweden and the United Kingdom) constitute a potential market of over 188 million consumers. Industry and consumer demand create huge traffic flows, of both imports and exports which are increasingly using the North Sea. Road congestion in Europe and the established benefits of short sea shipping as a sustainable part of the logistics chain creates demand for the extension of the North Sea short sea network.

"Such extensions could include refinement of the hub and spoke concept and the provision of new and enhanced infrastructure, identified as key features of Motorways of the Sea concept. What is clear is that the North Sea region has significant potential to grow as a maritime region."

### **Somalia: Coordinated Action Urged - Piracy Threatens UN Lifeline to Country:**

The heads of two United Nations agencies today made a joint call for concerted and coordinated international action to address the threat of piracy and armed robbery against ships in waters off the coast of Somalia, amid growing concern about the perils it poses for commercial shipping, fishing and other vessels and the delivery of humanitarian assistance needed by hundreds of thousands of Somali men, women and children.

The Secretary General of the International Maritime Organisation (IMO), Efthimos E. Mitropoulos, and the Executive Director of the UN World Food Programme (WFP), Josette Sheeran, warned that the actions of pirates operating in the waters off Somalia threaten the sea lanes in the region and could endanger the fragile supply line for food assistance to

Somalis whose lives have been shattered by more than 15 years of civil conflict, political instability and recurring natural disasters.

Last month, the IMO Council, meeting in London, shared the concerns expressed by Secretary-General Mitropoulos and agreed with his proposals for further action to engage the international community in addressing the continuing incidence of acts of piracy and armed robbery in the region and, in particular, against ships carrying humanitarian aid to Somalia.

The IMO Council accordingly authorized Mr. Mitropoulos to request United Nations Secretary-General Ban Ki-Moon to bring the piracy situation off Somalia, once again, to the attention of the UN Security Council, so that, in turn, the Security Council requests the Transitional Federal Government of Somalia to take appropriate action. Such action could include giving consent to ships - as defined in Article 107 of the United Nations Convention on the Law of the Sea - to enter the country's territorial waters when engaging in operations against pirates or suspected pirates and armed robbers endangering the safety of life at sea.

Delivering supplies to Somalia, both commercial goods and humanitarian aid, has been a logistical and security challenge ever since the collapse of the last national government in 1991. Roadblocks controlled by militia groups across the country have hampered deliveries by road. Transportation by sea should, in principle, be both cheaper and safer, but a recent increase in the frequency of attacks by pirates appears to have led to higher shipping costs and a dramatic reduction in the use of cargo vessels, particularly those employed in moving food assistance to Somalia from ports in Kenya and elsewhere in Africa.

"Close to 80 per cent of WFP's assistance to Somalia is shipped by sea but, because of piracy, we have seen the availability of ships willing to carry food to the country cut by half," said WFP Executive Director Sheeran. "Pirates may have a romantic image on the silver screen these days, but the picture might not be quite so pretty from the point of view of someone stuck in a camp for internally displaced people in Somalia, dependent on food assistance for survival. Much more has to be done to address this problem of

piracy and, at WFP, we are much encouraged by the actions that IMO has taken recently for that purpose."

So far this year there have been 15 attacks on vessels in or near Somali waters, which carry some of the highest risks of piracy in the world. Two of these attacks involved WFP-contracted ships, and in one of these two incidents, a security guard was killed. During 2006, there were a total of 10 attacks.

WFP aims to provide food assistance to one million people in Somalia this year, at a time when the country is once again plagued by brutal civil conflict. Forecast crop failures in the south and central parts of the country, already hit by alarming levels of malnutrition, are raising fears of food shortages and rising prices, both of which could be ameliorated by securing an uninterrupted supply line.

"The continuing incidence of acts of piracy and armed robbery in these waters is of great concern", IMO Secretary-General Mitropoulos said. "In conjunction with other multi-faceted initiatives recently taken by IMO to address the issue effectively, this latest high-level approach to the Security Council, through Mr. Ban, will, I believe, help considerably in alleviating the situation, especially if support and assistance to ships is enhanced; and if Administrations and the shipping industry implement effectively the guidance that IMO has issued and the notices promulgated regularly by naval operations' centres."

A new request from the UN Security Council would be in line with its Presidential Statement of 15 March 2006, issued after the matter had first been brought to its attention following adoption of resolution A.979(24) by the IMO Assembly. The 2006 Presidential Statement encouraged UN Member States with naval vessels and military aircraft operating in international waters and airspace adjacent to the coast of Somalia, to be vigilant for any incident of piracy therein and to take appropriate action to protect merchant shipping (in particular ships being used to transport humanitarian aid) against any such act, in line with relevant international law.

Subsequently, there had been a much-welcomed reduction in acts of piracy and armed robbery off Somalia, due, to a large extent, to the support

provided by naval assets in the region, as a consequence of the well-established liaison by IMO and WFP with relevant naval operations' centres.

However, as a result of the renewed rise in attacks on ships in recent months, IMO has lately taken a number of steps, including intensifying its existing coordination mechanism with WFP and the navies operating in the western Indian Ocean region, with a view to ensuring that the tracking of and, where necessary, the provision of assistance to merchant shipping is maintained and further strengthened.

IMO has also recently issued a Maritime Safety Committee (MSC) circular (MSC.1/Circ.1233) warning maritime interests of what continues to be a worrying situation off Somalia and inviting Governments and organizations concerned to implement effectively the guidance to Administrations, industry and crew issued previously by IMO.

Additionally, in the context of the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea, IMO has requested the inclusion, within this year's related General Assembly resolution, of a renewed call for all concerned to continue their co-operation in combating acts of piracy and armed robbery and in ensuring the early release of ships and persons held hostage as a consequence of such acts.

"We would like to see a more coordinated and robust approach to dealing with the problem of piracy, from the Transitional Federal Government in Somalia, from neighbouring countries that have influence, and from the African Union," said Sheeran. "WFP is grateful for the continuing presence in the seas off Somalia of naval forces from several nations. They have been helpful on occasion in the past and they offer a potential deterrence to pirates. But we need to explore how these resources can be brought more heavily into play to protect shipping and, thereby, the delivery by sea of life-saving humanitarian assistance."

**Negotiators reach a tentative agreement to avert a major strike at the ports of Los Angeles and Long Beach:** Marine clerks and

representatives of the ocean carriers and terminal operators at the ports of Los Angeles and Long Beach have tentatively agreed on a new contract. The development staves-off a strike that would have shut down operations at both ports, which, combined, handle more than 40% of the nation's total containerized imports every year or about \$1 billion worth of cargo daily. "The employers are pleased that the union recognized the substantial investment that (employers) have made and agreed to their last wage proposal," said Steve Berry, a negotiator for the Pacific Maritime Association (PMA), the collective bargaining representative for the carriers and terminal operators.

The deal with the Office Clerical Unit, Local 63, of the International Longshore and Warehouse Union (ILWU) came after an impasse in talks was declared late Tuesday and a break in negotiations was called yesterday. John Fageaux, president of ILWU, Local 63, said he was "satisfied with the tentative agreement. Both sides negotiated hard for their positions, and both sides recognized what the other side needed." Marine clerks handle bookings and other documentation for cargo shipments. A strike by the 750 marine clerks that work at both ports would have been supported by the 15,000-member ILWU, which has said that its longshoremen would have honored the clerk's picket lines.

Such a move would have effectively stopped the loading and unloading of cargo at the ports of Long Beach and Los Angeles, the country's two busiest container ports. "We think it's in everyone's interest - the consumers, the city - that we don't have a work stoppage," the PMA's Berry said.

According to reports, the tentative deal gives the clerks a wage increase of 7% over the course of the three-year contract. That includes a .50 cent per hour increase in the first year and \$1 per hour increase in each subsequent year. The employers also agreed to pay \$3.4 million toward establishing a trust fund to manage the employees' health and welfare and pensions plans. Fageaux expects the union membership to vote on the tentative deal some time next week. The clerks had previously threatened to go on strike if no deal was reached by July 16, but talks continued off-and-on after

the deadline. All told, Local 63 represents workers for 17 shipping companies and other cargo firms at the adjacent San Pedro Bay ports.

Under their most recent contract, full-time, port clerical workers earned about \$37.50 an hour, or \$78,000 a year, and receive a pension, health care benefits free of premiums, and 20 paid holidays a year. The last ILWU strike in the fall of 2002 shut down US Pacific Coast ports from Seattle to San Diego and lasted for 10 days before President George Bush invoked the Taft-Hartley Act and sent the union back to work.

**California Ports Rate "Low" on Congestion:** The upcoming holiday season will drive the volume of container cargo moving through the country's major retail ports



to record highs, according to the Port Tracker Report, published by the National Retail Federation and Global Insight; the report rates the California ports of Los Angeles, Long Beach, and Oakland at "low" in terms of cargo congestion with rail service from the ports called "adequate."

Talks Forge Ahead to Avert Major LA-LB Port Strike

Some carriers are reportedly diverting cargo to other ports as a precaution

LOS ANGELES - 07/21/07 - Negotiations are still underway between representatives from some of the world's largest shipping lines and terminal operators that serve the ports of Los Angeles and Long Beach and International Longshore & Warehouse Union (ILWU) in an effort to avert a strike by the marine clerks that work at both ports that would effectively shut down operations at the two harbors. The union represents some 750 marine clerks that handle the documentation for container shipments and other transport paperwork. Under their most recent contract, full-time

marine clerks earn about \$37.50 an hour, or \$78,000 a year. They also receive a pension, health care benefits free of premiums, and 20 paid holidays a year. The employers' latest offer, made before negotiations were halted for a day on Wednesday, included raises that over the life of a three-year contract would bump the employees' hourly pay to \$39.20.

The 15,000-member ILWU is seeking increases that would equal \$53 per hour by the last year of the contract and has said that its longshoremen members would honor picket lines if its 750 clerks go on strike.

"Just a handful of issues are still left on the table," said John Fageaux Jr., a spokesman for the International Longshore Warehouse Union shortly before the break in the talks.

Steve Berry, lead negotiator for the San Francisco-based Pacific Maritime Association (PMA), which represents the ocean carriers and terminal operators, said negotiators discussed issues specific to each company and its workers. The employers were "preparing a response" to the union's latest offer, he said. "We're making progress," Berry said. "We're not there yet. We're moving forward, not backward."

The clerks had warned that a strike would occur if no deal was reached by 12:01 a.m. last Monday, but negotiations continued after that deadline.

A strike would, in effect, shut down loading and unloading operations at both ports, which, combined, handle a full 40% of all the containerized cargo traffic coming into the US and together handle cargo valued at \$1 billion to \$2 billion every day. A port shutdown would also create ripple effects throughout many industries that depend on timely movement of cargo and come as the adjacent ports enter their busy pre-holiday season, when retailers depend on the facilities to handle increased volumes of imports.

There are some reports that some carriers that have been diverting some cargo to other ports such as Oakland, Portland, Tacoma, and Seattle.

The last strike affecting both ports took place in 2002 when longshoremen at ports from Seattle to San Diego were locked out for 10 days over a contract

dispute. That shutdown cost the nation's economy an estimated \$1 billion to \$2 billion a day and ended only when President George Bush invoked the Taft-Hartley Act to send the ILWU back to work. According to the PMA's latest shift dispatch summary issued this morning, there are 33 ships in port with 23 being worked with some 16,51 longshoremen at the ports' docks, terminal gates, and rail facilities.

### **FDI in US to Get More "Transparent" Scrutiny:**

Foreign direct investment in the US will come under closer, "more transparent" scrutiny under legislation that recently passed both the House and the Senate; the new mechanism is not expected to make the US business climate less friendly to foreign investment, say some observers, despite claims by foreign investors who say a new, enhanced review process would complicate business decisions.

### **Sri Lankan shippers demand regulator to monitor pricing practices:**

July 20, (LBO) - Sri Lankan exporters and importers have called for a regulator to monitor the pricing practices of shipping lines, as freight rates move up and exporters are hit with fees outside the quoted rates. Jayanath Perera, outgoing chairman of the Sri Lanka Shippers' Council, industry body representing firms engaged in international trade, said they were not opposed to shipping lines making profits but were against "arbitrary" rate hikes. Shippers have been asking for notice and consultation on freight rates and a stop to the charging of various fees outside the freight rates quoted to shippers.

Structural Change. The booming economies of Asia, especially China and India, meant vastly increased shipments from the region with the result that Sri Lankan shipments were being squeezed out, he told the association's annual general meeting Wednesday. Everybody predicted excess capacity in container shipping brought on by the number of new and bigger ships being deployed would bring down freight rates after 2006, he said. "But with the rapid economic development of the Asian majors those predictions were invalidated," Perera said. Increased exports from China and

India had absorbed the excess capacity created by the deployment of mega-carriers.

By end-April 2007, there had been a 19.1 percent increase in trade from Asia to northern Europe and the Mediterranean. This amounted to an additional 5,500 TEUs (Twenty-foot Equivalent Units or containers) shipped every day from Asia to Europe or 38,500 TEU a week. As a result Sri Lanka is losing a traditional advantage it held for cheaper freight rates. There is not enough capacity on container ships and extreme pressure on shipping, Perera said. "Thus, we may face freight rate increases particularly in the West-bound trade." Shippers, he said, do not mind freight hikes based on the market forces of demand and supply.

Non 'freight' charges. But they opposed what he said were attempts by shipping lines to form cartels and fix prices and also introduce new charges outside the usual freight charges quoted to shippers. "In the recent past shipping lines have introduced ridiculous charges in addition to THC (Terminal Handling Charge). These charges are constantly increased without any consultation with shippers." Perera was referring to recent charges for services like document processing imposed by lines.

Shippers have threatened to take shipping lines to court because of repeated increases in the THC which they say are not transparent or justifiable. The THC is a port charge lines pay to the port per container, which the lines are trying to recover from shippers. But shippers have charged that lines recover more than the price paid to the port. They have asked the Merchant Shipping Division of the Ports Ministry to probe the matter.

One Rate Please. Exporters also want all charges to be included in one freight rate, as the fees charged from them by shipping lines cannot be recovered from foreign trade partners otherwise. Lines have been accused of quoting low freight rates to foreign trade partners of Sri Lanka who pre-pay freight and later trying to improve their margins at this end by charging fees in Colombo. Sri Lanka's exporters and importers represented by the Shippers' Council are demanding shipping lines include the THC in an all-inclusive freight rate.

Perera also said a memorandum of understanding between the Shippers' Council and CASA (Ceylon Association of Ships' Agents representing shipping lines) had been "completely ignored." Perera said the government had promised to set up a shipping regulator with the liberalisation of shipping but had not yet done so. "There's no regulatory body to look into these arbitrary increases." The shippers want a regulator like the Federal Maritime Commission in the US which regulates shipping charges. Lines have to give three months notice of rate hikes to the FMC.

Regulator. Perera said shippers were not "grumbling unnecessarily" but were demanding fair play and transparency on freight charges. "We believe shipping lines must make a reasonable profit - then only they can give us a good service," Perera said. "But we can't keep quiet when there are unreasonable attempts to undermine our imports and exports." He noted that freight rates fell after the opening of the economy in 1977 because of market forces when more shipping lines competed for cargo. But they were on the rise again now that cargo flows had increased.

### **Shipping costs sailing into volatile waters:**

Shippers are calling on the government for a regulator for maritime services to help contain shipping cost volatility. Freight costs of exports are expected to continue on an upward trend in the coming months mainly due to reduced ship space for Sri Lankan exports. Meanwhile, the lack of a regulatory mechanism to control increases of 'ancillary charges' by shipping lines, is expected to add to difficulties by making shipping costs more unpredictable for both imports and exports.

"Basically there is not enough capacity and extreme pressure on space. Therefore, we may face freight increases particularly in west bound trade," said Jayanath Perera, the outgoing Chairman of the Shippers' Council, at the council's annual general meeting on Wednesday.

Shippers say that although larger ships took to the seas during the last year, the extra capacity introduced by these ships have been absorbed by China and India. Three shipping lines have

also reduced services to the port of Colombo. The shipping line Hanjin cut its services from 2 to 1, Norasia pulled out from its weekly European round and Maersk has changed its service routes. All in all, shippers estimate that Sri Lankan exporters have lost about 600 twenty foot equivalent units (TEUs) of ship space due to these changes by shipping lines.

"This is a very large quantity and no steps have been taken by any other line to replace these losses," said Perera. Given the increasing demand on limited freight space, freight charges are expected to continue upwards. Meanwhile, shippers say import-export trades and consumers face more price unpredictability because there is no regulatory mechanism to control increases of ancillary charges by shipping lines. Shippers say these ancillary charges, like the terminal handling charge (THC), are not included in the freight rate and are not decided by market forces.

"In the recent past we have seen some of the shipping lines introducing some ridiculous charges in addition to the controversial THC," said Perera. "We have no regulatory body to look into these arbitrary and unreasonable issues in the shipping sector," said Perera.

The shippers say some of these problems would be automatically sorted out if Sri Lanka's port capacity were to increase, placing the country on a more competitive footing. Inadequate port capacity, say the shippers, reduces Sri Lanka's bargaining power with international shipping lines.

"The failure in taking necessary steps to develop our infrastructure in line with developments taking place in world trade, particularly in our neighbouring economies, is the main reason why our authorities have to turn a blind eye to these issues," said Perera. "Time is money and shipping lines expect improved productivity levels to save time and money," he said. But with congestion in the port, productivity levels cannot be improved, say the shippers. As a result some shipping lines have moved their services to Indian ports. Shippers are calling on the government to fast track development of port infrastructure to retain export competitiveness and

## **"MARINE WAVES"**

(International Maritime Newsletter)  
P.O. Box No. 5006  
Besant Nagar P.O.  
CHENNAI - 600 090, INDIA

### **HEAD OFFICE**

P.O. Box 5006, Besant Nagar,  
Chennai - 600 090, INDIA.  
+91-44-42018982

### **REGISTERED OFFICE**

Edited and Published at  
M107/22, Kalakshetra Colony,  
29<sup>th</sup> Cross Street, Besant Nagar,  
Chennai - 600 090, INDIA.  
+91-44-32955222 / 42018982 /  
42019895

### **OVERSEAS ASSOCIATE - E.U. COUNTRIES**

**Mrs. Swarna Prasad**  
No. 3, Bullar Street, Southampton, England, UK  
E-mail: [seafarersman@indiatimes.com](mailto:seafarersman@indiatimes.com)  
[seafarersman@hotmail.com](mailto:seafarersman@hotmail.com)  
Website: [www.themarinewaves.com](http://www.themarinewaves.com)

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geographic advantages. As a national safeguard measure, shippers are calling on the authorities to set up a regulatory body for the industry, to help contain further price unpredictability.

Maritime transport is of fundamental importance to Europe and the rest of the world. To put this in perspective, over 90% of European Union external trade goes by sea and more than 1 billion tonnes of freight a year are loaded and unloaded in EU ports. This means that shipping is the most important mode of transport in terms of volume. Furthermore, as a result of its geography, its history and the effects of globalisation, maritime transport will continue to be the most important transport mode in developing EU trade for the foreseeable future. In this context, European citizens have the right to expect their maritime passenger and goods transport to be safe, secure and clean. So, in support of these goals, and particularly in the wake of the recent Erika and Prestige oil tanker accidents, the set up of EMSA (under Regulation (EC) N° 1406/2002 of 27 June 2002) is one of the key EU level initiatives aimed at improving the situation.

The Agency's main objective is to provide technical and scientific assistance to the European Commission and Member States in the proper development and implementation of EU legislation on maritime safety, pollution by ships and security on board ships. To do this, one of EMSA's most important supporting tasks is to improve cooperation with, and between, Member States in all key areas. In addition, the Agency has operational tasks in oil pollution preparedness, detection and response. As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the European Commission. The European Maritime Safety Agency : Its Origin and its Tasks. The European Maritime Safety Agency, created in the aftermath of the Erika disaster, will contribute to the enhancement of the overall maritime safety system in the Community. Its goals are, through its tasks, to reduce the risk of maritime accidents, marine pollution from ships and the loss of

human lives at sea.

In general terms, the Agency will provide technical and scientific advice to the Commission in the field of maritime safety and prevention of pollution by ships in the continuous process of updating and developing new legislation, monitoring its implementation and evaluating the effectiveness of the measures in place. Agency officials will closely cooperate with Member States maritime services.

Some of the key areas where the Agency will be active are: strengthening of the Port State Control regime; auditing of the Community-recognised classification societies; development of a common methodology for the investigation of maritime accidents and; the establishment of a Community vessel traffic monitoring and information system.

The Agency will work very closely with Member States. It will respond to their specific requests in relation to the practical implementation of Community legislation, such as the recently adopted directive on traffic monitoring, and may organise appropriate training activities. The Agency will facilitate co-operation between the Member States and disseminate best practices in the Community. The Agency will also play a positive role in the process of European Union enlargement, by assisting the accession countries in the implementation of Community legislation on maritime safety and the prevention of pollution by ships.

The Agency will contribute to the process of evaluating the effectiveness of Community legislation by providing the Commission and the Member states with objective, reliable and comparable information and data on maritime safety and on ship pollution. Following major shipping disasters in European waters, such as the sinking of the ferry Estonia and the tankers Erika and Prestige, very substantial packages of EU legislation have been adopted to improve maritime safety and to reduce pollution from ships. An overview of the most important directives and regulations is presented in this website.

To ensure a proper, harmonised and effective implementation of this vast package of legislation, an ongoing process of dialogue and cooperation is

necessary between all the parties concerned. In summary, the main task of EMSA is to organise and structure this dialogue between 27 European States and the European Commission.

The Agency. To reduce the risk of maritime accidents, marine pollution from ships and the loss of human life at sea.

In order to accomplish its tasks and mandate the mission statements of various units are as follows:

#### **THE EXECUTIVE DIRECTOR:**

Reporting to the Administrative Board, the Executive Director is responsible for the setting up, running and development of the Agency.

#### **BUREAU OF THE EXECUTIVE DIRECTOR:**

Support to the Director in all areas under his responsibility.

#### **Unit A - Human Resources and External Communications**

To organize internal development of EMSA with supporting the realization of its objectives, meaning management and co-ordination of resources.

##### **A.1 HUMAN RESOURCES:**

Development and implementation of staff policy, internal organization and career development.

##### **A.2 INFORMATION, COMMUNICATION AND PROTOCOL:**

Development and implementation of strategies for information and communication. Provide support in matters related to the Protocol.

#### **Unit B - Legal and Financial Affairs**

Advice to the Executive Director in Legal, Budgetary and Financial Affairs; financial and Legal verification of budgetary and financial transactions; preparation and monitoring of the budget of the Agency.

##### **B.1 LEGAL AFFAIRS:**

Legal advice to the Executive Director, maintaining and developing the EMSA Manual; legal verification of procurement procedures and legal commitments, developing guidelines on procurement, advice to EMSA staff in procurement issues.

##### **B.2 BUDGET AND FINANCIAL AFFAIRS:**

Preparation and monitoring of the budget according to the Financial Regulations and implementing rules, acting as an internal control; ex-ante financial verification of commitments, payments, recovery orders; initiation of credit operations and transfers; advice to EMSA staff in financial and budgetary issues.

### **Unit C - Operations Support**

Responsible for Information and Telecommunications, office facilities, assistance in procurement matters, and events organization.

#### **C.1 INFORMATION AND COMMUNICATION TECHNOLOGIES**

Formulation and implementation of ITC policy including procurement, installation and maintenance of IT and telecommunications infrastructure, hardware and software management and help desk.

#### **C.2 FACILITIES AND LOGISTICS**

Legal advice to the Director and all units of EMSA, procurement assistance and legal assistance with regard to contracting, office facilities including furniture and all other elements not falling under ITC and technical assistance in events organisation.

### **Unit D - Safety Assessments & Inspections**

Responsible for the activities as set out in the regulation (EC) 1406/2002 in the field of classification societies, training on seafarers, maritime security and visits to Member States and for monitoring the implementation of Community legislation.

#### **D.1 ASSESSMENT OF CLASSIFICATION SOCIETIES**

To organize and carry out assessment of the classification societies recognized, or to be recognized, under Directive (EC) 94/57 as amended and to assess the quality of work done by other inspection and certification bodies in related fields.

#### **D.2 TRAINING OF SEAFARERS**

Responsible for introducing a centralized and harmonized procedure for a community-wide recognition of third countries complying with the STCW Convention.

#### **D.3 MARITIME SECURITY**

To assist Commission on the design  
M a r i n e   W a v e s

and implementation of an inspection plan in ships, relevant companies and recognized security organizations, pursuant to Article 9 (4) of Regulation EC725/2004, to enhance maritime security.

### **Unit E - Implementation EU Maritime Legislation**

Responsible for providing technical assistance to the European Commission on matters regarding the application and possible amendments to EU legislation falling under the scope of the EMSA Regulation, as amended.

#### **E.1 SHIP SAFETY STANDARDS AND MARINE EQUIPMENT**

Technical advice and co-operation in implementing Community Legislation concerning passenger ship safety, fishing vessels, bulk carrier safety and oil tanker safety and to carry out the tasks of the Directive 96/98 on marine equipment as amended.

#### **E.2 PORT STATE CONTROL**

To work with the European Commission and Member States' experts on technical issues regarding the implementation of Directive 95/21/EC, as amended, on port state control. Participation in technical working groups of the Paris Memorandum of Understanding and assessment of the implementation of port state control in Member States.

#### **E.3 ENVIRONMENT PROTECTION PORT RECEPTION FACILITIES**

Follow up of the implementation of Directive 2000/59/EC on port reception facilities.

#### **E.4 LIABILITY AND COMPENSATION**

To provide technical assistance to the Commission and Member States in relation to compensation available under the international conventions and other instruments in the fields of maritime pollution, carriage of passengers by sea, accommodating of ships in distress in places of refuge and emergency situations.

### **Unit F - Technical Co-operation and Development**

Responsible for technical activities of the Agency relating to the implementation of the Community's Maritime Safety Regulations, as set out in the regulation (EC) 1406/2002, amended by Regulation (EC) 724/2004

in particular in the following fields:

#### **F.1 SHIP REPORTING**

To implement, maintain and develop the dedicated specialised communication platforms required by the relevant legal provision, in particular by Directive (EC) 2002/59, such as SafeSeaNet and to provide a follow-up in the implementation of the traffic monitoring infrastructure in the European Union.

#### **F.2 ACCIDENT INVESTIGATION**

To develop a common methodology for investigating maritime accidents in conformity with agreed international principles, to support Member States in the investigation of serious maritime accidents, to analyse existing investigation reports, to promote the optimal exchange of findings from investigations between Member States and to create a European database on maritime accidents

#### **F.3 CO-OPERATION WITH MEMBER STATES**

To provide technical assistance to the latest acceded Member States and Candidate Countries in the implementation of EU Community legislation in the field of maritime safety and protection of maritime organization, to organise training activities in the field which are the responsibility of Flag State and Port State for the above mentioned countries and to provide assistance to the European Commission in the execution of peer review exercises.

### **Unit G - Pollution Response**

To provide Member States and the Commission with technical and scientific assistance in the field of accidental or deliberate pollution by ships and support on request with additional means in a cost-efficient way the pollution mechanisms of Member States and to assist the Commission and the Member States in their activities to improve the identification and pursuit of ships making unlawful discharges.

#### **G.1 CONTRACT MANAGEMENT**

To develop and update the policy framework of EMSA in the field of oil and hazardous materials pollution response and tracing unlawful discharges, to establish and maintain relationships with the services of the

European Commission and the relevant Regional Agreements in this field.

## G.2 RESEARCH, EVALUATION AND INNOVATION

To build up a centre of knowledge regarding characteristics of different types of oil and hazardous materials and the most suitable pollution response techniques for dealing with them, to prepare studies and initiatives needed to develop tools to test and evaluate the efficiency of existing contingency plans, exercises and equipment and to encourage the development of new techniques.

## G.3 OPERATIONAL ACTIVITIES

To set up and monitor EMSA's operational task in the field of oil pollution response by assisting Member States with their operational at sea responses to large oil spills, to assist in classifying related marine equipment, to give technical support and to provide technical expertise for the deployment of oil pollution response equipment.

### Unit H - Pollution Preparedness and Detection

Within the context of the task of the Agency to provide Member States and the Commission with technical and scientific assistance in the field of accidental or deliberate pollution by ships and support on request with additional means in a cost-efficient way the pollution mechanisms of Member States, the unit ensures the provision of satellite imagery and alerts to Member States and the Commission. It assists the Commission and the Member States in their activities to improve the identification and pursuit of ships making unlawful discharges. It coordinates and implements pollution preparedness activities established within the Consultative Technical Group for Marine Pollution Preparedness and Response.

### H1 - INTERINSTITUTIONAL RELATIONS

Responsible for relations with the EU institutions regarding the multi annual funding of the pollution response task (Reg. 2038/2006/EC), horizontal relations with Regional Agreements, providing the secretariat of the Consultative Technical Group, coordinating the activities in the field of illegal discharges (implementation of

Article 10 of Directive 2005/35/EC).

### H2 - DEVELOPMENT OF SATELLITE MONITORING SERVICES

Responsible for the set-up of EMSA's satellite oil spill monitoring service CleanSeaNet, further development of the services to be provided, monitoring of external developments relevant to the service and contacts with relevant external organizations (for example ESA).

### H3 - MONITORING AND DETECTION OPERATIONS

Responsible for the ordering and acquisition of satellite imagery for Member States and the Commission, providing emergency assistance under an activated Charter for Space and Major Disasters, providing Member States upon request with technical support for their response chain to illegal discharges.

**The Situation Today:** The first meeting of the Administrative Board of the European Maritime Safety Agency took place on 4 December 2002 in Brussels following an invitation by the Commission. The Administrative Board is composed of one representative of each Member State (15), 4 representatives of the Commission and 4 professionals from the sectors most concerned (List of representatives). Norway and Iceland have reached an agreement with the European Union which allows them to participate fully in the work of EMSA. Since May 2004, the 10 new Member States have taken their seat on the Administrative Board.

The Agency's Executive Director, Mr Willem de Ruyter, was appointed in January 2003, as a result of a selection process launched in August 2002, and following a proposal by the Commission. He officially took up his duties as Executive Director on 16 March 2003. He is, in particular, responsible for defining and achieving the Agency's strategic objectives, and for establishing long term co-operation with the relevant European Commission departments and the Member States.

One of the first tasks of the Executive Director was the recruitment of an administrative team capable of implementing the Agency's initial development phase, following which the recruitment of operational staff

began. At the time of writing (August 2004), the Agency employs 76 people. The administrative systems and resources necessary for its proper functioning (financial, human resources, IT, etc) are fully operational; the recruitment of operational staff is ongoing; many have been recruited and; the core monitoring and technical work has begun.

On 6 August 2003, the European Commission submitted a proposal to the European Parliament and Council amending Regulation (EC) N° 1406/2002 in order to assign certain new tasks to the Agency. A key element of the proposal was the creation of an oil pollution response capability within EMSA, as well as new training and security tasks. Each of these is now underway. The present organisation chart (Organisation Chart) was implemented in December 2004 in order to be able to absorb the growth provided by the establishment plan for 2005. During the Summit meeting held in Brussels on 13 December 2003, the representatives of the EU Member States decided that the permanent location of the Agency will be in Lisbon.

### Dubai - Pirates want \$1.5m to release missing sailors:

Dubai - A ransom of \$1.5million (dhs5.5m) has been issued by armed pirates who abducted five Danish seamen as they travelled from Dubai to Mombassa last month. The sailors have been missing since June 2 when their vessel, the Danica White, was stopped by armed pirates and ordered to head to Somalia .

According to Danish newspaper 'BT' the money was demanded more than three weeks ago but the ship's owner, H Folmer, is in financial trouble and has no means to pay the ransom. "We are a small shipping company and struggling for our survival", Uffe M Jensen, co-manager, is said to have told the newspaper.

The Danish Foreign Ministry is also opposed to paying a ransom for fears it would generate more kidnappings. The ransom sum was mentioned in an e-mail that the captain of the Danica White sent to BT some three weeks ago. The newspaper's managing editor Arne Ullum said the information was

(Contd. on page 13)



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| S.NO     | COURSES & DURATION   | DETAILS OF COURSE   |  |   |                |             |
|----------|--|---|--|---|----------------|-------------|
| 1.       | B. E. MARINE ENGINEERING COURSE (DGS APPROVED) 4 yrs   | IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR.   |  |   |                |             |
| 2.       | B.Sc. NAUTICAL SCIENCE COURSE (DGS APPROVED) 3 yrs   | IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR.   |  |   |                |             |
| 3.       | GRADUATE MECHANICAL ENGINEER COURSE (DGS APPROVED) 1 yr  | COURSE COMMENCES IN OCTOBER EVERY YEAR FOR B.E. MECHANICAL ENGINEERING GRADUATES ONLY.  |  |   |                |             |
| 4.<br>5. | HIGHER NATIONAL DIPLOMA (HND) IN -<br>MARINE ENGINEERING (UK) 2yrs NAUTICAL SCIENCE (UK) 2 yrs   | IN COLLABORATION WITH GLASGOW COLLEGE OF NAUTICAL STUDIES, U.K. COURSES COMMENCE IN MID - SEPTEMBER EVERY YEAR, BOTH FOR ENGINE CADETS AND DECK CADETS.                               |  |   |                |             |
| 6.       | M. B.A. IN SHIPPING AND PORT MANAGEMENT FULL TIME MBA PROGRAMME 2 yrs  | IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN AUGUST EVERY YEAR.   |  |   |                |             |
| 7.       | ELECTRO-TECHNICAL OFFICERS COURSE (ETO) 6 mths   | IN COLLABORATION WITH INDIAN INSTITUTE OF TECHNOLOGY (IIT) MADRAS   |  |   |                |             |
| 8.       | MARINE ELECTRICAL & ELECTRONICS OFFICERS COURSE 4 mths   | COURSE SPECIALLY DESIGNED FOR BE/DIPLOMA (EEE) GRADUATES TO BE COMPETENT TO SAIL ON-BOARD AS MARINE ELECTRICAL & ELECTRONICS OFFICERS. NEXT COURSE COMMENCES ON 3rd Week of JAN 2007. |  |   |                |             |
| 9.       | DIPLOMA IN SHIPPING COURSE PART TIME (EVENING) 6 mths  | COVERING A NEED BASED AND EXTENSIVE SYLLABUS DESIGNED BY EXPERTS OFFERING EXCELLENT OPPORTUNITY TO ACQUIRE / ENHANCE SHIPPING KNOWLEDGE FOR EMPLOYMENT IN THE SHIPPING INDUSTRY.      |  |   |                |             |
| 10.      | CERTIFICATE PROGRAMMES 3 mths  | TO ENABLE AND GET THE SUITABLE EMPLOYMENT IN SHIPPING COMPANIES AND SHIPPING OFFICES ASHORE. COMMENCEMENT DATES WILL BE ANNOUNCED.  |  |   |                |             |
| 11.      | <ul style="list-style-type: none"> <li>● LINER TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS</li> <li>● CLEARING, FORWARDING AND DOCUMENTATION</li> <li>● SHIP BROKING AND CHARTERING</li> <li>● SHIP AGENCY &amp; PORT AGENCY AND STEVEDORING</li> <li>● DIPLOMA IN MARITIME STUDIES (DMS)</li> <li>● DIPLOMA IN NAUTICAL SCIENCE (DNS)</li> <li>● DIPLOMA IN SHIPPING &amp; MARITIME TRANSPORTATION (DSMT)</li> </ul> | IN COLLABORATION WITH SINGAPORE MARITIME ACADEMY (SMA). DURATION AND COMMENCEMENT DETAILS WILL BE ANNOUNCED SHORTLY.  |  |   |                |             |
|          | <b>STCW COURSES - DURATION</b>   |   | <b>COURSE DATES</b>  |   | <b>FEES</b>    |             |
|          |  |   |  |   | <b>NON-RES</b> | <b>RES.</b> |
| 12.      | GMDSS (DGS APPROVED) 14 days   | 02 / 01 - 17 / 01 05 / 02 - 21 / 02   | 05 / 03 - 21 / 03 02 / 04 - 18 / 04  | 07 / 05 - 23 / 05<br>04 / 06 - 20 / 06                                  | Rs.10,000      | Rs.12,000   |
| 13.      | GMDSS/MCA, UK APPROVED) 10 days  | 15 / 01 - 25 / 01<br>19 / 02 - 02 / 03  | 20 / 03 - 31 / 03<br>17 / 04 - 28 / 04                                     | 22 / 05 - 01 / 06<br>19 / 06 - 29 / 06                                  | Rs.17,000      | Rs.19,000   |
| 14.      | SPECIALISED TANKER SAFETY COURSE (DGS APPROVED) 11 days  | 02 / 01 - 13 / 01 06 / 02 - 17 / 02   | 06 / 03 - 17 / 03<br>03 / 04 - 14 / 04                                     | 01 / 05 - 12 / 05<br>12 / 06 - 23 / 06                                  | Rs.5,000       | Rs.6,800    |
| 15.      | SPECIALISED TANKER SAFETY UPGRADATION COURSE (DGS APPROVED) 2 days   | 16 / 01 - 17 / 01 20 / 02 - 21 / 02   | 20 / 03 - 21 / 03 17 / 04 - 18 / 04  | 22 / 05 - 23 / 05<br>26 / 06 - 27 / 06                                  | Rs.1,200       | Rs.1,500    |
| 16.      | PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS (DGS APPROVED) 5 days   | 02 / 01 - 06 / 01 16 / 01 - 20 / 01<br>06 / 02 - 10 / 02 20 / 02 - 24 / 02  | 06 / 03 - 10 / 03 20 / 03 - 24 / 03<br>02 / 04 - 06 / 04 17 / 04 - 21 / 04 | 01 / 05 - 05 / 05 15 / 05 - 19 / 05 05 / 06 - 09 / 06 19 / 06 - 23 / 06 | Rs.3,600       | Rs.4,350    |
| 17.      | TANKER FAMILIARISATION COURSE (DGS APPROVED) 5 days  | 16 / 01 - 20 / 01 06 / 02 - 10 / 02<br>20 / 02 - 24 / 02 06 / 03 - 10 / 03  | 20 / 03 - 24 / 03 28 / 03 - 01 / 04<br>10 / 04 - 14 / 04 24 / 04 - 28 / 04 | 08 / 05 - 12 / 05 22 / 05 - 26 / 05 05 / 06 - 09 / 06 19 / 06 - 23 / 06 | Rs.2,500       | Rs.3,250    |
| 18.      | MEDICARE COURSE (DGS APPROVED) 10 days   | 02 / 01 - 12 / 01   | 05 / 03 - 15 / 03  | 02 / 05 - 13 / 05   | Rs.5,000       | Rs.6,650    |
| 19.      | MEDICAL FIRST AID COURSE (DGS APPROVED) 4 days   | 06 / 02 - 09 / 02   | 03 / 04 - 06 / 04  | 19 / 06 - 22 / 06   | Rs.2,500       | Rs.3,100    |
| 20.      | FIRE PREVENTION AND FIRE FIGHTING COURSE (DGS APPROVED) 3 days   | 01 / 01 - 03 / 01 15 / 01 - 17 / 01<br>01 / 02 - 03 / 02 15 / 02 - 17 / 02  | 01 / 03 - 03 / 03 15 / 03 - 17 / 03<br>02 / 04 - 04 / 04 16 / 04 - 18 / 04 | 03 / 05 - 05 / 05 17 / 05 - 19 / 05 04 / 06 - 06 / 06 18 / 06 - 20 / 06 | Rs.1,850       | Rs.2,300    |
| 21.      | PERSONAL SURVIVAL TECHNIQUES COURSE (DGS APPROVED) 3 days  | 04 / 01 - 06 / 01 18 / 01 - 20 / 01<br>05 / 02 - 07 / 02 19 / 02 - 21 / 02  | 05 / 03 - 07 / 03 19 / 03 - 21 / 03<br>05 / 04 - 07 / 04 19 / 04 - 21 / 04 | 07 / 05 - 09 / 05 21 / 05 - 23 / 05 07 / 06 - 09 / 06 21 / 06 - 23 / 06 | Rs.1,500       | Rs.1,950    |
| 22.      | PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES COURSE (DGS APPROVED) 3 days   | 06 / 01 - 10 / 01 22 / 01 - 24 / 01<br>01 / 02 - 10 / 02 22 / 02 - 24 / 02  | 06 / 03 - 10 / 03 22 / 03 - 24 / 03<br>06 / 04 - 11 / 04 23 / 04 - 25 / 04 | 10 / 05 - 12 / 05 24 / 05 - 26 / 05 11 / 06 - 13 / 06 25 / 06 - 27 / 06 | Rs.1,000       | Rs.1,450    |
| 23.      | ELEMENTARY FIRST AID COURSE (DGS APPROVED) 2 days  | 11 / 01 - 12 / 01 25 / 01 - 26 / 01<br>01 / 02 - 13 / 02 26 / 02 - 27 / 02  | 12 / 03 - 13 / 03 26 / 03 - 27 / 03<br>12 / 04 - 13 / 04 26 / 04 - 27 / 04 | 14 / 05 - 15 / 05 28 / 05 - 29 / 05 14 / 06 - 16 / 06 28 / 06 - 30 / 06 | Rs.625         | Rs.925      |

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(Contd. from page 11)

withheld in order not to endanger the hostages or efforts to secure money.

The decision to publish the sum on Saturday was made after BT established that the shipping company lacked sufficient funds to pay the ransom, Ullum said. The shipping company and Danish Foreign Ministry have kept a low profile and released little information about their efforts to secure the release of the seamen.

### **Korea: First Asian 10,000 teu container ship christened by COSCO:**

Asia's first 10,000 teu (20-foot equivalent unit) container ship, classed by Lloyd's Register, was christened today at Hyundai Heavy Industries' (HHI) yard in Ulsan just days before its scheduled delivery to the China Ocean Shipping Group (COSCO), China's biggest shipping line. COSCO Asia, designed with a nominal capacity of 10,050 teu, is the first of four such mammoth vessels being built for COSCO Container Lines at HHI's shipyard. It was classed by Lloyd's Register to stringent environmental standards, reflecting COSCO's commitment to its UN Global Compact responsibilities.

"It is fitting that Asia's first 10,000 teu container ship should be delivered to COSCO - an elite maritime organisation from a world leading maritime nation, whose growth has made a major contribution to global shipping." says David Moorhouse, Chairman of Lloyd's Register. "As a leading classification society for container ships, Lloyd's Register is proud to be involved in this project, and we will continue to help shipowners, shipyards and designers to build the next generation of new vessels."

The last of the four ships from this series is scheduled to be delivered by the middle of next year. All of the post-Panamax-sized container ships constructed in Korea for Chinese owners, including this latest series, have been built to Lloyd's Register class. While COSCO Asia is the first in Asia to break the 10,000-teu barrier, its delivery on August 6 will continue the trend which has seen owners and builders select Lloyd's Register when upsizing to the next generation of container ships.

"I laud the great efforts made by the builders of COSCO Asia. It is because of their dedication and devotion that COSCO Asia has turned into a dream ship that will serve the fast-growing maritime trades and help protect the marine environment," says Capt Wei Jiafu, COSCO's President and Chief Executive Officer. "I want to express my special thanks to Lloyd's Register, whose crucial work helped guarantee the quality of our state-of-the-art ship. I wish COSCO Asia a safe and prosperous sailing across the seven seas, and I am sure she will embrace the opportunities and challenges offered in the remarkably exciting future of global maritime trade."

All of COSCO's container ships of 6,000 teu and greater have been built by HHI. Since 2004, five 7,500 teu ships, three 8,200 teu ships and five 9,500 teu ships have joined COSCO's modern container fleet. Earlier this year, COSCO signed a long-term charter for eight 8,500 teu ships, which also will be built by HHI and will be delivered starting from 2010.

"COSCO Asia is a Korean milestone, being the country's first 10,000 teu container ship. With the successful completion of the ship, HHI has further increased its lead in the world's large container ship market," says Hong Sung-il, Vice-President of the Shipbuilding Division for HHI. "HHI is famous among the world's leading shipping companies for its advanced technologies and shipbuilding abilities - especially with regard to high-value ships."

HHI now has the world's largest orderbook of container ship orders, with 160 vessels on order, including some 30 containerships of 10,000 teu capacity and above, ordered by owners in Germany, Switzerland and France.

Super post-panamax container ships - those above 7,000 teu in capacity - have grown in popularity among shipowners in recent years due to the commercial advantages they offer over the smaller models. They now account for 37 per cent and 38 per cent of the orderbook by slot capacity and gross registered tonnes, respectively, according to data from Lloyd's Register-Fairplay.

Recent analysis by Lloyd's Register indicates owner-operators may see unit cost savings as high as 35% when

upsizing from a 6,800 teu vessel to 11,800 teu. Provisional plans emerging from some of the world's leading design houses suggest vessel capacities may reach 12,500 teu, while still being able to transit the new dimensions of the Panama Canal after its present enlargement project is completed in 2014.

### **Fairly evenly spread:**

ARBITRATORS in New York have found in favour of charterers in a dispute concerning an owner's refusal to nominate a vessel to lift the final cargo under a contract of affreightment extending over a period of two years. Under the CoA, the charterer, IBE Shipping Corporation, agreed to ship, in suitable vessels owned by Exmar NV, consignments of fully refrigerated anhydrous ammonia during the 2003 calendar year. IBE later exercised its option to extend the CoA for another twelve calendar months, starting January 1, 2004, during which it committed to ship further quantities of the cargo.

The dispute concerned Exmar's refusal to nominate a vessel to lift the final shipment of the minimum CoA cargo for 2004, which was based on IBE's alleged failure to adhere to the 'fairly evenly spread' spacing requirements between shipments imposed in the relevant clause under the CoA. Exmar contended that, since two liftings were already scheduled to take place in December 2004, a third nomination during that final month of the CoA constituted 'bunching', and thus violated the contract requirement. Exmar took the position that its contract obligations for December 2004, as well as for all of 2004, were satisfied by the two already scheduled December 2004 liftings.

In view of Exmar's refusal, IBE arranged for the cargo to be carried to Morocco in two other vessels, at rates considerably higher than those payable under the CoA, and sought arbitration to recover its excess costs. The arbitration panel (R Stanley Kleppe, Manfred Arnold, and Tony Siciliano) noted that this dispute concerned one contract with up to two twelve-calendar-month periods. It was also noted that the 'fairly even spread' criteria did not arise in 2003, and that the liberal language used in the relevant clause did not require the cargoes to be evenly spread over the

contract in an absolute sense. Rather, the agreement only called for the liftings to be 'fairly' evenly spread.

The panel concluded that Exmar's decision to commit two of its vessels on other business while still under contract to IBE was at the heart of the dispute. By doing so, Exmar was unable to service IBE nominations to Morocco from its controlled fleet. Rather than charter in a suitable substitute at prevailing high market rates, Exmar chose to defer the IBE November 2004 lifting until December. But for that decision, there would have been only two December nominations by IBE. Thus, there was no attempt at 'bunching' by IBE.

The arbitrators found that the first December 2004 voyage should be treated as the November 2004 nomination it actually was. On this basis, Exmar had only performed one December IBE nomination and its unilateral termination of the CoA on grounds that IBE had not adhered to the 'fairly evenly spread' criteria was neither correct nor justified.

It was accordingly held that Exmar had breached the CoA and was therefore responsible for IBE's excess shipping costs, plus interest.

**Forwarder's reliance on carrier's liability:** IN a case recently before the Hamburg Court of Appeals, plaintiff cargo insurers sought recourse against the insured's freight forwarder for damage incurred when cargo was shipped from Bremen, Germany to Bandar Abbas, Iran. The plaintiff's insured and the defendant had agreed to hire the freight forwarder's services at a fixed price. Furthermore, as specified in the contract, the defendant had the option to subcontract the ocean leg of the transportation to either of two different carriers explicitly mentioned in the contract. The ocean carriage was performed by a carrier that limited its liability for loss of and damage to the cargo to £100 per package in its bill of lading terms and conditions. The claim far exceeded the liability amount. The defendant argued that it could rely on the subcontractor's terms, especially its limitation of liability, because the subcontractor was already specified by the plaintiff's insured in the contract of carriage.

The Hamburg Court of Appeals ruled

that, as a fixed-cost freight forwarder, the defendant was liable to the same extent as an ocean carrier under German law. Thus, it was liable up to 2 Special Drawing Rights (SDR) per kilogram (or alternatively 666.67 SDR per package) as set forth in Paragraph 660 of the Commercial Code. The court ruled that the defendant could not rely on the limitation of liability that the ocean carrier's bill of lading conditions provided because those terms and conditions were not incorporated into the contract between the plaintiff's insured and the defendant. The ocean carrier was a subcontractor of the freight forwarder. The court found that it was not possible to override the carrier's terms in favour of the plaintiff's insured, and that the principle of good faith did not justify a different conclusion, even though the ocean carrier was given by the plaintiff's insured in the contract of affreightment.

It was known to the defendant when it concluded the contract of affreightment with the plaintiff's insured that potential recourse actions against the actual carrier would be rather limited. Thus, the defendant could have included the ocean carrier's terms and conditions in the contractual agreement with the plaintiff's insured and refrained from accepting the transport order. Furthermore, it could have chosen the other carrier nominated by the plaintiff's insured, which may have had a different liability. Although the court prohibited revision of the judgment by the German Federal Supreme Court, the defendant did appeal the decision, and it remains to be seen whether the supreme court will accept a revision or reject the defendant's further action by making the Hamburg Court of Appeals decision legally binding.

Commenting on the decision on the International Law Office website, Marco G Remiorz of Dabelstein & Passehl says, "The Hamburg Court of Appeals judgment is in line with established principles of German law. Generally, each party can rely on the terms and conditions it agreed upon when concluding the contract. The fact that the ocean carrier was nominated by the plaintiff's insured could not lead to a different conclusion. Freight forwarders are well aware that ocean carriers limit their liability in many ways and, thus, their own liability

might be much wider by law if they do not ensure a back-to-back liability with their contractual partner. One can only recommend that equal, bilateral agreements concerning liability are made. If such measures are not taken, one has only two options: either to accept the offer and hope for the best, or to reject the offer, which may be a prudent decision from an economic point of view.

### **Forum selection clause trumps LoU:**

IN an unpublished decision reported by Holland + Knight, the US Court of Appeals for the Fifth Circuit has ruled that the forum selection clause in a charter party prevailed over a letter of undertaking (LoU), particularly where the LoU expressly reserved all defences.

The dispute in question involved a charter party covering a shipment of naphtha from Algeria to the Netherlands, which provided that the high court in London should have exclusive jurisdiction over all disputes arising. The cargo was rejected by the buyer in the Netherlands because of contamination. The charterer had the ship diverted to Texas and, upon arrival there, the charterer alleged that the contamination was caused by the ship. It threatened to have the ship arrested unless the owners entered into a LoU agreeing to appear in federal court in Texas.

The owners appeared in court and asserted improper venue as a defence. The charterer asserted that the jurisdiction provision of the LoU superseded the forum selection clause in the charter. The court held that mere appearance in court by the defendant did not waive venue.

### **EU safety directive flaw:**

LONDON Club chairman John M Lyras says the Third EU Maritime Safety Directive "will have the opposite effect to that intended because it contains 'direct action against insurer' provisions that will have the effect of preventing the operating of an element of the mutual system that makes shipowners bear claims themselves, if they have deliberately operated in an unsafe manner."

Writing in the club's annual report for 2007, Mr Lyras adds, "Encouragingly, there are elements of the European Parliament who take an active interest

in both shipping and its safety and who do understand the damage that the directive will do, if it remains in its existing form. Sadly, however, there are larger elements who remain attracted to the Commission's original notion that levels of compensation somehow affect behaviour. It is reassuring to know that the International Group Secretariat is working to try and persuade the legislators that the proper approach to dealing with safety is to address it directly, in relation to the construction, maintenance and operation of ships."

**Asian maritime law conference:** THE Maritime Law Association of Singapore, in association with the International Bar Association and the Maritime and Port Authority of Singapore, is hosting the Asian Maritime Law Conference in Singapore from October 13-14. Subjects under discussion will include Asian shipping and maritime law trends, shipowners' and shippers' issues, financing of maritime projects, and the insurance market.

**Solvency II endorsement:** THE draft Solvency II framework is a 'step in the right direction', in the opinion of the International Underwriting Association, which says, "The planned new solvency regime for insurers emphasises flexibility and includes options for the use of different solvency models that are most appropriate for different companies."

Nick Lowe, the IUA's Director of Government Affairs, says the association is examining the draft carefully to assess how much the London company market would benefit from the proposals. In particular, the IUA is focusing on the development of lead supervision, diversification benefits and freedom of access to the European market. "There would also be scope for creating a level-playing field between EU and non-EU licensed companies," says Lowe. "Nevertheless, the devil is always in the detail."

**Canada's Arctic race with Russia: Securing Canada's rights in the Arctic will require a serious investment of money and personnel:** Four decades ago, the Americans beat the Soviets to the moon. Now it's Canada's turn to race against Russia, this time to the North Pole. Last week, a nuclear-powered

icebreaker set sail from Murmansk, cutting a path for a research vessel. When they reach the North Pole, scientists will plant the Russian flag on the ocean floor. Fortunately, acquiring sovereignty over the seabed is more difficult than that. Coastal states have sovereign rights over their adjoining continental shelves, and any oil or gas located there. But historically, these rights did not extend more than 200 miles from shore. In recent decades, international law has changed. Under the 1982 UN Convention on the Law of the Sea, countries may - depending on the depth and shape of the seabed and the thickness of underlying sediments - claim a shelf that extends much farther.

Any such claim must be submitted, with supporting scientific data, to the Commission on the Limits of the Continental Shelf, a body of scientists elected by parties to the UN Convention. For Canada, the possibility of sovereign rights beyond 200 miles is especially important in the Arctic Ocean, where the relative shallowness of the water suggests that continental shelves may extend many hundreds of miles offshore. What's more, the U.S. Geological Survey estimates that 25 per cent of the world's undiscovered oil and gas reserves lie under the Arctic Ocean. Once a country ratifies the UN Convention, it has 10 years in which to file its submission with the commission. Russia ratified in 1997, and submitted a claim just four years later. The claim encroached on areas that Canada, Denmark and the United States hope to claim for themselves, and all three countries filed protests.

The commission responded by recommending that Russia submit a revised claim, as well as more scientific data. Now, with an eye on its deadline later this year, Russia is conducting far-reaching seismic surveys of the sedimentary layers underlying the Arctic Ocean. Canada ratified the UN Convention in 2003, which means our submission must be complete by 2013.

In 2004, the Canadian government allocated \$70 million for seabed mapping. Scientists are using the money to conduct seismic surveys along part of the Lomonosov Ridge, an undersea mountain range that runs northward from Ellesmere Island and Greenland. Extensive seismic work is also required along the northwest flank of the Canada's Arctic archipelago, that

## World Maritime Day 2007

The theme for World Maritime Day 2007 is **"IMO's response to current environmental challenges"**. The theme was chosen to give IMO the opportunity to focus on its environmental work (both of the past and present) and thus intensify its efforts to add our contribution to that of the international community to protect and preserve the environment before it is too late.

**World Maritime Day will be celebrated on Thursday, 27 September 2007.**

vast, frozen expanse of ocean stretching from west of Ellesmere Island to the Beaufort Sea.

Logistically, mapping this area is as challenging as mounting an expedition to the moon. Two Arctic icebreakers working together could take four or more summers to complete the job. Canada has only one vessel that is powerful enough to be of use, the aging Louis S. St-Laurent. One or more icebreakers will need to be chartered or bought -probably from Russia or Finland.

Getting the work done on time will be expensive, but filing a scientifically complete claim could result in Canada acquiring sovereign rights over an expanse of seabed larger than Alberta, with comparable oil and gas reserves. Earlier this month, Prime Minister Stephen Harper announced that Canada would acquire up to eight ice-strengthened patrol vessels. However, the new ships will only be able to break one metre of ice, making them of little use near the North Pole, or in parts of the Northwest Passage.

More problematically, the new vessels are designated for the navy, which has little experience in Arctic waters. Instead of new military frigates disguised as icebreakers, we need new, proper Arctic icebreakers for use by experts: the men and women of the Canadian Coast Guard. Ships that can go anywhere, anytime, like the ones the Russians and Americans already have.

Coast Guard icebreakers are multi-purpose platforms. They break ice for commercial shipping, maintain navigation aids and support Arctic research. When necessary, they can carry RCMP or even military personnel on board. Coast Guard icebreakers are useful for asserting sovereignty without provoking other states. In addition to more money for seabed mapping and new icebreakers, it's time for some serious diplomacy. Harper should immediately call a summit meeting of the leaders of all the Arctic countries, as well as the Inuit, to discuss climate change, access to the continental shelf, the regulation of new shipping routes, and the security threats posed by terrorists and other non-state actors.

A summit meeting would send a signal to politicians, civil servants and the general public - in Russia, Canada and elsewhere - that the way forward on Arctic issues involves negotiation, co-operation and the legal processes already established in international agreements such as the UN Convention on the Law of the Sea.

In terms of Arctic diplomacy, Canada should pay particularly close attention to the United States. The U.S. has not yet ratified the UN Convention, although President George Bush has asked the Senate for its "advice and consent." At the same time, it would not be in the United States' interest to have a Canadian claim to the extended continental shelf endorsed by the UN Commission before the U.S. makes its own position - and the scientific basis for that position - clear. Ideally, the two countries would file mutually supportive claims. But before they could do so, Ottawa and Washington would have to resolve a lingering maritime boundary dispute in the Beaufort Sea, offshore from the border between the Yukon and Alaska, since the line established within 200 miles provides the starting point for the line farther out.

The Americans could also be a useful source of scientific information. During the Cold War, the U.S. navy mapped much of the sea-floor topography of the Arctic Ocean, using nuclear submarines under the ice. Recently, it declassified the data obtained from areas more than 200 miles offshore. Yet it will not, officially at least, even admit to having data from within 200 miles of other countries, since collecting that data would have been

illegal without the coastal state's consent. Canada should now consent, retroactively, to any clandestine mapping that occurred, in expectation of gaining access to that data.

Securing Canada's rights in the Arctic Ocean will require serious investment of money and personnel as well as imaginative and proactive diplomacy. Is Canada a serious Arctic country? Are we in this race to win?

**Russia goes for Pole at ice station:** The world's great shipbuilders are poring over designs for ice-breaking supertankers. Canada is spending billions on gunboats. Last week Russia planted its flag on the seabed beneath the North Pole. The next cold war has already started and this one will be frozen. The battle for the mineral treasures of the Arctic will not only last for decades, it will be fought in temperatures below -40C, amid bone-chilling blizzards and unrelieved winter darkness.

The submarine stunt by Russian explorers intent on staking Moscow's Arctic claim has provided a jolt of urgency to international efforts to protect and administer what one American admiral described as "the last great unexplored bastion on earth". The political powers of the northern hemisphere are suddenly facing tense negotiations over who gets what in an oil and gas-rich polar territory twice the size of France. Two miles under the Pole, Artur Chilingarov, a Russian explorer and politician, dropped a rustproof titanium flag from the hold of a mini-submarine to prove that while Moscow lost the space race, it is determined to win the ice race.

**Give Russia the Arctic and look forward to another toxic disaster:** At stake in this outbreak of polar posturing is not just patriotic pride, but access to what geologists believe are a quarter of the globe's oil and gas reserves - in short, the solution to the crippling energy shortages that will begin throttling western economies within the next two decades. A potent combination of global warming - causing the Arctic ice-cap to melt - and developing extraction technologies is unlocking the door to hydrocarbon deposits that had long seemed inaccessible. Scientists believe climate change may open up a key Arctic shipping route - the fabled

Northwest passage linking the Pacific and Atlantic oceans - to routine maritime traffic by 2050. "Experts say after 2016, oil production will drop tremendously," said Anatoly Opekunov, deputy director of Russia's Research Institute for Ocean Geology and Mineral Resources. "Every country, including Russia and the US, is thinking about this."

In Washington last month, a group of US civilian and military agencies held a three-day meeting to discuss the economic, ecological and political consequences of increasing Arctic exploration. "This is an ocean explorers have sought routes through for 500 years," said Mead Treadwell, head of the US Arctic Research Commission. "If there is to be an international regime in the Arctic, it's time to think about that."

Oil companies are already pondering the technical challenges of industrialising one of the world's great wildernesses. Recent geological studies indicate that up to 80% of the energy reserves may be natural gas. "The cost of getting the gas out of the ground is high, but the cost of getting it to anywhere useful is even higher," said Andrew Kendrick of BMT Fleet Technology, a firm that specialises in Arctic exploration. A recent article in Professional Engineering magazine noted that Arctic pipelines were "out of the question" because they would be prohibitively expensive to lay. "The only viable way of transporting is going to be over the sea, using gigantic tankers full of liquefied natural gas," the magazine said.

The prospect of giant ice-breaking tankers carrying highly explosive gas and roaming the iceberg-filled Arctic at speed is unlikely to reassure environmentalists opposed to any exploitation of pristine polar territory. Yet President Vladimir Putin's commitment to establishing Russia's Arctic primacy - he personally telephoned Chilingarov and his crew to congratulate them last week - leaves other countries little option but to join the race or be left in the cold. Russia already controls the world's largest reserves of natural gas and is second only to Saudi Arabia in oil production. Both European and American officials are concerned that the West may be forced into politically damaging dependence on Russian energy production if Moscow's claim to

463,000 square miles of Arctic is not challenged.

International lawyers agree that Russia's claims have no more legal basis than Canada's claim to the Northwest passage, which is regarded by most other countries as international waters. Stephen Harper, the Canadian prime minister, last month announced plans to spend £3.4 billion on at least six ice-breaking patrol ships to maintain Canada's claim to the passage. Last week Peter MacKay, Harper's foreign minister, denounced the Russian stunt. "This isn't the 15th century," he said. "You can't go around the world and just plant flags and say, 'we're claiming this territory'."

Yet Eric Posner, professor of law at the University of Chicago, concluded that the small print of international maritime agreements was likely to prove irrelevant in the Arctic. "Power, not international law, will settle the issue," he said. "Russia's expression of power is credible; Canada's is not." At stake are an estimated 500 billion barrels of oil, incalculable volumes of natural gas and potential deposits of diamonds, platinum, nickel, tin and gold.

US scientists have long been aware of the Arctic's mineral potential, but fierce opposition in Washington to drilling in Alaskan wildlife refuges has hampered exploitation. The Americans have also been slow to grasp the implications of climate change and several officials complained last week that Putin had seized the strategic initiative. A recent report by the US Centre for Naval Analyses described global warming as a "serious threat" to US security that should become a military priority.

## **WORLD WATCH**

**Who owns the North Pole?** No one does. But five countries have territory inside the Arctic Circle: Russia, America (through Alaska), Canada, Denmark and Norway control economic rights within 200 miles of their borders. The question under international law is whether there might be geographical, geological or political reasons why one country's rights should be extended.

**So what's the basis of Russia's claim?** Whatever you think of President Vladimir Putin, he has played a cool Arctic hand. Moscow is attempting to prove that an

underwater Arctic formation known as the Lomonosov Ridge is actually a continuation of a Siberian peninsula. Last week's submarine expedition was searching for geological samples that would extend Russia's claim to vast swathes of oil and gas-rich territory.

**Why doesn't America step in?** Washington has made a polar bear's breakfast of its own Arctic claims. The Americans are unhappy with both Russia and Canada, which has claimed rights over the Northwest Passage, the mostly icebound but fast-melting link between the Atlantic and Pacific. Yet conservative Republican distaste for any United Nations agreements has prevented the US from ratifying the Law of the Sea Treaty, the most logical international forum for settling Arctic disputes.

**Talking of polar bears, what does all this mean for them?** The main threat is still global warming, which is shearing off sections of the ice cap at a rate of about 9% each decade. Compared with the threat of shrinking habitat, a few dozen drilling platforms shouldn't affect the local wildlife too much. But any oil spills would spell trouble for the animals. And if a gas-filled supertanker runs into an iceberg, you might feel the explosion in Chelsea.

**Is it worth the superpower angst?** Look at it this way. Oil is currently around \$70 a barrel. There may be 500 billion barrels of oil hidden under the Arctic. So is it worth another cold war? That's a \$35,000 billion question.

**When do I need to start worrying?** Arctic exploration can't happen in a hurry. The environment is too hostile, the economics too daunting and the pace of development too slow for serious exploitation before, say, 2050.

**N.J. allows dredge dumping at nature park. Beginning next week, about 20 acres of Palmyra Cove Nature Park will become a dump site for the river spoils:** Courtney McLaughlin, founder of the Cove Action Network environmental group, walks next to a pond at Palmyra Cove where river dredging spoils could be dumped. Part of the Palmyra Cove Nature Park soon will become a dump site for Delaware River-bottom dredge spoils,

despite efforts by environmentalists and political leaders to protect it.

The 250-acre nature preserve at the foot of the Tacony-Palmyra Bridge will yield about 20 acres to an "emergency" dredging project by the Army Corps of Engineers. New Jersey Department of Environmental Protection Commissioner Lisa Jackson called the plan a reasonable compromise that protects 50 more acres in the park originally targeted for dredge spoils dumping. Work to prepare the park for the dredge spoils dumping will start Tuesday, when the corps will clear a 12-foot-wide path for a pipe that will pump the river-bottom slurry of silt, clay and mud into the park, Jackson said.

The following week, the corps expects to begin dredging two areas north of the park where silt buildup has begun to interfere with shipping. The corps keeps the river channel at a 40-foot depth, sometimes by dredging material that builds up on the bottom. John Comengo, chairman of the Burlington County Bridge Commission, which maintains the park and long opposed dumping at it, said he was pleased that only a 20-acre portion of the park will be affected. Environmentalists said that dumping dredge spoils in the park could destroy animal habitats and increase the potential for flooding. The Delaware Riverkeeper Network, a nonprofit environmental group opposing the dumping, said it was disappointed the DEP made its decision without a hearing. "Doing it this way is just disrespecting the public," said spokesman Fred Stine. Courtney McLaughlin, who founded the grassroots Cove Action Network environmental group, said she also was angered by the decision. Members of the group have been posting green "Save Palmyra Cove Park" signs through South Jersey in recent weeks.

"I'm shocked that the DEP has approved these plans when the people of South Jersey have made it clear that we want the park protected 100 percent," she said. "Cove Action Network does not see this as a compromise; rather, the entire park is being compromised."

Jackson said she received "many, many letters" from people like McLaughlin asking that the dredge spoils not be dumped in the park. Still, she said she

(contd. on page 20)



# IMO Briefing

International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom  
Tel: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210



## Briefing 27/2007

27 July 2007

### Amendments to MARPOL Annex I, enter into force on 1 August 2007

On 1 August 2007 an important amendment to Annex I of MARPOL will come into force. New regulation 12A, on oil fuel tank protection, adopted by MEPC 54 on 24 March 2006, sets out the requirements concerning the location of oil fuel tanks in all ships with an aggregate oil fuel capacity of 600m<sup>3</sup> and above and which are delivered on or after 1 August 2010. In this context, "ship delivered on or after 1 August 2010" also refers to a ship for which the building contract is placed on or after 1 August 2007 or, in the absence of a contract, its keel is laid on or after 1 February 2008. The new regulation will, therefore, be immediately applicable for all categories of ships "on the drawing board" with oil fuel tanks of 600 m<sup>3</sup> capacity, or more.

In essence, the protection requirements oblige the oil fuel tanks to be located inside the double hull, thus helping prevent spillages of oil fuel in case of collision or grounding.

The new regulation 12A will thus close a gap in MARPOL Annex I which, while mandating strict hull standards for tankers of 600 tonnes dwt and above, had not yet addressed the issue of large ships, not necessarily oil tankers, which can carry as much as 5,000m<sup>3</sup> of oil fuel, or above, which is more than the cargo carried by some smaller oil tankers.

The entry into force of new regulation 12A highlights, once again, the continuing and multi-faceted environmental work of IMO. IMO - International Maritime Organization - is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

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**N.T. BRANCH CIRCULAR NO : NT/ISPS/Security Notice/02/2007**

**No.10-NT(324)/2004**

**Dated :13th Aug, 2007**

**Subject : Security Incident/ Breach of Security**

**OBJECTIVE:** The objective of this notice is to share and disseminate information to all concerned on a security related incident that occurred in a ISPS non-compliant port in Mozambique, so that effective measures can be taken to prevent the recurrence of similar incidents in the future.

**NARRATIVE:** This incident occurred on board an Indian ship while the ship was in port of Beira in Mozambique. The off shore supply vessel was secured alongside the berth during the night. The Gangway was placed on the jetty and manned by ship's crew, one additional local security guard was provided by the agent for patrolling, the reason being East African coast is a piracy prone area. The visibility was poor due to fog and darkness. The vessel's stern was 3 metres below the jetty and stern vision was restricted due to deck cargo. The security patrol on the vessel noticed four intruders emerging from underneath the jetty pylons and cutting the vessel's stern rope and aft spring. Immediately an alarm was raised and search lights were switched on but during this short period thieves had escaped after cutting and stealing the two pieces of mooring rope. Due to the loss of stern rope and spring, the stern came free and swung away from the jetty. She was brought back alongside using her own engines and secured back safely alongside.

**LESSONS LEARNT:**

1. Effective patrolling of all vulnerable areas could have averted such incident.
2. Prompt action taken by the staff averted from further damage to the ship and property.
3. Further, all Company Security Officers should advise the Masters and Ship Security Officers of their fleets of the need to identify piracy and robbery prone areas and of the need to be more vigilant and alert when operating therein. Additional persons should be deployed on deck for patrolling. If necessary the Ship Security plan should be reviewed and amended for effective patrolling.

Sd/-

**(CAPT. R. AWASTHI)**

Nautical Surveyor-cum- Deputy Director General of Shipping (Technical).

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**Crew Branch Circular 5 of 2007**

**NO: 33(1)/CR/2000-VI**

**Dated:13.08.2007**

**Sub: Notification published in the Gazette of India dated 30.04.07 regarding amendments to RPS Rules...  
Form-III A/revised Form-IV.**

Sir,

Enclosed kindly find copy of the said Notification Published in the Gazette of India. The said notification amends the format and content of Form IV that needs to be submitted by RPS providers.

2. Your kind attention is also invited to this Directorate's earlier Crew Branch Circular No. 1 of 2007 wherein Form-III A was devised as an interim arrangement.
3. Considering that the amended Form-IV has now been notified, the use of Form-III A is henceforth discontinued. RPS providers are requested to submit revised Form-IV.
4. Informatively, the procedure for 'on-line' submission of Form-IV (erstwhile Form-III A) remains unchanged.
5. This issues with the approval of Director General of Shipping & ex-officio Additional Secretary to Govt. of India.

Yours faithfully,

Sd/-

**(Capt. H. Khatri)**

Dy. Director General of Shipping

(Contd. from page 17)

agreed that dredging the river was an emergency. "I think it's time for people to be looking at the big picture," she said. "I think this is a very reasonable solution that preserves 50 acres of land that previously had no preservation rights." Though the corps dredges the river channel, the DEP is responsible for finding a dump site, according to corps spokesman Ed Voigt.

McLaughlin said her organization expects about 200 people to show up at a public information session the agencies are holding on Monday, and still holds out hope that the DEP will reverse the decision. Environmental groups have feared for months that the park, because of its location near the areas to be dredged, would be the dump site. The park, just south of the bridge, has been used by the corps for dredge spoils disposal as far back as the 1940s.

Palmyra Cove Nature Park was established in 1999 with more than \$8 million in grants from federal, state and local agencies, according to Liz Verna, spokeswoman for the Bridge Commission. It has an environmental education center, nature trails and other passive recreational activities, Verna said. The Corps of Engineers expects to dredge about 50,000 cubic yards of river bottom - about 3,000 dump-truck loads - in two spots north of the bridge, Voigt said. The project will cost \$2.5 million, he said, "a little on the high side" for dredging projects because one of the dredge sites is seven miles from Palmyra Cove. The other site is three miles north of the park.

The corps uses Pennsylvania dump sites for dredging projects on the north end of the Philadelphia-to-Trenton shipping channel, Voigt said. New Jersey has to take spoils from the southern end, he said. The dredging project has been classified as an emergency because shoaling - the natural process of sediment buildup - is affecting ship traffic. The dredging is "critical to maintaining the channel to its authorized depth to allow vessels up the river," said Dennis Rochford, president of the Maritime Exchange for the Delaware River and Bay.

The project will deposit spoils on a 20-acre parcel surrounding the park's Dragonfly Pond, a foraging area for herons, egrets and waterfowl,

according to McLaughlin. A 1998 agreement between the DEP and the Bridge Commission allows the corps to dump dredge spoils in up to 70 acres of the park, according to the DEP. Environmentalists say the agreement predates the 2001 construction of the park's \$5 million educational center and came when the park had fewer visitors.

Most of that 10,000-square-foot Educational Discovery Center is built on dredged material dumped in the park in 2000, Voigt said.

### **Gujarat: Coast Guard rescues 22 sailors:**

Hong Kong port losing its economic standing. Hong Kong is overtaken by Shanghai as the world's second-largest container port. National Development and Reform Commission deputy chairman says former British colony should develop high-end logistics industry and leave container shipping to Guangdong.

Hong Kong (AsiaNews/Agencies) - Hong Kong lost this year its standing as the world's second-largest container port to Shanghai which had been in third position after Singapore and Hong Kong since the end of 2003. For Zhang Xiaoqiang, deputy chairman of the National Development and Reform Commission, it should focus instead on developing the high-end logistics industry. "Retaining Hong Kong's status as an international shipping centre means moving everything made in Guangdong to Hong Kong ports. This increases the time and cost of transporting the products," Mr Zhang said. Diverting cargo to Guangdong would be a win-win situation since the province's economic growth had outpaced the former British colony and its trade volume had strongly expanded.

Citing the business model of Yantian Harbour, which is controlled by Hong Kong's HIT and the Shenzhen Yantian Group, Mr Zhang said the new terminals could be run by Hong Kong-led consortiums. "Thus Hong Kong can also enjoy the benefit of directly shipping the goods from Guangzhou and Shenzhen," he said. Alex Fong Chi-wai, a former secretary of the now defunct Hong Kong port and maritime board, said port planning largely should follow market demand and not be a political decision by Hong Kong or mainland authorities. Sunny Ho Lap-kee, executive director of the Hong Kong Shippers' Council, agreed. "Shipping companies make decisions based on cost and time . . . . You cannot

artificially stop this process," he said. There have been concerns in recent years about Hong Kong being overtaken by mainland ports since the exodus of the city's industrial plants to the Pearl River Delta.

### **Tsakos: Undervalued Shipping Giant**

**Joey Keasberry submits:** The maritime sector is hot. It's been hot for a couple of years now, but as world trade continues to grow, profits continue to grow. Greek shipping giant Tsakos Energy Navigation Ltd (TNP) now has 53 tankers, out of which 23 ice-class tankers.

True, there might not be much ice in Greek waters, but there certainly is a growing demand for ice-class tankers in Northern waters. Especially North and East of Russia at least for the coming ten years the demand for ships to transport oil & oil products will grow substantially. With an average vessel age of five years and a bit, Tsakos Energy Navigation [TEN] certainly is well-equipped for this period of growth.

With a fleet that's more than doubled in five years and with net income having increased fifty times, one might argue that TEN is already too far in its growth cycle. But the opposite is true. Let's have a look at the stock's valuation. At a current share price of USD 63.50, TEN trades at a little over six times last year's earnings. This is already very low compared to the industry average of 16, but especially when considering that its 5-year EPS growth rate is almost double that of the industry, one has to come to the conclusion that this is a chance of a lifetime.

Critics are sceptical as ice class tonnage has increased rapidly during the past five years and some are afraid of overtonnage. Charter rates are therefore expected to be somewhat lower in the coming years until supply and demand are in balance again. It must be said though that TEN has built up a reputation of being one of the leaders in ice-class and also of knowing how to keep costs under control.

I think that the fears are overrated and that at the current valuation, the potential rewards outweigh the company's risk profile and I therefore consider this stock a very attractive one. I add Tsakos Energy Navigation to my list of stock picks at a price of USD 63.50 with a one-year price target of USD 90.

**Fighting for air:** Citizens wear breathing masks emblazoned with words like "Toxic," "Justice," and "Asthma" as part of a demonstration during a hearing at the Port of Los Angeles Administration Building in San Pedro. New legislation written by Sen. Barbara Boxer seeks to put smog controls on cargo vessels in or near U.S. ports.



SAN PEDRO - Mayor Bob Foster told a congressional committee Thursday that local residents are getting sick because of the federal government's unwillingness to help curb air pollution from port industry. The mayor spoke at a hearing convened by Sen. Barbara Boxer, D-Calif., who recently introduced a bill aimed at cleaning up emissions from ships in all U.S. ports.

Long Beach mayor Bob Foster and Los Angeles mayor Antonio Villaraigosa talk to Sen. Barbara Boxer during the hearing. (Steven Georges / Press-Telegram) blamed the Environmental Protection Agency for stalling regulations that would lower emissions in and around America's ports, including Long Beach-Los Angeles, the nation's largest.

"I sat with the EPA and they said it could take five more years" to implement changes, Foster testified. "I don't know how many premature deaths and how many heart disease and asthma cases that is but, quite frankly, one is too much." Foster was referring to the EPA's decision earlier this year to delay action on marine vessel emissions. A top regional employer, the ports are listed as the single largest fixed source of air pollution in the Los Angeles Basin - emitting an estimated 48 tons per day of smog-forming nitrogen oxides (NOx).

According to the South Coast Air Quality Management District, ships spew more than 30 tons of toxic sulfur oxides into the air daily - more than all the cars,

trucks, airplanes, power plants and oil refineries in the Los Angeles Basin combined. Boxer's bill, S1499, would dramatically reduce the sulfur content of fuel used by marine vessels in all U.S. seaports beginning in 2010. Sulfur oxide emissions have been linked to smog and health impacts on humans.

Introduced in May, Boxer's bill is currently under consideration on Capitol Hill. A similar bill was introduced in the House of Representatives by Rep. Hilda Solis, D-El Monte. Currently, most large cargo ships burn a low-grade diesel known as bunker fuel, which contains sulfur content as high as 27,000 parts-per-million. The bill would lower that to 1,000 parts-per-million.

By comparison, cars and trucks in the U.S., by law, can burn diesel fuel with sulfur content no higher than 15 parts-per-million. "It's our duty to protect the health of our children, people with asthma and all the people of this community from ship and port pollution," Boxer said. "Oceangoing ships are subject to international standards, but these

(contd. on page 23)

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## Amendments to MARPOL Annex I enter into force on 1 August 2007

On 1 August 2007 an important amendment to Annex I of MARPOL will come into force. New regulation 12A, on oil fuel tank protection, adopted by MEPC 54 on 24 March 2006, sets out the requirements concerning the location of oil fuel tanks in all ships with an aggregate oil fuel capacity of 600m<sup>3</sup> and above and which are delivered on or after 1 August 2010. In this context, "ship delivered on or after 1 August 2010" also refers to a ship for which the building contract is placed on or after 1 August 2007 or, in the absence of a contract, its keel is laid on or after 1 February 2008. The new regulation will, therefore, be immediately applicable for all categories of ships "on the drawing board" with oil fuel tanks of 600 m<sup>3</sup> capacity, or more.

In essence, the protection requirements oblige the oil fuel tanks to be located inside the double hull, thus helping prevent spillages of oil fuel in case of collision or grounding.

The new regulation 12A will thus close a gap in MARPOL Annex I which, while mandating strict hull standards for tankers of 600 tonnes dwt and above, had not yet addressed the issue of large ships, not necessarily oil tankers, which can carry as much as 5,000m<sup>3</sup> of oil fuel, or above, which is more than the cargo carried by some smaller oil tankers.

The entry into force of new regulation 12A highlights, once again, the continuing and multi-faceted environmental work of IMO.

## Conquer Infection Without a Prescription

One of my first lessons as a drug chemist was that bacterial and viral infections could be conquered without a prescription drug.

Mother Nature has a secret and extremely powerful antibiotic and immune booster. This substance is so powerful, Big Pharma has been trying to make a synthetic version of it in their top-secret labs for almost 15 years. Most prescription antibiotics and antivirals are nothing more than counterfeits of what Mother Nature has to offer. Consider the following expert testimony from Dr. Edwin L. Cooper, professor at the University of California: "Several valuable drugs have been isolated from plant and animal sources; these include aspirin, morphine, reserpine (the first antipsychotic), almost all antibiotics, digitalis, and anti-cancer agents such as vincristine, vinblastine, and Taxol." Big Pharma doesn't like promoting this fact, because they know that drug sales would be curbed by people turning to natural medicine. Instead, they promote fear in order to sell their counterfeits.

Do you remember how many people swallowed Tamiflu in fear of a global pandemic of the notorious bird flu? Enough to earn its maker Roche a record \$2 billion, at least! I don't know if Tamiflu users feared that the bird flu would turn into the human flu or feared that they would turn into birds. One is about as likely to happen as the other. And consider how vaccines are sold. Government-backed vaccination programs and the resulting fear that a lack of vaccine will put the population at risk have created further unease - sometimes mass hysteria.

In reality, the threat of a naturally occurring, global pandemic of any type is minuscule. But whether you're facing a potential worldwide illness or a common cold, you don't need to turn to the drugstore to find relief. The wonder-herb known as "andrographis" is available at your local health food store. Andrographis comes from India, Malaysia, Thailand, Indonesia, Sri Lanka. This herb supercharges your immune system and helps flush out viral and bacterial infections. Here is just a sampling of what andrographis can do...

**Reduces Severity and Duration of Cold and Flu:** Historically, this herb has been used primarily as a treatment for cold and flu symptoms. Recent double-

blind human trials have proven that the use of andrographis reduces not only the severity but also the duration of those symptoms. Most people find that it relieves throat soreness, but researchers also noted that it improved other symptoms, including temperature, headache, muscle aches, cough, nasal symptoms, general malaise, and eye symptoms.

**Helps Overcome Gum Disease:** A new application for andrographis is as a medication for periodontal disease and gingivitis, a condition that's common in individuals over 60 years old. Research has proven that andrographis is effective in inhibiting and killing the bacteria primarily responsible for periodontal disease, which prevents the subsequent loss of teeth.

**Beats Many Infections:** Andrographis has been a staple in Ayurvedic medicine for thousands of years to treat snakebites, malaria, and dysentery. In traditional Chinese medicine, it is considered to be especially effective in clearing heat from the body and blood, and is commonly used to treat heart conditions, along with infection in the lungs, urinary tract, and throat. Within the halls of Big Pharma, modern research has proven andrographis to be beneficial at removing blood clots, stopping the spread of multiple types of cancer, and increasing the amount of immune-enhancing white blood cells that the immune system produces.

Wow! Imagine if a prescription drug could do all that!

**Making Andrographis Work for You:** Big Pharma has failed miserably at designing a synthetic counterfeit of andrographis. A good thing - because in their natural state, medicinal wonder-herbs are always superior. Use them and say no to prescription drugs. To make andrographis work for you, you need to take the right dose as soon as you start to see cold symptoms: one gram for every 25 pounds of body weight, split into three daily doses. For instance, if you weigh 150 pounds, you would take six grams daily - two grams three times each day.

You'll find that most health food stores sell andrographis as a whole herb or as a four- to six-percent standardized extract of andrographolide, one of its active ingredients. All of these product variations are suitable. However, stay away from anything greater than a six-percent extract, which may be missing other naturally occurring ingredients that are vital for the herb's efficacy.

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(Contd. from page 21)

standards require virtually no control. And our own federal government has yet to step up to the task of requiring these large polluters to make significant emission reductions."

The shipping industry supports international emission standards and has been pushing for a world maritime treaty to address the issue, but said patchwork regulations are not effective.

"What we would like is uniformity and consistency, and an international treaty would support those goals," said John McLaurin, president of the Pacific Merchant Shipping Association (PMSA), a San Francisco-based trade group representing international shippers. McLaurin said the industry was studying new, cleaner-burning fuels for cargo ships and has pledged to use dockside electricity where available at berths in Long Beach and Los Angeles.

Health studies link air pollution around San Pedro Bay to increased cancer, respiratory and heart disease risks, with particulate matter from diesel emissions blamed for a growing number of illnesses.

The port complex, which has doubled volume in recent years, is expected to double or triple again by 2025, leading to worries that health problems will grow accordingly. Despite recent actions taken by both ports to curb on-dock emissions and encourage cleaner-burning fuels in the shipping, rail and trucking industries, most of the estimated 6,000 cargo ships calling on the port complex annually burn high-sulfur fuels.

Air quality regulators estimate these ships emit some 30 tons of sulfur oxide emissions daily. Los Angeles Mayor Antonio Villaraigosa joined Foster in urging federal leaders to do more, saying the White House and its allies in Congress have ignored requests to address diesel pollution at Southern California ports.

"This administration since its inception has been absolutely absent as a partner on the issue of global warming, climate change and certainly this issue of cleaning up our ports," Villaraigosa said. "We need a partnership and we need to implement this bill."

Boxer said she's lobbying for support from fellow lawmakers and hopes to have the bill on the president's desk this

year. The veteran senator plans to use Thursday's testimony for that effort, and said she is encouraging Villaraigosa, Foster and others to testify in Washington on the topic soon.

"You are the people who are here, in the community, living with this every day," Boxer said. "But we need this message to reach people across the country." Kristopher Hanson can be reached at [kristopher.hanson@presstelegram.com](mailto:kristopher.hanson@presstelegram.com) or (562) 499-1466.

### Amendment To The Inland Vessels Act, 1917:

The Government had introduced a Bill to amend the Inland Vessels Act, 1917 (1 of 1917) dealing with all aspects concerning inland water limits, registration, survey, certificates of competency, licensing of masters and crew, investigation into causalities, protection and carriage of passengers, insurance against third party etc. The proposed amendments in the Inland Vessels Act, 1917 were to meet the present day requirement of Inland Water Transport Sector. The amendments were necessitated by several developments which had taken place in Inland Water Transport Sector, the prominent ones being declaration of three inland waterways as National Waterways namely, Ganga, Brahmaputra and West Coast Canal, manifold increase in Inland Water Transport activity and shortage of trained inland vessel crew, comparatively larger vessel plying on inland waterways, growing safety concerns about inland water transport operations, bringing insurance regime at par with the latest trend in transport sector, extending the inland water limits at various ports without compromising on the safety aspects and methodology and validity of Registration of vessels, certificates of competency etc. The Bill was referred to the Department-Related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report.



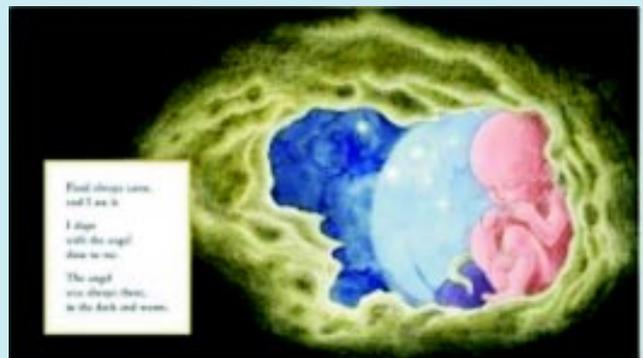
The Department-Related Parliamentary Standing Committee in its 100th Report recommended certain changes in the Bill. Based on the recommendations of the Parliamentary Standing Committee, the Government has decided to pursue the Bill in the Parliament and also to move official amendments to the Inland Vessels (Amendment) Bill, 2005.

### Panama Canal makes small changes to pricing proposals:

The Panama Canal Authority (ACP) has published its proposal to restructure the Panama Canal's pricing system and certain regulations, with some "slight" changes reflecting input from the shipping industry.

### Equipment and training of Underwater Services, S.A.:

Underwater Services, S.A. is a company of the MEC Group, and this clearly Panamanian business is dedicated to commercial and industrial diving inside and outside of the country.



Every child in its mothers womb, explores the waters while Seafarers continue to further their real life on waters out at sea. However little one realises to further their unique exploration, in sharing their research findings, leaving behind abundance of untapped potential. — Dr.Chandran Peechulli



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|   | Diploma in Ship Building (Min. 50% marks in Final Year)   | 24 yrs.<br>22 yrs.                                     |
| 4. Trainee Marine Engineering for Graduates (1 year)<br>(TR/A/101/2002 - dt. 22.8.02)       | B.E. / B.Tech - Mech / Naval Arch   | 23 yrs.<br>24 yrs.                                     |

The successful completion of courses does not guarantee onboard training which is mandatory for employment

The following Courses approved by DGS are offered presently

1. PST / PSSR / EFA / FPF
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#### VALUE ADDED COURSES

#### METAL ARC & GAS WELDING CERTIFICATE COURSES

LEVEL - I : BASIC  
Duration : 10 Days

LEVEL - II : ADVANCED  
Duration : 23 Days

**Booking closes  
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**ADVANCED MODULAR COURSES** ❖ Medical First Aid Course ❖ Advanced Fire Fighting ❖ Master's Medicare Course ❖ Proficiency in Survival Craft & Rescue Boats / PSC & RB) Specialised Oil Tanker Safety (TASCO)\*

**SIMULATOR COURSES** ❖ Engine Room simulator course Operational

Level (ERSOP)\* ❖ Radar Observer Course (ROC)\* ❖ Automatic Radar Plotting Aids (ARPA)\* ❖ Radar Aided Navigational Simulator Course (RANSCO)\*

**BASIC MODULAR COURSES** ❖ Fire Prevention and Fire Fighting ❖ Personal Safety and Social Responsibility ❖ Proficiency in Survival Techniques ❖ Elementary First Aid ❖ Oil Tanker Familiarisation ❖ Passenger Ship Familiarisation ❖ Ratings Forming part of Engine Room Watch

**REVALIDATION & UPGRADATION COURSES**

❖ Revalidation for Chief Engineers ❖ Upgradation course for Advanced Fire Fighting ❖ Upgradation course for Basic Safety courses PST, EFA & FPF

\* Awaiting approval

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