



## Sailors' Rights Get Legal Protection

The working conditions of sailors - including those working on foreign vessels - will get legal protection, according to a regulation which comes into force on September 1. The rule, the first of its kind, orders employers to give sailors a five-day paid break once they have spent two months aboard a vessel, in addition to legal holidays, and health, unemployment and retirement insurance. Promulgated on April 30 by the State Council, China's highest administrative body, the regulation will benefit 1.55 million Chinese sailors, the largest number in the world. Agencies or shipping companies that assign sailors to foreign ships should sign labor contracts, pay for insurance and guarantee their holidays.



If the rights of sailors are violated on board foreign vessels, domestic agencies that send them will be penalized, Li Enhong, director of the seafarers department with the China Maritime Safety Administration (CMSA), said in an interview. According to the regulation, agencies that cheat or provide false information to sailors will be fined 30,000-150,000 yuan (\$3,900-\$19,700), and agencies that do not sign labor contracts will be fined 50,000-250,000 yuan (\$6,600-\$32,800). In serious cases, the business licenses of agencies can be suspended for two to six months, or even revoked.

"The administration will carry out checks later this year to see if agencies are in compliance with the regulation and root out those which are not," Li said. About a third of the country's sailors work on ocean-going vessels; and nearly 40,000 sailors work on foreign-flag ships. Liu Gongcheng, deputy director of CMSA, told a press conference yesterday that major problems that sailors encounter include delayed payment, salaries pocketed by agencies, lack of labor contracts, no holidays and poor working conditions.

"The regulation can help strengthen the management of sailors, guarantee maritime safety and prevent ships polluting the water," Liu said. Figures from international maritime sources indicate that sailors and human factors are to blame for 80 percent of maritime accidents around the world.

## Mumbai may lose maritime campus

Is Mumbai losing the race to establish a maritime university campus? If the state government's indifference to the the visiting 13-member Standing Committee (SC) of Parliament on Tourism, Culture and Transport is any indication, Kolkata and Visakhapatnam seem to have won the race. While other states have lobbied hard to get pie of the university, the disinterest shown by the top state officers

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to meet the committee members who have camped in the Hilton Towers have surprised the shipping industry stalwarts. With S Srivastava, CEO, Maharashtra Maritime Board and GS Gill, secretary transport being abroad, it was left to TC Benjamin, principal secretary, urban development, to make a presentation to the committee. But clearly, it was not enough. The SC, headed by Sitaram Yechury, MP, Rajya Sabha, is in city to discuss with shipping industry the Indian Maritime University Bill, 2007 under which the University teaching marine science, technology and environment will be established in Chennai, with campuses in maritime states. Members are also in search of campuses within reasonable geographic location for central University. Sources said though Mumbai has not invited a negative remark so far, the lack of pressure from the state to get the campus has surprised many members.

As per the University Grants Commission (UGC) norms, around 100 acres of landed is needed for the campus. The state has expressed its inability to provide the same in Mumbai as the existing Maritime Training Institute in Powai, which was suggested as the location of the campus, is spread over 45 acres. "Land can be located in Navi Mumbai for the campus and with a second airport coming there, connectivity should not be a problem. If the state does not show a positive approach, they will lose another opportunity. Earlier, it lost the Indian Business School to Hyderabad," said Ved Prakash Goyal, former Union Shipping minister in the NDA government and member of the SC.

### **Barnacle-busting Paint Makes Ships' Voyages Greener**

Scientists have developed a novel way to combat one of the world's stickiest and most expensive maritime problems: the encrusting of ships' hulls by algae and barnacles. They have created a special coating, using nanotechnology, that is engineered to a scale of a millionth of a millimeter.

Scientists have developed a novel way to combat one of the world's stickiest and most expensive maritime problems: the encrusting of ships' hulls by algae and barnacles. They have created a special coating, using nanotechnology, that is engineered to a scale of a millionth of a millimeter. Organisms that try to hitch a ride will simply slip off.

The development, announced at the EuroNanoForum in Dusseldorf last week, is important because 'bio-fouling' costs billions of pounds a year, not just to the shipping industry but to private yachtsmen and owners of power and desalination plants whose pipes get blocked by bacteria and barnacles. In addition, ships burn excess fuel with encrusted hulls, increasing carbon emissions; while current anti-fouling paints are thought to harm sealife.

'We badly need a new anti-fouling agent and nanotechnology will provide it,' said Frederic Luizi, research director of Nanocyl, a member of the European consortium Ambio.

Algae and barnacles have always been maritime scourges. The Greeks used pitch to discourage them while the Romans found copper nails released poisons that helped kill them. Yet the problem has remained a major headache.

Once a ship is encrusted, its speed can be reduced by up

to 10 per cent, while fuel consumption rises by 40 per cent. The world's shipping fleets spend more than £5bn on the problem annually.

Biocidal paints - which poison anything that adheres to a surface - are often used. But 20 years ago scientists discovered that tributyltin, a key agent, was poisoning marine organisms and triggering sex reversals in creatures like the dog whelk. Now it is banned. Instead, copper-based compounds are used though fears are mounting about their impact and restrictions may soon be introduced. 'Rather than kill organism once they are attached to hulls, we need to prevent them from latching on in the first place,' said Luizi.

Some silicone paints do this but have limited efficacy. But by incorporating carbon nanotubes, tiny cylinders of carbon, each a thousand times thinner than a human hair, into paints, scientists have created a material that stops organisms sticking to hulls. 'Nanotubes disrupt the paint surface at the molecular level so the glue molecules cannot operate effectively. When the ship moves, the organisms are swept away,' said Professor James Callow, the consortium's co-ordinator.

### **Indian Doctor from Goa elected Vice-President to the International Maritime Health Association (IMHA)**

Dr. Suresh Idnani was elected vice-president of the International Maritime Health Association (IMHA) on the 6th of June 2007 at the General Body Meeting in Esbjerg, Denmark. He was elected with support of the 250 strong International Association of Maritime Health Physicians from 34 seafaring nations. Representatives attending the IMHA conference (ISMH 9) were from Russia, China, Germany, France, Norway, Japan, Philippines, Ukraine, Indonesia, Australia, South Africa, Mexico, Panama, Vietnam, Sweden, Finland, Latvia, Georgia, Spain, USA, UK, Japan, Venezuela, Ireland, Denmark, Netherlands, Canada, Belgium, India, Poland, Estonia, Luthania, Iceland, and Montenegro.



IMHA groups together maritime health professionals, seafarers organizations, shipowners organizations, national maritime authorities and social partners to meet, discuss and agree upon policies concerning maritime health and seafarers welfare which include fitness assessment of seafarers, training of seafarers on health issues and first aid, development of quality assurance service for service providers, dissemination of health information like the Seafarers Health Information Program (SHIP), development of best practices of maritime health management for stakeholders of the shipping industry, policy decisions on drug and alcohol abuse prevention in the maritime industry, management and quality input for repatriation services for seafarers. IMHA has consultative status with the ILO, IMO, WHO, ITF, ISF and ICSW. As vice

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## From the Editor's Desk



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

– Indian President Dr. A P J Abdul Kalam

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

• *It is high time we woke up and improved our governance and became more efficient. We should consider our social, economical, cultural status and build infrastructure accordingly. India's poor experiment with socialism is the reason for its poverty. i.e. of free issues from public fund at the cost of the tax-payers, which is detrimental, to change the lethargic-group into active positive mood, towards a productive INDIA, with no discrimination of caste, creed religion, gender etc. but for limiting itself, with assistance of the basic human needs. Learning and doing well should come from within, nothing more than motivation and encouragement. Surplus revenue incurred could be better utilized for rewarding citizens who make our nation "INDIA" proud. What matters is creativity and efficiency displayed by adopting and growing the technology. A uniform approach and up gradation to regulation, be the underlying principle in maintaining the integrity of Indian Registry, with high class quality standards. India's problem is lack of vision in governance and lack of efficiency in the growth of creativity in the society. We need to constantly keep looking ahead and examine the technical, organisational, and environmental issues associated with maritime innovation during this information age. It is to be, to the very core of our efforts to conceive, develop and implement a sustainable economic development strategy, through performance and efficiency.*

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

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

• *"Accident investigation is about learning the lessons that will allow us to avoid accidents in the future. In any endeavour, things can go wrong. But in the maritime sector, this can have major implications for the ship, its crew, passengers, cargo and the environment. "As such, we are duty bound to do all we can to look at the root cause of any incident so that we can minimize any future risk. Serious accidents require proper investigation. That means, looking at all the underlying causes that led to the event. Society expects proper investigation of such incidents. At the same time more importantly, we owe it to the maritime community and the professionals, who man our vessels to ensure that accidents are investigated in a fairly, timely and effective manner. That can involve examining the structure and fabric of vessels or the training and certification of the crew." Unethical practices have no place in today's quality Ship Management sector, owing to the advent of computers and information age, the exposures are quick and fast*

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

**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.

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

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

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

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

### "Shipping Becoming An Attractive Career": BIMCO President:

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

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

### Panama Canal CEO inducted into Maritime Hall of Fame:

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

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

### Ship collision leads to oil spill in Huangpu:

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

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

### Govt. okays amendments in Merchant Shipping Act:

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

The bill was referred to the Parliamentary Committee in 2004. The committee made 11 recommendations, of which three have been incorporated in the bill, he said. He said the bill, which would be presented in the Parliament in the winter session, would reflect recent developments in maritime industry globally.

"The bill aims to amend the Merchant Shipping Act 1958 and Indian Ports Act 1908 so that it takes care of recent international developments in the International Maritime Organisation and UN instruments," Dasmunsi said. (Source: "The Hindu").

### **Work in Sethusamudram Ship Channel Project (SSCP) to be completed by December, 2008 says Thiru T.R. Baalu: Project Work reviewed:**

The Union Minister of Shipping, Road Transport & Highways, Thiru. T.R. Baalu has said that the work on the Sethusamudram Ship Channel Project (SSCP) would be completed before December, 2008. The Minister today reviewed the progress of the Project with the officials of the Sethusamudram Corporation Limited (SCL) and Dredging Corporation of India (DCI) besides other concerned agencies.

The DCI, which has been awarded the contract for carrying out the dredging works, informed that a total of five dredgers are deployed for the dredging work - four at Adam's Bridge area and one at Palk Bay/Pak Strait. As on date, a total of 18.74 Million Cubic Metres of dredging has been carried out.

The Minister directed the officials to re-work the inspection schedule of the dredging work to ensure that the progress of work on the Project is continuously monitored and problem areas are addressed to immediately.

DCI had also, pursuant to the direction of the Minister, prepared weekly targets for the dredging to be carried out, which are being monitored on regular basis.

A meeting has also been held with the Chairman, M/s. Kojimagumi Company Limited, a Japanese company, who are in possession of the world's largest Grab dredger and wish to offer it for SSCP. Thiru. Baalu directed the officials to finalise the negotiations with this company at the earliest.

Thiru. Baalu also reviewed the progress

of the repair of dredger Aquarius and expressed his satisfaction that the work is progressing as per schedule. The dry docking would be completed by October, 2007 onwards, which is the next working season after the South-West Monsoon. The procurement of Barge Handling System for dredger Aquarius, which would greatly improve its productivity is also being finalised. This Barge Handling System is targeted to be installed on dredger Aquarius by November, 2007.

### **Murli Deora lays Foundation Stone of Rs. 2,600 crore Kochi Refinery expansion-cum-modernisation project:**

**Deora seeks cooperation of Kerala, Tamil Nadu and Karnataka in implementing EBP programme to augment Hydrocarbon availability; Karnataka reduces VAT from 20% to 4% on Ethanol for EBP; Kochi ING terminal expected by February 2011:**

**Deora:** Shri Murli Deora, Union Minister of Petroleum and Natural Gas today laid the Foundation Stone of BPCL's Kochi Refinery Expansion-Cum-Modernisation Project at Cochin. On this occasion Shri. V.S. Achuthanandan, Chief Minister of Kerala and Shri. Vayalar Ravi, Union Minister for Overseas Indian Affairs among others were present. Shri M.S.Srinivasan, Secretary Ministry of Petroleum & Natural Gas and Shri Ashok Sinha, Chairman & Managing Director of Bharat Petroleum Corporation Ltd. also attended the ceremony. Speaking on the occasion, Shri Deora informed that Kochi refinery is being expanded to 9.5 million metric tonne per annum (MMTPA) from the existing 7.5 MMTPA at a cost of about Rs.2,600 crore. In addition, Kochi Refinery is also implementing a single point mooring project which will enable import of crude through VLCCs. This project will be commissioned over the next 3 months at an estimated cost of over Rs.800 crore. Thus, Kochi Refinery will invest about Rs.3,500 crore in next two to three years. Petroleum Minister further emphasized that Investment by Kochi Refinery will not only lead to creation of direct and indirect jobs but also boost industrial activity in the State. There will be development of support industries leading to economic and social development. After the expansion, Kochi Refinery will supply green fuels conforming to Euro III/IV specifications.

Shri Deora also informed that Oil Industry now is largest merchandise exporter of

the country with exports of over \$17.5 billion during last year. It is expected that the oil sector will become a much larger exporter during the 11th plan. BPCL's refineries including Kochi Refinery will participate in making the country an export hub of petroleum products.

Referring to the oil Ministry's efforts to improve the oil security of the nation, he said that another initiative in this direction has been to introduce bio-fuels, particularly Ethanol Blended Petrol (EBP), across the country. With a notification effective November, 2006, whole country except a few identified areas will be covered under the 5% EBP programme with the aim of enhancing energy security.

Pointing out that EBP not only benefits the environment but also the farmers, Shri Deora sought full cooperation of the State Governments of three southern States namely Kerala, Tamil Nadu and Karnataka. He took a meeting yesterday evening at Cochin to review the progress of implementation of EBP Programme in these States. Shri asked the State Government of Kerala to issue the necessary notification on levy of applicable taxes/duties on ethanol meant for blending with petrol at an early date. The State Government assured to soon take appropriate action. In respect of Tamil Nadu, the State Government was requested to allow supply of ethanol for EBP Programme as the resumption of supplies for the EBP Programme in the State will ultimately benefit the farmers besides reducing import dependence for hydrocarbons. Tamil Nadu also assured to consider the issue. Shri Deora expressed happiness that State Government of Karnataka responded favourably to his suggestion for appropriately reducing VAT on ethanol meant for EBP. Karnataka issued a notification yesterday reducing VAT from 20% to 4%. The meeting was attended by Shri Thomas Issac, Finance Minister of Kerala, Secretary, Food and Consumer Affairs of Kerala and Transport Secretary of Tamil Nadu besides Union Petroleum Secretary Shri M S Srinivasan and senior officers of the Ministry of Petroleum and Natural Gas and the Oil Marketing Companies.

Shri Murli Deora further said that the UPA Government has undertaken strong measures to protect the consumers from the impact of soaring global oil prices and to keep the economy on the track. The Government and the oil companies are together sharing 87% of the burden of under-recoveries caused by the high oil

prices this year. To keep the home fires burning, the prices of the common man's fuels, domestic LPG and PDS Kerosene, have been kept unchanged despite the global oil prices touching record highs.

Later responding to the questions of media persons, Shri Deora informed that the Kochi LNG Terminal of Petronet LNG Ltd is expected to be completed in February 2011. This LNG terminal is planned to have a capacity to receive 2.5 MMTPA LNG and would involve an investment of about Rs 3,000 crore. He clarified that there was no shortage of LPG in the State or in the country. However some difficulties were caused factors like strike.

### **Shipping Ministry asks Port Authorities to strengthen coordination amongst Agencies dealing with Maritime Emergencies in the wake of recent grounding of Ships and Casualties: Thiru Baalu reviews Safety Arrangements in a high level inter-ministerial meeting:**

The Union Minister of Shipping, Road Transport & Highways, Thiru T.R. Baalu has asked all Major Port Authorities to ensure that vessels leaving or entering Ports are safely maneuverable till they are well clear of the vicinity of the Ports and their approaches. The Minister took a meeting here today in the wake of five incidents of merchant ships being disabled or grounded in the Indian coastal waters due to very rough weather conditions during the last few days leading to loss of four vessels and four Calicut, Khanderi Island near Mumbai and Porbandar lives. These incidents have taken place off Andaman Islands, New Mangalore Port Trust, Vadakara near.

The high-level meeting, attended by senior officers from Coast Guard, Indian Navy, Ministry of Defence, DG Shipping and Shipping Corporation of India, was convened to review the situation and identify immediate steps for improving emergency response and preparedness to mitigate such incidents in future. Based on the initial reports available on these incidents, several remedial measures were considered during the meeting.

The Minister asked the participants to further strengthen the existing coordination amongst various agencies

dealing with maritime control, safety and emergencies. Thiru Baalu directed the Port Authorities to ensure that Masters of all vessels leaving Port are adequately cautioned about the prevailing weather conditions outside the port area.

The Ports were also directed to ensure that during deteriorating weather conditions, vessels at anchor should keep their engines on standby and sea-worthy. The Mercantile Marine Department has been instructed to undertake mandatory rigorous Port State Control inspection in respect of vessels older than twenty years to ensure their safety and accident-free voyages.

### **Ocean-going ships being lured to fly national flag:**

Ocean-going ships flying foreign flags of convenience will be given tax exemptions as an incentive to register in the country, a top official with the Ministry of Communications said yesterday. Effective July 1, Chinese-owned ships registered overseas by the end of 2005 will be allowed to register domestically - in Shanghai, Tianjin and Dalian - and exempted from customs duty and import value-added tax for the vessels. Registration in the country will mean improved maritime security and better protection of national interests, said Vice-Minister Weng Mengyong. Sea cargoes account for more than 90 percent of the country's foreign trade, 95 percent of crude oil imports and 99 percent of iron ore imports, Weng said.

As shipping fleets continue to grow, the number of Chinese vessels registering overseas is also increasing; and accounts for half of the country's total international tonnage. As imported vessels are levied a 27.53 percent tariff and import value-added taxes, many ship operators chose to register their vessels overseas to cut costs and have an edge in the fiercely competitive market. Vessels plying international routes can register in countries that offer an "open registry" for business convenience or commercial expediency.

Countries that offer flags of convenience usually charge a small amount in registration fees, but do not have sound safety supervision systems, according to Weng. He said that Chinese-owned vessels flying foreign flags could hurt the healthy development of the shipping industry and national economic security. "Lack of adequate safety supervision leads to poor shipping services," he said.

Xu Zuyuan, another vice-minister of communications, said the new policy is aimed at expanding Chinese-flag fleets by 4 million dwt (deadweight tons) in the next two years. There are currently 1,920 ocean-going vessels flying the national flag with a capacity of more than 24 million dwt.

**Maritime security problems posed by flags of convenience registry have been in the spotlight recently; and many countries have adopted preferential policies such as tax sops to attract ships home.**

### **Maritime watchdog monitors critical apps.:**

**Automation aids sea rescues.** The Maritime and Coastguard Agency (MCA) has deployed an applications management system to co-ordinate shipping monitoring and sea-rescue agencies. The MCA has been instrumental in co-ordinating some of the rescue efforts around UK coastal flooding in the latest bout of torrential rain this summer. The other high-profile event it co-ordinated was the rescue, beaching and subsequent salvage operation of the container ship, the MSC Napoli, off the southwest coast of England in January this year. The Agency co-ordinates the activities of search and rescue at sea through HM Coastguard and enforces international safety rules around the UK coastline from Falmouth in the south to Shetland in the North Sea.

Silicon.com Public Sector: It relies on critical systems such as an Automatic Identification System and an Incident Management System which identify and co-ordinate responses to maritime emergencies, alongside an Integrated Coastguard Communications System which co-ordinates communications between the various sea rescue forces. The Agency has implemented an application management system called NimBUS which monitors the CPU and memory usage of these applications and raises an alarm if any of the apps go down. MCA corporate systems technical manager, Wayne Quinn, said: "Any monitoring in today's IT environment is fairly critical, especially where you are carrying out search and rescue events. These systems prevent loss of life and major pollution disasters. NimBUS gives us a heads-up as a preventative method and proactive monitoring of the hardware and applications the MCA depends on to do its job."

## **IMO, UNHCR meet to tackle loss of life of migrants in unseaworthy craft:**

The International Maritime Organization (IMO) and the United Nations High Commissioner for Refugees (UNHCR) are both seriously concerned about the flow of people attempting to cross to Europe in small unseaworthy craft, from, among other regions, the Mediterranean and the Eastern North Atlantic, said Mr. Efthimios E. Mitropoulos, Secretary-General of IMO, following a recent meeting at IMO headquarters in London with the UNHCR Assistant High Commissioner for Protection, Ms. Erika Feller.

The small craft involved are often precariously overloaded, leading to circumstances requiring consequential search and rescue operations, as well as reported problems in disembarking the people involved, who may include undocumented migrants, as well as asylum seekers and refugees. These incidents cause serious concern in relation to the safety of life at sea, which is IMO's primary objective, while UNHCR's interest is to assist people in need of protection to find a safe haven. IMO and UNHCR intend to work even closer together and to hold a high level inter-agency meeting, as soon as possible, with a view towards achieving closer co-operation with all agencies involved and seeking further ways and means of assisting in alleviating this major humanitarian problem, Mr. Mitropoulos said, adding that the proposed meeting would be hosted by the UNHCR and would be held later this year.

On 1 July 2006, amendments to the International Convention on the Safety of life at Sea (SOLAS) and the International Convention on Search and Rescue (SAR) entered into force, placing obligations on States to co-operate and coordinate with a view to disembarking persons rescued at sea, to a place of safety as soon as possible. The amendments complement the Master's obligations to assist persons in distress at sea by introducing corresponding obligations on Contracting Governments to assist the Master in the delivery of such persons to a place of safety.

The adoption of the amendments in 2004 followed the adoption by the IMO Assembly, in 2001, of resolution A.920(22) on Review of Safety Measures and Procedures for the Treatment of

Persons Rescued at Sea, which called for a review of the then existing measures. The main objective of the review was to preserve the integrity of the safety of life at sea obligations on the Master of a ship to proceed to the rescue of persons in distress, while, at the same time, recognizing the complexities of those incidents where persons rescued subsequently turn out to be undocumented migrants.

The first inter-agency meeting of UN agencies concerned - including UNHCR, the Division for Ocean Affairs and the Law of the Sea of the Office of Legal Affairs of the United Nations (UNDOALOS), the UN Office on Drugs and Crime (UNODC), the High Commissioner for Human Rights (OHCHR) and the International Organization for Migration (IOM) - took place at the UNHCR Headquarters in Geneva in July 2002, in response to concerns expressed at the time over such incidents and the need for a coordinated and coherent approach to all relevant issues. Two further inter-agency meetings have been held since, at IMO headquarters in London in July 2004, and in Madrid, in March 2006.

In between the formal meetings, representatives of the relevant UN agencies have worked closely to co-operate and share information, for example on issues relating to the movement of potential migrants by sea and, in particular, in relation to incidents where persons rescued at sea by ships subsequently turn out to be asylum seekers. There have been several relevant meetings organized by UNHCR with IMO and other organizations in order to explain the provisions of the conventions and the safety of life at sea regime to relevant parties such as Governments and non-governmental organizations working in the field.

In addition, UNHCR and IMO have published a leaflet on Rescue at sea: A guide to principles and practice as applied to migrants and refugees, aimed at ship masters, as a quick reference guide.

**LPG carriers: A new report by Ocean Shipping Consultants** highlights the importance of getting the timing right when ordering LPG carrier newbuildings and buying secondhand tonnage. OSC says: "The mixed market outlook highlights the critical nature of timing in purchasing and chartering programmes in shaping overall vessel profitability."



In LPG Trades & Shipping: Prospects to 2018, the world LPG carrier fleet is forecast to expand from 15.4m cbm at the beginning of 2007 to 26.9m cbm by 2018. World seaborne LPG trade (including ammonia and petro-chemicals) is forecast to increase from 88m tonnes to 137m tonnes over the same period. OSC says that the implications for vessel profitability are for declining returns in the near-term followed by a rise in profitability by the middle of the next decade. The world LPG fleet was estimated at 15.4m cubic metres (cbm) at the beginning of 2007, made up of 1,036 vessels and dominated by the VLGC sector, which accounts for 56% of fleet capacity. The LPG carrier orderbook totalled approximately 7.3m cbm (162) vessels, equivalent to 48% of the current fleet capacity. The LPG fleet is forecast to grow from 15.4m cbm to 20.1m cbm by 2012 and expand to 26.9m cbm by 2018. The VLGC sector is set to witness the largest growth, with capacity rising from 8.6m cbm to over 17.0m cbm.

OSC predicts: "Operating profits are forecast to fluctuate with freight rates causing VLGC operating profits to fall to US\$0.52m/month, US\$0.48m/month for LGCs and US\$0.41m/month for MGCs by mid-term. This will be followed by a rise in operating profits by 2014 to US\$0.95m/month for VLGCs, US\$0.68m/month for LGCs and US\$0.57m/month for MGCs. This will be followed by a fall in operating profitability by the end of the study period." The report contains several vessel profiles that highlight the critical importance of the timing of vessel acquisition in determining vessel profitability. It notes that, with current freight rates declining slightly, albeit from a very high position, vessels that have been ordered recently at record high prices are set to struggle to cover total costs after delivery.

Contesting views have emerged, however, with leading owner Harry Vafias predicting that markets will take off towards the end of 2009, with

international seaborne trade in LPG rising from 50m to 70m tonnes. Chief executive of StealthGas, Mr Vafias disagrees with the report's, claim that the substantial increase in fleet capacity will have significant negative impact on freight rates. Speaking at the LNG Shipping Finance conference in London last week he said that the report paints far too pessimistic a picture, pointing out that new orders of VLGCs had "dried up and that will ease the pain for the next two years". As a market leader in the handysize segment he argues that fleet growth will more than be absorbed by fleet replacement and stable demand. "Successful" year for ACM

London-based international tanker broker ACM Shipping Group plc have announced an increase in turnover by 8.4% in dollar terms to \$25.6m, and profit from £0.5m to £3.7m, in its financial year to 31 March. ACM says it reached an important milestone when it listed on AIM, a market operated by the London Stock Exchange in December last year.

The company's chief executive, Johnny Plumbe, said: "This has been a successful year for ACM with our continued growth, market expansion and profitability. We were delighted to join the AIM market with strong demand for our stock at the IPO. Importantly the Group has a strong forward order book, which is 78% higher than it was this time last year." Profitability was however adversely affected by a weak dollar. The company stated that its income would have been higher by £1.5m if the 2006/7 US dollar income had been translated at 2005/6 exchange rates. In March ACM became a member of the London Tanker Broker Panel Ltd and Worldscale Association (London) Ltd.

**London Club issues bulker danger warning.** The safety of bulk carriers is being put at risk by the loading of unstable cargoes of nickel ore at certain ports in South East Asia. In one case, a ship capsized within 48 hours of departure. The London P&I Club warns that it continues to receive reports of incidents in which ships have faced severe stability problems as a result of the liquefaction of cargoes of nickel ore mined in Indonesia and the Philippines.

**Nickel ore:** Writing in the latest issue of its StopLoss Bulletin, the club says, "Identifying the risk of liquefaction is clearly of vital importance for safe carriage, and the Code of Safe Practice for Solid Bulk Cargoes (BC Code) sets out



the standard methods of determining the Flow Moisture Point of cargoes which may liquefy. However, those test procedures were developed primarily for homogenised metal concentrates, whereas nickel ore is not homogenous and is largely composed of a clay-like material mixed with harder lumps of various sizes. Moreover, metal concentrates have a typical moisture content of about ten per cent, whereas nickel ore often has a moisture content in the range of twenty-five to forty per cent.

The club has seen several recent cases in which owners have challenged documentation provided by shippers which purported to confirm that the cargo was safe for shipment. In each case where there was doubt as to the condition of the nickel ore, the so-called 'can test' - which involves the striking against a hard surface of a can filled with ore - proved to be a practical and useful method of obtaining an early indication of the possibility of cargo flow. And in some instances, following further advice from experts and - where appropriate - independent laboratory testing, the cargoes were rejected as being unfit for shipment." The Club concludes, "Members considering the carriage of nickel ore should be very cautious about relying on the shippers' documentation alone, and are reminded that guidance on how to conduct the can test is set out in Section 8 of the BC Code."

**LR's boxship assessment scheme for APL:** Singapore-based Neptune Orient Lines' subsidiary APL has become the first container shipping company in the world to achieve Lloyd's Register Hull Assessment Scheme (HAS) certification, the industry's highest standard for vessel hull structure maintenance. As the container shipping industry awaits the report of the UK's Marine Accident Investigation Branch into the structural failure of the MSC Napoli

## "MARINE WAVES"

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in January, the LR scheme is likely to attract widespread attention.

APL says it worked closely with LR to develop this new process, which is an extension of Lloyd's Register's existing Hull Renovation Scheme and will, APL claims, "help to raise the bar on hull maintenance and reduce the environmental impact of older vessels". To date, two of APL's 15-year-old 3,821 TEU A-class vessels - APL Alexandrite and APL Almandine - have undergone the highly stringent HAS verification process. A third ship - APL Amazonite - is currently undergoing the same assessment scheme.

"The Hull Renovation Scheme is a comprehensive hull assessment, renovation and certification service that helps owners and operators to enhance the condition of their ships' hulls, making them comparable to ships of a lesser age," says Brian Henry, global manager, Ship Inspection and Assessment Services, Lloyd's Register. "The HAS verification process involves a similar program of assessment and renovation, but the process will be repeated every two-and-a-half years, making it even more rigorous. Our assessment of APL's two vessels concluded that their hull structure continues to be similar to that of a typical five-year-old vessel," added Mr Henry.

**SAFETY WELFARE - Welfare Wide Of The Mark.** A recent study has revealed that the services provided by many maritime welfare agencies are no longer meeting the needs of those at sea. The report from the Cardiff-based Seafarers' International Research Centre and commissioned by the ITF's Seafarers' Trust found that the port-based facilities that have been so painstakingly built up to help seafarers are now being bypassed as a result of the degradation of social life at sea.

It seems that Seafarers may now work a whole contract term without ever seeing a welfare worker, simply because port calls do not allow them the time to visit onshore facilities. It also pointed to a near complete absence in facilities offered by companies, many of whom have tended to rely on the agencies to look after the social needs of their employees. Once again, ship to shore communications emerged as one of the most mentioned concerns, with the majority of ratings still not allowed to use email when at sea - despite its existence on most vessels. The responses suggested that its exclusion was often an arbitrary decision made by the captain,

and that access to email for all onboard would be one of the most significant changes that could be made to improve seafarers' lives.

Tom Holmer, Secretary of the ITF's Seafarers' Trust, commented: "Dramatic though these results are, they will not come as a complete surprise to ourselves and our friends in the maritime welfare community, who are already planning ahead to meet this change. We have all suspected for some time that despite the magnificent efforts the agencies have made for so long, the services are no longer always getting through. The loss of shore leave, more than anything else, has brought us to a world where accommodation and services offered in seafarers' centres must now be supplemented by a raft of new types of support."

### **Boston Ship Traffic Moved to Avoid Endangered Whales:**

For the first time in the United States, ship traffic lanes were shifted to reduce the risk of collisions between large ships and whales. As of July 1, ships transiting in and out of Boston Harbor in shipping lanes must travel a different path. The lanes have been rotated slightly to the northeast and narrowed to avoid waters where there are high concentrations of North Atlantic right whales, a critically endangered species with only about 300 animals left alive. The International Maritime Organization approved the U.S. proposed lane revision last December. Since then, navigational charts have been updated with the revision. Researchers calculated the density of whales in the Stellwagen Bank National Marine Sanctuary to determine if collision risks in the area could be reduced by moving the shipping lanes. The U.S. Coast Guard assessed safety and navigational effects of the shift on commercial ship traffic.

About 3,500 ship transits occur within the Stellwagen Bank National Marine Sanctuary every year, with the vast majority using the lanes. The shift rotated the east-west leg of the lanes by 12 degrees to the north, and lengthened the north-south lane to account for this adjustment. The lanes themselves were narrowed by one-half mile, to a width of 1.5 miles each. The width of the buffer between outgoing and incoming traffic was not affected. The lane shift adds 3.75 nautical miles to the overall distance and 10 to 22 minutes to each one way trip. It also improves safety by moving large

ship traffic further away from areas frequently used by smaller fishing boats, and by reducing chances of damage to large ships owing to collisions with whales or with other ships while attempting to avoid whales. "This is a large part of NOAA's effort to work with its partners and industry to improve the prospects for endangered North Atlantic right whales. The population is vulnerable since they are particularly susceptible to collisions with ships," said Conrad Lautenbacher, administrator of the National Oceanic and Atmospheric Administration, NOAA. "We have extensively studied ship traffic and whale behavior and have devised this measure to provide a much safer environment for ships and the whales while at the same time being the least disruptive to the economy," Lautenbacher said.

"This change highlights how the Coast Guard protects people from the sea and the sea from people," said Coast Guard Captain Liam Slein, First Coast Guard District Chief of Prevention. "Whale collisions with ships pose a significant hazard that we needed to better control. We expect this small change will protect numerous whales while also reducing the damage and hazards such collisions cause," he said. U.S. Senator Judd Gregg, a New Hampshire Democrat, said, "The relocation of the shipping lanes is the culmination of years of research and negotiation. I commend the USCG and NOAA for their hard work. I am hopeful that this action, in concert with our other efforts, will result in a more stable and healthy whale population, and will help prevent the unnecessary ship strike deaths of the very endangered right whales."

### **Kentucky Utility Must Spend \$650 Million on Pollution Controls:**

The East Kentucky Power Cooperative, a coal-fired electric utility based in Winchester, Kentucky, will spend \$650 million on pollution controls and pay a \$750,000 penalty to resolve violations of the Clean Air Act at its three plants, the federal government said Monday. The U.S. Department of Justice and the U.S. Environmental Protection Agency, EPA, said that as part of a national effort to reduce harmful air emissions from coal-fired power plants, the two agencies have reached settlements with 12 coal-fired power plants since 1999.

The combined effect of these settlements will reduce emissions of air pollutants that

cause smog, acid rain and haze by more than one million tons each year, the two agencies estimate. The utility will install state-of-the-art pollution control equipment to reduce emissions of pollutants by more than 60,000 tons per year. These actions will reduce annual emissions of smog-forming nitrogen oxides by approximately 8,000 tons and sulfur dioxide by more than 54,000 tons per year from its Spurlock, Dale, and Cooper plants when the controls are fully implemented. By installing these pollution control measures, the plants will emit 50 percent less nitrogen oxides and 75 percent less sulfur dioxide as compared to 2005 operations.

In addition, the utility will construct and demonstrate new technology to reduce sulfuric acid mist emissions, a known public health threat. "Sulfur dioxide and nitrogen oxides can cause serious respiratory problems and exacerbate asthma conditions," said Granta Nakayama, EPA assistant administrator for the Office of Enforcement and Compliance Assurance. "This settlement will improve air quality and protect public health for the residents of eastern Kentucky and surrounding areas." In 2004, the EPA and DOJ filed a lawsuit against the utility for illegally modifying and increasing air pollution at two of its coal-fired power plants. The government cited the utility for constructing modifications at its plants without first obtaining necessary pre-construction permits and installing required pollution control equipment, required under the New Source Review provisions of the Clean Air Act. Without the required permits or pollution control equipment, the modifications allowed the facilities to increase their electricity and steam production rates and therefore emit more pollutants. Monday's proposed agreement, lodged in the U.S. District Court for the Eastern District of Kentucky, is subject to a 30-day public comment period and final court approval.

### **Demand for low sulphur fuel oil (LSFO) in the Antwerp-Rotterdam-Amsterdam (ARA) bunker market is already starting to climb**

as ship operators prepare for the latest Sulphur Emissions Control Area (SECA). The North Sea and English Channel will become a SECA under European Union (EU) regulations from August 11, and under International Maritime Organization (IMO) rules from

November 22. One bunker supplier, quoted by Platts, said sales of LSFO had trebled since the start of June. Another said vessels planning to be outside the area for the next few weeks were taking on LSFO in preparation for their return. A broker, speaking to Bunkerworld last week, confirmed that demand for LSFO had climbed, adding that most enquiries were for small quantities. The broker said availability of low sulphur product was not a problem. Not all ARA suppliers are offering LSFO. One of the smaller players, which has so far stayed out of the low sulphur market, told Bunkerworld it would be "considering its position at the end of the year."

SECA regulations require shipowners to use bunkers with a sulphur content of 1.5% or less.

The world's first SECA came into force in the Baltic Sea last year. The Rotterdam fuel oil barge trade has shown few signs of supporting moves to establish an alternative to the Platts benchmark price.

### **The Argus Fuel Oil Bulletin Board (AFOBB)**

was introduced by Argus Media at the beginning of this year. It was welcomed by some bunker suppliers and traders in Rotterdam who said they had become frustrated with what they saw as short-comings in the Platts methodology. Argus saw a record in activity on May 11, when 170,000 metric tonnes (mt) of high-sulphur fuel oil (HSFO) barge deals were submitted by traders from more than 20 companies. But one player in the Rotterdam bunker market has told Bunkerworld that while the AFOBB was a good information source, its importance in the market remained limited and most companies continued to price off Platts. Peter Caddy, Business Development Director at Argus acknowledged to Bunkerworld that although the AFOBB had two sessions each day for participants to report fuel oil barge deals, the massive majority were reported in the afternoon. "I think people get used to certain markets operating in certain ways," Caddy said when asked about the lack of trade during the first of the two AFOBB sessions. "We cannot force them to change." One of the main criticisms of the benchmark methodology used by Platts was that it used a once-a-day, market-on-close system. Caddy said the AFOBB was still a robust price index and that on average there were 40 transactions and 200 bids, offers and deals posted on the system each day. He added that the success of the Argus price

as a benchmark would only really be known towards the end of the year, when 2008 contracts are negotiated.

Chemoil Corporation wants to increase a waterfront storage facility in Long Beach by a third to make space for more clean fuels that meet environmental regulations in California.

Public hearings were taking place in Long Beach last month on the proposed 130,000 barrel expansion as port authorities prepared an environmental impact report. The facility currently has 465,000 barrels capacity. The proposal, which includes building two new storage tanks, requires final approval by the Long Beach Harbor Commission. Chemoil told Bunkerworld that it expects the tanks to be ready during 2008, providing the proposal gets the go-ahead.

Chemoil has been offering low-sulphur marine diesel oil (MDO) in Los Angeles, meeting the California Air Resources Board (ARB) auxiliary engine fuel regulations introduced in January. It said increased storage capacity would support continued growth in demand for low-sulphur MDO.

### **A Malaysian player plans to be operating bunkering terminals in three ports in Malaysia's Sabah state**

by the end of 2008. Sabah Port Sdn Bhd, a subsidiary of Malaysia-listed Suria Capital Holdings Bhd, has completed 45% of the first phase of the construction on an oil storage terminal at the new Sapangar Bay Container Port (SBCP). It started bunkering there last month. Phase one of the oil terminal project will create 45,000 metric tonnes (mt) of storage space for bunker products by mid-2008. "We currently have a 400 deadweight tonnes (dwt) single-hulled and a 2,000 dwt double-hulled bunker tanker doing deliveries in SBCP," a company official told Bunkerworld. The company is also constructing a 30,000 mt bunkering terminal in Lahad Datu port on the east coast, and has started a preliminary study to build a 20,000 mt terminal in Sandakan port. The two new bunkering terminals, including phase two development for the terminal at SBCP, are expected to be operational by end of next year.

**Crude Oil prices softened slightly early this week, dipping** towards \$72 after hitting a 10-month high on Monday. But analysts,

quoted by Reuters, predicted that increasing crude oil demand from U.S. refiners would soon push prices higher. "All of the ducks are lining up in terms of upward price pressure," said Frances Hudson, investment director, strategy at Standard Life Investments. "We're reaching the peak of the driving season and I do wonder how much we are also seeing a rise in the geopolitical element of the oil price," she added, referring to attempted bombings in London last week and an attack on Glasgow airport.

Police suspect an al Qaeda-linked plot. Although crude stocks in the United States, the world's top consumer were at a nine-year high, some analysts were forecasting they would drop rapidly as refiners there returned from maintenance. The International Energy Agency, representing 26 consumer nations, repeated its call on Monday for OPEC to increase output.

But OPEC remained reluctant. "The issue is not oil production. We have enough...oil in the market," Venezuelan energy minister Rafael Ramirez told an Iranian newspaper in remarks published this week. Even while crude oil prices were beginning to soften on Tuesday, Asian fuel oil prices were pushing ahead to record-highs, but buying sentiment was reported to be weakening and players were behaving cautiously. Meanwhile, the cost of transporting oil by sea has been falling. The world's leading crude oil freight routes from the Gulf were close to their lows for this year at the start of the week, but analysts said the freight market was not on the brink of collapse. Ship brokers said VLCC freight rates from the Gulf to Japan, the world's benchmark crude route, were close to the lows hit in January.

Analysts said rates were pressured by long-standing OPEC cuts, refinery maintenance in Asia, high stocks in the United States and bulging ship supply.

**Commercial tests are about to start on a flow meter** which its manufacturer claims can measure bunker deliveries by mass, excluding air held in suspension. The Foxboro Coriolis Meter has been developed by Invensys, a global industrial automation, controls and transportation group, in partnership with Oxford University in the United Kingdom.

A spokesperson for Invensys said the



system would ensure ship owners "only paid for the mass of fuel that was delivered." The spokesperson said the oil major BP had been testing the system and had asked Invensys to produce two test skids incorporating the Foxboro Coriolis Meters to be used in sea trials off Singapore in the coming months. He said the aim was to see if the performance measured in the laboratory could be "scaled up" into a commercial application. "It is difficult to replicate the large volumes of bunker fuel pumped at a port, within the laboratory. So by undergoing this further test, calibration factors can be calculated accurately and the profile of different fuels can be analyzed. We are confident that the Coriolis Meter will pass with flying colours", said Bob Jones, Foxboro's Global Sales Director.

Invensys says the project had the support of the Maritime and Port Authority of Singapore (MPA). There has long been concern about the "cappuccino effect" produced by air entering bunker material during delivery.

### **Unscrupulous shipmanagers have been recording false bunker tank readings**

to defraud charterers and owners, according to the maritime news service TradeWinds. It said false sounding pipes placed inside bunker tanks were used to give misleading readings.

The allegations follow remarks by Barber Ship Management president Geir Sekkesaeter last month that owners were being cheated by some management companies who initially undercut reputable operators by as much as 40%, only to resort to fraud to recover their losses. Barber is a division of the Norway-based Wilhelmsen Maritime Services. TradeWinds said that it had been told that the areas of fraud extended to bunker fuel readings. "False fuel pipes allow bunker levels to be fraudulently portrayed as higher than they really are on delivery of a ship to a charterer and lower when it is handed back to the manager," it said. It claimed major players were employing undercover detectives to expose the bunker fraud. Sekkesaeter meanwhile has welcomed an initiative from the trade association Intermanager to make costs transparent.

A UK shipping analyst has warned that many major ports will soon be operating at capacity and will struggle to handle a growth in world trade, particularly in terms of container traffic.

MDS Transmodal has predicted a handling capacity shortfall of 85.2 million twenty foot equivalent units (TEUs) in the world's major ports by 2011. The consultancy said its research highlighted the "pressing" need for new capacity. "This exists as a result of the relentless growth in world container trade and is a major challenge to be faced by the world's port industry," said managing director Mike Garratt, quoted by Lloyd's List. He said ports favoured by liner trades were the most vulnerable. "Theoretically many countries could be shown to possess more than enough port capacity at the national level to meet demand," said MDS Transmodal. "However, most of the recent and future growth in demand is focused on a relatively small number of major ports and potential shortfalls in capacity are likely at many of these."

### **Two shipping organisations have backed US proposals**

in the debate on how best to reduce pollution from ships. The World Shipping Council (WSC), which claims its member liner shipping companies carry over 90% of the world's containerised cargo, and the Pacific Merchant Shipping Association (PMSA) announced their endorsement last month. The US proposals, submitted to International Maritime Organisation (IMO), is one of six options under consideration as the IMO moves to amend Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). They call for stringent emission requirements for ships operating in coastal areas where air quality problems are acute. "The US government's approach is comprehensive in its scope, would achieve aggressive environmental objectives, and does so with an internationally consistent regulatory approach," the WSC said in a statement. The US proposals call for the burning of fuels with a sulphur content in the range of 0.1% in clearly defined coastal areas. "Our industry recognises

(Contd. on page 13)



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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 YEARFOR B.E. MECHANICAL ENGINEERING GRADUATES ONLY				
4. 5.	HIGHER NATIONAL DIPLOMA (HND) IN :- 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 COURSEPART 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 MARITIMESTUDIES (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	06 / 03 - 21 / 03 02 / 04 - 18 / 04	07 / 05 - 23 / 05 04 / 06 - 20 / 06	RS.10,000	Rs.12,000
13.	GMDSS(MCA, UK APPROVED) 10 days	15 / 01 - 25 / 01 19 / 02 - 02 / 03	20 / 03 - 31 / 03 17 / 04 - 28 / 04	22 / 05 - 01 / 06 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 03 / 04 - 14 / 04	01 / 05 - 12 / 05 12 / 06 - 23 / 06	Rs.5,000	Rs.6,800
15.	SPECIALISED TANKER SAFETY UPGRADATION COUSE (DGS APPROVED) 2 days	16 / 01 - 17 / 01 20 / 02 - 21 / 02	20 / 03 - 21 / 03 17 / 04 - 18 / 04	22 / 05 - 23 / 05 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 06 / 02 - 10 / 02 20 / 02 - 24 / 02	06 / 03 - 10 / 03 20 / 03 - 24 / 03 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 20 / 02 - 24 / 02 06 / 03 - 10 / 03	20 / 03 - 24 / 03 28 / 03 - 01 / 04 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	06 / 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 01 / 02 - 03 / 02 15 / 02 - 17 / 02	01 / 03 - 03 / 03 15 / 03 - 17 / 03 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 05 / 02 - 07 / 02 19 / 02 - 21 / 02	06 / 03 - 07 / 03 19 / 03 - 21 / 03 06 / 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	08 / 01 - 10 / 01 22 / 01 - 24 / 01 08 / 02 - 10 / 02 22 / 02 - 24 / 02	08 / 03 - 10 / 03 22 / 03 - 24 / 03 09 / 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 12 / 02 - 13 / 02 26 / 02 - 27 / 02	12 / 03 - 13 / 03 26 / 03 - 27 / 03 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

- N.B. 1. ALL CANDIDATES MUST PRODUCE A MEDICAL CERTIFICATE VIDE MEDICAL EXAMINATION (SEAFARERS) CONVENTION 73 UNDER ILO CONVENTION 147, IN THE ORIGINAL, PLUS ONE COPY. ORIGINAL WILL BE SIGHTED, COPY WILL BE RETAINED  
 2. ONE COPY OF COC / COP IS REQUIRED.  
 3. PASSPORT SIZE PHOTOGRAPHS REQUIRED : TWO FOR GMDSS(U.K), THREE FOR GMDSS (IND) AND ONE FOR ALL OTHER STCW COURSES  
 4. BOOKING WILL BE MADE ONLY ON PAYMENT OF FEES. DEMAND DRAFT MAY BE SENT IN FAVOUR OF DIRECTOR, AMET, PAYABLE AT CHENNAI. CHEQUES NOT ACCEPTED. CASH ACCEPTED.  
 5. BOILER SUIT (OVERALL) IS REQUIRED FOR PSC&RB, PST AND PFPP COURSES.

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that, in order for an international regime developed at the IMO to be accepted, it must be environmentally effective. We have endorsed the US approach because it is comprehensive, environmentally effective, and would provide a predictable and stable set of international standards, which the industry needs to operate effectively," said Adolf Adrion, Chairman of the World Shipping Council and President and CEO of Hapag-Lloyd Container Lines. In other remarks, Knud Pontoppidan, Executive Vice-President of A.P. Moller-Maersk said: "We rely on the IMO to now take decisive and effective actions and establish strict international air emission standards that will be adopted and respected world wide. Only thereby can we avoid unilateral and regional solutions." Among the other options being considered by the IMO is an end to the use of residual bunker fuels by switching to distillate products. Questions are being asked about who should pay for the salvage operation that pulled the Pasha Bulker off a sandbar near the Australian port of Newcastle. There is also concern about how the 40,000 tonne bulk coal carrier came to be driven ashore at all. The vessel was successfully towed off this week, 25 days after stranding during a severe storm. The cost of the salvage operation, which was overshadowed by fears that some of the bulkers' bunker fuel might leak into the water, has been estimated at around \$4.24 (5 million Australian dollars). Lawyers representing the ship's owner, Fukuji Kisen, have so far declined to comment about who is going to pay the bill.

The Ports Minister for the Australian state of New South Wales, Joe Tripodi, has said the full cost of the salvage operation will be claimed against the owner.

Some local opposition politicians have called for an inquiry into why the Pasha Bulker and two other vessels appeared to have ignored directions to move further out to sea in the hours before the vessel ran aground.

**TN's Kattupalli port picked for Larsen and Toubro's Rs. 2,000 cr shipyard. The facility will be the country's first shipyard equipped to build very large crude carriers:** Mumbai: Giving a major boost to India's shipbuilding capabilities, Larsen and Toubro Ltd has chosen

Kattupalli port, in Thiruvallur district, near Chennai, as the location to build its over Rs2,000 crore mega shipbuilding yard. "An announcement in this regard will be made within the next two weeks," said a person familiar with the development who did not wish to be identified. Kattupalli was chosen over other contenders such as Mundra in Gujarat and Kakinada in Andhra Pradesh. The new shipyard from India's largest engineering and construction firm is likely to start building ships by the end of 2008 or in early 2009, and the first ship will be completed in 2010. The proposed facility will be the country's first shipyard equipped to build very large crude carriers (VLCCs) with a capacity of 3-3.5 lakh dwt (dead weight tonnage or tonnes, a measure of the cargo-carrying capacity of a ship).

India has extremely limited shipbuilding capacity, which has hampered the fleet expansion plans of domestic shipping firms as most global shipbuilding yards too have full order books.

The country has around 20 shipyards, the majority state-owned, but none has the kind of capacity Larsen and Toubro is talking about at its new yard. Cochin Shipyard Ltd, which can build the largest ships currently, can build ships of a capacity up to 1.1 lakh dwt.

Mint had reported on 21 February that Larsen and Toubro was close to finalizing a location near Chennai as the site for its mega shipbuilding facility. Kattupalli port, one of the 12 minor ports owned by the Tamil Nadu government, has been earmarked for development through private investments.

Larsen and Toubro has hired a European consultant to develop a master plan for the facility. The company also plans to bring in a Japanese or Korean shipyard as a technology partner, the senior official said. Larsen and Toubro is currently scouting for a person to head its shipbuilding business, which will be hived off into a separate subsidiary, in line with Larsen and Toubro's strategy to pursue large new businesses through separate companies.

The greenfield yard, spread across 1,500 acres, will have the capacity to build five very large crude carriers, 20 Suezmax carriers and repair 50-60 ships a year. A Suezmax carrier is a tanker that can pass through the Suez Canal when fully loaded and usually has a capacity between 1.2 lakh dwt and two lakh dwt. The company ventured into shipbuilding last year by

converting part of its heavy engineering facility at Hazira, near Surat in Gujarat, into a yard that could build three mid-size ships, of up to 150m in length, and with capacities of between 15,000 dwt and 20,000 dwt in a year. It is currently building four ships worth Rs440 crore in aggregate, for Netherlands-based Rolldock (formerly Zadeko Ship Management Company) in Hazira. Although the company is now expanding the capacity of the Hazira yard to make eight ships a year, it cannot make bigger ships there. The yard opens into a river that has limited draft (depth, in shipping terminology). That explains its decision to build a new yard at Kattupalli port.

Larsen and Toubro has broadened the scope of its new shipyard to make it into an integrated port-cum-shipyard facility. This will help spread the cost of constructing breakwater and dredging the channel to third-party users of the port as well, which will mean higher profits for the company. "Larsen and Toubro needs to invest heavily in constructing a breakwater and for dredging the port. It makes commercial sense that the cost be shared by a port and a shipyard", this person said. Breakwaters are structures constructed on coasts as part of coastal defence or to protect an anchorage from the effects of weather and longshore drift. Dredging helps deepen the channel of a port to allow bigger ships to enter for loading and unloading cargo. These two activities typically account for about half the cost of building a new port.

The cost of breakwater and dredging will be shared by two entities in the Larsen and Toubro fold. The firm already has a port operating subsidiary named International Seaports Ltd, which operates cargo handling facilities at Kakinada port, Haldia port and the upcoming Dhamra port. It also has a dredging joint venture called International Seaport Dredging Ltd with Dutch firm Dredging International NV. With capacity in traditional shipbuilding countries, such as Japan, Korea and Norway, booked for the next few years, fleet owners have started looking at new destinations, such as China and India.

India shipbuilding industry is expected to grow at 30% a year, according to a report prepared by Mumbai-based consultancy firm i-maritime. India's share in global shipbuilding is expected to be around 15%, or \$22 billion, by 2020 from the current 0.4%, aided mainly by cost competitiveness and ample supply of skilled manpower, the i-maritime report

said. High building grade steel which used to be imported earlier, is now made by state-run Steel Authority of India Ltd. Local builders, such as ABG Shipyard Ltd and Bharati Shipyard Ltd, are also expanding by acquiring existing yards or building new ones.

## **World Meteorological Organization Chief to address IMO environment meeting Marine Environment Protection Committee (MEPC) - 56th session: 9 - 13 July 2007:**

Mr. Michel Jarraud, Secretary-General of the World Meteorological Organization (WMO) is scheduled to address the opening session of the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), when it meets for its 56th session from 9 to 13 July, at the Horticultural Halls, London. Mr. Jarraud's participation in the MEPC, on the invitation of IMO Secretary-General Mr. Efthimios E. Mitropoulos, comes as part of a series of events focusing on environmental issues, leading up to the celebration of World Maritime Day on Thursday, 27 September 2007, under the theme "IMO's response to current environmental challenges". The theme was chosen to give IMO the opportunity to focus on its environmental work (both past and present) and thus intensify its efforts to add the Organization's contribution to that of the international community to protect and preserve the environment.

There are close links between IMO and WMO, given the need for meteorological data, including forecasts and warnings to mariners, in order to support the safety of life at sea. Data on ocean currents and winds are also of relevance if there is an oil slick or other form of pollution. Through the National Meteorological and Hydrological Services (NMHSs) of its 188 Members, WMO has played a crucial role in detecting, and alerting humanity to, climate change and is now at the forefront of responding to this challenge. Its work in this area has included: the publication of the first authoritative statement on the accumulation of carbon dioxide in the atmosphere and the potential impact that this process might have on the earth's climate (1976); the establishment of the World Climate Research Programme (1979) and the Intergovernmental Panel on Climate Change (IPCC) (1988); and the

development and adoption of the United Nations Framework Convention on Climate Change (1992).

Mr. Jarraud is expected to highlight, to the MEPC, the latest findings and projections from the IPCC, including progress made in understanding human and natural drivers of climate change, observed change, climate processes and attribution, as well as estimates of future change. He is also expected to welcome the work of the IMO, through the MEPC, in addressing air pollution from ships, in particular the reduction of greenhouse gas emissions from ships. The MEPC has a packed agenda, which includes the further consideration of options to reduce air pollution from ships; the current draft of a proposed ship recycling convention; issues relating to the implementation of the 2004 Ballast Water Management Convention; and the proposed adoption of a number of amendments to the MARPOL Convention for the prevention of pollution from ships.

## **UNEP World Environment Day 2007. Melting Ice - a Hot Topic?**

In support of International Polar Year, the United Nations Environment Programme (UNEP) World Environment Day theme selected for 2007 focuses on the effects that climate change is having on polar ecosystems and communities, and the ensuing consequences around the world.

### **IMO's work in relation to climate change:**

There is no doubt that shipping is a clean, green, environmentally-friendly and very energy-efficient mode of transport. Overall, it is only a small contributor to the total volume of atmospheric emissions. Nevertheless, significant reductions in harmful emissions from ships and increases in fuel efficiency have been achieved over the past decades through enhancements in the efficiency of engine and propulsion systems and improved hull design. Larger ships and a more rational utilization of individual vessels have also contributed significantly to reducing the amount of energy needed to transport a given unit of cargo.

Carbon emissions and fuel efficiency are directly linked. Less fuel consumption means smaller GHG emissions. Shipowners have always sought to minimize their fuel costs for commercial reasons, as fuel represents a significant proportion of their total voyage costs. Their methods have included using the

shortest, safest and, therefore, most environmentally-sound routes between ports; economies of scale (the largest container ships being built now hold approximately 12,000 containers as opposed to 5,000 in 1990), and optimization of hull design, engine technology and propeller design.

In recent decades, improved hydrodynamics in vessel hull design have brought reductions of between two and four per cent in fuel consumption. Improved propulsion systems and, in particular, propeller design have realized similar reductions. Better engine efficiency has resulted in even larger reductions. A new engine with the same power output consumes about 10 per cent less fuel than its predecessor, installed, say ten years ago. Of course, the long operational lifetimes of ships, on average about 25 years, does mean that the emission benefits associated with such new technology take a long time to achieve their full effect.

## **MARPOL Annex VI - regulations for the prevention of air pollution from ships:**

Work on the prevention of air pollution from international shipping started in IMO as long ago as the late 1980s. Annex VI to the MARPOL Convention, dealing specifically with that issue, was adopted at a Diplomatic Conference in September 1997. It entered into force on 19 May 2005 and set limits on nitrogen oxide (NOx) and sulphur oxide (SOx) emissions from ship exhausts as well as prohibiting installation and deliberate emissions of ozone-depleting substances.

Only two months after MARPOL Annex VI entered into force the IMO's Marine Environment Protection Committee (MEPC) agreed in July 2005 that it should undergo a general revision in the light of technical development since its adoption eight years earlier and the need to reduce air pollution from all sources, including shipping. The work was set on the agenda for the Sub-Committee on Bulk Liquids and Gases (BLG) and the Sub-Committee has considered the issue at two ordinary sessions and at an intersessional meeting. Very good progress has been made on many important issues but what has caught the eye of the press is the polarized debate on a possible global switch to distillate fuel for all ships.

In response to the large number of different proposals considered by the BLG Sub-Committee, IMO Secretary-General

Efthimios E. Mitropoulos announced his intention at the meeting to propose the establishment of a cross government/industry scientific group to evaluate their overall effects. Mr. Mitropoulos will propose, to the forthcoming fifty-sixth session of IMO's Marine Environment Protection Committee (MEPC), scheduled for July, the commissioning of a comprehensive study, with specific terms of reference, to address as many of the issues in hand as possible, so as to enable the Committee to make learned and sound decisions at the appropriate time and to approve and adopt robust standards within the agreed timetable.

He expressed the hope that by adopting an inclusive approach engaging governments, all relevant industry sectors and the scientific community, a clearer understanding of the "big picture" could be gained, enabling proposals for regulatory amendments to be made to the MEPC that would be both workable and capable of achieving the agreed objectives.

**IMO's work on reduction of greenhouse gases (GHGs) from ships:** Since the adoption of the air pollution regulations in MARPOL Annex VI in 1997, the MEPC has engaged in further discussion on ways to reduce emissions of climate change gases from international shipping, including CO<sub>2</sub>. An IMO study into GHG emissions from ships was undertaken and, in May 2000, the Organization decided to prohibit the use of perfluoro carbons (PFCs) onboard ships. PFCs have extremely long atmospheric lifetimes (in excess of 5000 years) and possess high global warming potential.

Although no mandatory instrument has yet been adopted by IMO to cover the emission of GHGs from ships, IMO has given ample consideration to the matter, leading to the adoption of Assembly resolution A.963(23) - IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships (GHG) in December 2003.

In the first years of the new millennium, the MEPC's work related to the reduction of GHG emissions from ships was focused on the development of a GHG Indexing Scheme for ships. Interim Guidelines for Voluntary Ship CO<sub>2</sub> Emission Indexing for Use in Trials were approved at MEPC 55 in July 2005. The objective of the interim Guidelines is to establish a common approach for trials on voluntary CO<sub>2</sub> emission indexing, which will enable

shipowners to evaluate the performance of their fleet with regard to CO<sub>2</sub> emissions. As the amount of CO<sub>2</sub> emitted from a ship is directly related to the consumption of bunker fuel oil, CO<sub>2</sub> indexing will also provide useful information on a ship's performance with regard to fuel efficiency.

MEPC has now received results from hundreds of trials conducted over several years. A huge volume of CO<sub>2</sub> data exists and MEPC is currently considering the development of a central database to make the data accessible for comparison and further studies by Member States and the shipping industry. MEPC has observed that identical ships in seemingly similar trades produce different results; the difference may result from different weather conditions or from operational differences concerning the specific utilization of individual ships involved in the trials; issues such as the length of time spent waiting in port areas, the length of ballast voyages, whether the ship is fully laden or not, can all make a difference.

The most comprehensive assessment to date of the contribution made by international shipping to climate change is contained in the IMO Study on GHG Emissions from Ships published in June 2000 (MEPC 45/8). This study established that ships contributed 1.8 per cent of the world's total CO<sub>2</sub> emissions (for 1996) and also states that there is no other mode of transport that has a better record according to the transport work carried out.

Nevertheless, it identified a number of areas in which there was considerable potential for the further reduction of CO<sub>2</sub> emissions from ships, such as optimization of hull shape, hull maintenance, propeller design and maintenance, fuel choices, machinery monitoring, ship-routing considerations including speed reduction, and optimising vessel trim, engine performance, propeller pitch and rudder angles.

The study cautioned, however, that if none of the measures are applied, the projected annual growth in fleet size could lead to an increase in fuel consumption of some 70 per cent between the years 2000 and 2020.

The most recent discussions on GHG within IMO were at MEPC 55, in October 2006, where further follow-up to resolution A.963(23) was considered. MEPC 55 decided to update the IMO GHG Study to give a better foundation for

## 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.**

future decisions and to help in the follow-up to resolution A.963(23). MEPC 55 further agreed to revisit the issue of the terms of reference for and the scope of the update of the IMO Study at the next session and invited Member States and observers to submit their input.

MEPC 55 (October 2006) noted that climate change caused by GHG emissions from burning fossil fuel was a steadily growing concern for most countries, and that scientists had found more and more proof that a connection exists. It agreed that the threat from global warming was far too serious to be ignored and the shipping industry, although an already environmentally friendly and fuel efficient mode of transport, must take action. IMO recognized in resolution A.963(23), that the projected adverse effects of climate change and acidification of the world's oceans called for measures to limit or reduce the emissions from international shipping. MEPC 55 adopted a work plan with timetable for IMO's future work on reduction of GHG from ships and agreed that IMO should maintain its leading position, to avoid unilateral action either on a global, regional or national level. MEPC should continue to take the lead in developing GHG strategies and mechanisms for international shipping and co-operate closely with other relevant UN bodies.

The next GHG discussion within IMO will take place at MEPC 56, to be held in July 2007. In accordance with the above mentioned work plan, the main issues during that session will be to consider;

methodology for CO2 emission baseline(s) and technical, operational and market-based methods for dealing with GHG emissions and terms of reference for the update of the IMO GHG Study.

IMO continues to work on reducing harmful emissions from shipping, a transport industry vital to world trade and development.

**Antarctic - a special areas under MARPOL 73/78:** The Antarctic Area is a special area under MARPOL Annex I (prevention of pollution by oil), Annex II (Noxious Liquid Substances) and Annex V ((prevention of pollution by garbage from ships) ). With respect to Annex V, the area covered lies south of latitude 60 degrees south.

This means that discharges of oily wastes and any discharge into the sea of noxious liquid substances or mixtures containing such substances are prohibited.

Under Annex V, the Governments of countries which have ports from which ships depart en route to or arrive from the Antarctic area, undertake to ensure that adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them.

The flag States are obliged to ensure that all ships entitled to fly their flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.

**Ships operating in Arctic ice-covered waters:** IMO has approved Guidelines for ships operating in Arctic ice-covered waters issued as MSC/Circ.1056/MEPC/Circ.399 in December 2002.

Ships operating in the Arctic environment are exposed to a number of unique risks. Poor weather conditions and the relative lack of good charts, communication systems and other navigational aids pose challenges for mariners. The remoteness of the areas makes rescue or clean up operations difficult and costly. Cold temperatures may reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction. When ice is present, it can impose additional loads on the hull,

propulsion system and appendages.

The Guidelines for ships operating in Arctic ice-covered waters are intended to address those additional provisions deemed necessary for consideration beyond existing requirements of the SOLAS Convention, in order to take into account the climatic conditions of Arctic ice-covered waters and to meet appropriate standards of maritime safety and pollution prevention. The Guidelines aim to promote the safety of navigation and to prevent pollution from ship operations in Arctic ice-covered waters, and are currently recommendatory.

Not all ships which enter the Arctic environment will be able to navigate safely in all areas at all times of the year. A system of Polar Classes has therefore been developed to designate different levels of capability. In parallel to the development of the Guidelines, the International Association of Classification Societies (IACS) has developed a set of Unified Requirements which, in addition to general classification society rules, address all essential aspects of construction for ships of Polar Class. Meanwhile, the Sub-Committee on Ship Design and Equipment (DE), at its 50th session in March 2007, commenced work on developing amendments to the Guidelines for ships operating in Arctic ice-covered waters to make them applicable to ships operating in the Antarctic Treaty Area.

#### **Extension of the Guidelines to ships operating in the Antarctic:**

The Sub-Committee on ship Design and Equipment (DE), at its 50th session in March 2007, began work on developing amendments to the Guidelines for ships operating in Arctic ice-covered waters to make them applicable to ships operating in the Antarctic Treaty Area.

In addition to the inclusion of provisions relating to operation of ships in the Antarctic region, it was agreed that the Guidelines also needed to be generally updated in order to take into account technical developments since their approval in 2002, especially with regard to damage stability, double bottoms and the carriage of pollutants in spaces adjacent to the outer hull. The update should also consider the particularities of the Southern hemisphere with regard to environmental and port State control issues and should take account of the IACS Unified Requirements for polar ships and the Finnish ice navigation rules.

The Sub-Committee noted the view that special consideration should be given to passenger ships that only visit the Polar regions in summer.

#### **Navigational warning and search and rescue:**

The Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), in liaison with the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO), is in the stage of developing new areas in Arctic waters for the expansion of the World Wide Navigational Warning Service to provide navigational, metrological and other (including Search and Rescue) information. This is with regard to the increased use of the Arctic region by all elements of the maritime community; commercial, military, scientific and recreational, and the need for the Arctic Ocean to be respected as the other temperate oceans and navigated with similar concern for the presence of hazards to navigation.

**Guide for cold water survival:** The Maritime Safety Committee, at its 81st session in May 2006, provided enhanced guidance for passenger ships operating in cold water areas by approving the Guide for cold water survival (MSC.1/Circ.1185).

#### **Heavy grade fuel oil on ships in the Antarctic Sea:**

At its 54th session from 20-24 March 2006, the MEPC considered a proposal to enhance environmental protection in the Antarctic Sea by introducing a ban on the carriage of heavy grade oil (HGO), as defined in regulation 21 of the revised MARPOL Annex I, as cargo or as fuel.

The MEPC agreed that the proposal should be further considered by the Sub-Committee on Bulk Liquids and Gases (BLG). At the 11th session of BLG (16-20 April 2007) the majority supported the proposal but agreed that there remain important issues that need additional consideration and the Sub-Committee agreed to seek the MEPC's guidance on how to pursue the matter further.

#### **Shipping pollution reduces green value of organic foods:**

Canadians picking up organically grown food at the grocery store may not be helping the environment as much as they think they are. Pollution caused by the planes, ships and trains that bring the produce from places like Mexico and South America may offset much of the green good the food does, a study suggests. "If you are

buying it for environmental reasons, then perhaps some of the good things are being counteracted," agricultural economist Sean Cash of the University of Alberta said Thursday. Cash said organically grown foods typically don't use pesticides. That means more labour is required for things like weed-pulling. Labour is cheaper in distant, less-developed countries. Cash oversaw the study by five students in the university's department of rural economy. The study examined several examples of conventionally and organically grown fresh fruits and vegetables in six Edmonton grocery stores, including Save-On Foods, Safeway, Sobeys, Superstore, Organic Roots and Planet Organic. The produce included mangoes, green peppers, bananas, broccoli, pears and kiwis, which all typically travelled farther to get to the city when they were organically grown as opposed to conventionally grown, Cash said. The organic mangoes his students studied travelled 8,400 kilometres from South America.

The researchers used mathematical models to estimate the amount of carbon dioxide emitted by the trucks, trains, ships and planes which transported the goods to Edmonton. "If you are concerned about the environmental impacts of your food, you should be looking at where it is coming from," Cash said. "At the end of the day, especially since there are so many grey areas around the true environmental benefit of organic, that maybe minimizing those food miles is something we can do more of."

## **Can Shipping Corp sail out of choppy waters?**

At a time when key heads in the government like FM P Chidambaram are pressing for strengthening public sector enterprises by giving them more autonomy, a well-known PSU is crumbling under the indecisiveness of its ministry. Shipping Corporation of India (SCI), with its 75-odd ships, is fighting a losing battle to keep afloat with practically no support from government. The shipping mammoth, that was set up on October 2, 1961 by merging Eastern Shipping Corporation and Western Shipping Corporation - has reported a 3% decline in its net profit to Rs 1,014 crore.

While SCI's management attributes this fall in profit to choppy freight rates and rise in fuel cost, industry observers have a different take. They reckon this may be

just the beginning of the end for SCI. Two important divisions of SCI, which together bring in almost 65% of revenues, are without heads. After RK Mitra, director for Bulk Tankers retired in February, no replacement has been found. Director for Liner and Passenger Services, SS Rangnekar was not granted an extension. The treatment given to Rangnekar has sent shivers down spines of senior management at SCI. With 31 years of service at SCI, he had earned himself a reputation for being one of the oldest and most efficient employees on its rolls. "It is very painful to forget SCI," Rangnekar told TOI that he was not given any reason for his tenure not being extended. Outsiders say Rangnekar's ouster has also put four other directors on a sticky wicket as none of them, including the CMD, have been given a letter of confirmation by the shipping ministry. The letter is given after completing one year of probation of their five-year terms. Though some SCI officials insist that the letter of confirmation is just a formality, sources say it also sends out wrong signals to SCI's customers and its future partners, especially at a time when the company is fighting other odds. SCI is facing a shortage of offshore staff. While, private shipping companies are raising remunerations to hold on their staff, especially people working on the deck-side, SCI is losing seafarers every day as being a PSU it cannot raise salaries arbitrary for selective staff or change its composition.

"While most of SCI's ships have no second or third mates, the chief officers are also not available on almost half of the ships. Consequently, the company is forced to take permissions from the Mercantile Marine Department to sail without the required staff," said an industry official involved with placing seafarers on SCI's ships. This shortage of officers, say sources, will impact SCI's earnings in the coming quarters as lack of staff delays chartering of ships, thus, losing freight revenue amounting to several thousand dollars per day. SCI has also lost the race to beef-up its fleet because of lengthy government procedures. As against a private company which takes a decision within few hours to buy a ship, SCI takes 12-18 months to place an order for a new ship. SCI which owned 143 ships in 1996 now owns only 90 and if does not acquire more aggressively now, it will be left with about 50 ships only as most of its old ships will be decommissioned by 2011.

Although, SCI's a year and half old boss, S Hajara is sure the company will invest \$4 billion over the next five years to acquire 72 ships, observers say the plan may well remain on paper as most of the key 'decisions' are still at the mercy of political bosses.

## **The New Mangalore Port crossed another milestone on Friday as it became the second major port in India to have CCTV Surveillance System, only after the Chennai Port:**

Joint Secretary (Ports) of the Department of Shipping in the Union Ministry of Shipping, Road Transport and Highways Rakesh Srivastava inaugurated the system, established at a cost of Rs 34.5 lakh. The New Mangalore Port Trust (NMPT) that has already been termed as an ISPS Compliant Port, possessing the ISO 9001:2000 certificate for its quality and management, has now added another feather to its cap by having the CCTV Surveillance System. In his inaugural address, Mr Srivastava said the major and non-major ports in India constitute 95 per cent of the total Exim (export and import) trade of the country, and hence the ports played a prominent role in the elevation of the Gross Domestic Production (GDP) of the nation. The NMPT has abundant opportunities in the sector of fertilisers and foodgrains. India may need to import about 5,000 million tonnes of wheat in the coming years, and the New Mangalore Port can make the best use of this opportunity, he noted. If certain administrative problems can be tackled efficiently, it is not difficult to achieve greater heights in the ports sector, Mr Srivastava added.

Speaking on the occasion, NMPT Chairman P Tamilvanan said the CCTV Surveillance System was found inevitable for the port in the backdrop of the growing business and the rapid expansion of the port in the recent days. After constructing the deep draft berth, the business of the port has been multiplied. Now the port can handle vessels of over 75,000 tonne-capacity unlike the earlier years. The port has handled 9 lakh tonnes of fertilisers in the last year, he stated. Mr Tamilvanan said railway tracks were being laid both inside and outside of the port to ease the cargo movement. The port has handled an additional 1.8 million tonnes of cargo compared to the

(contd. on page 22)

**Sub: Procedure for certification of material / equipment /appliances used on Indian ships.**

Noting that the growth in the Shipbuilding industry requires a response from the Directorate General of Shipping (DGS) that leads to a speedier process of approval, certification and survey; and In supersession of existing guidelines and circulars for equipment/ material/appliances to be used in ship construction or ship repair; Where the Merchant Shipping Act 1958 as amended and rules framed there under require that particular equipment/material/appliances shall be used or provided in the hull or machinery of the ship; It is decided that henceforth :-

1. Where the equipment/material/appliances used is manufactured outside India, it should carry the Type, Approval /Individual Product Approval Certificate of the Maritime Administration of the country of manufacture (or the EC Type Approval if pertinent), or the Certificate of any of the following Classification Societies recognized by the Government of India on behalf of that Maritime Administration. It should also carry test reports, certifying testing according to the latest relevant IMO Code.
  - Lloyds Register
  - Bureau Veritas
  - Det Norske Veritas AS
  - American Bureau of Shipping
  - Germanischer Lloyds
  - Nippon Kaiji Kyokai
  - Indian Register of Shipping.
2. Where the equipment/material/appliances used are manufactured within India, it should have with it the Type Approval/Individual Product Approval of this Directorate General of Shipping (DGS).
3. The equipment/material/appliances should be sourced directly from the manufacturer or his certified agent in this country, or any of the approved vendors till the expiry of their Letter of Acceptance. Please note that the Letter of Acceptance by the Directorate General of Shipping will no longer be issued for any Product, or any equipment/material/appliances.
4. The inspection of the equipment/material/appliances for use on board ship and of its certificates will be done by the Indian Register of Shipping, who will also carry out the necessary verification and trials, including those of navigational, fire-fighting, life-saving, lights and sound signal, communication and other safety equipment/material/appliances.
5. DGS Surveyors would carry out an audit of the work of the Class periodically and as decided by the Administration.
6. Shipbuilders, Shipyards and Ship Repair facilities are reminded of their obligation to ensure that all equipment/ material/appliances used on ships is in conformity with the requirements of the Merchant Shipping Act 1958 as amended and rules framed there under and any subsequent applicable IMO guidelines. Should the shipyard/ shipbuilder equip the ship with equipment/material/appliances which are not approved or whose approvals cannot be verified from their certificates, the Class shall through their attending Surveyors record and inform the shipbuilder/shipyard of the non-conformity.  
Delays on account of any rectification involved shall be solely the responsibility of the shipbuilder/shipyard/ ship repair facility.

This issue with the approval of the Director-General of Shipping & ex-officio Addl. Secretary to Govt of India.

Sd/-

**(D. Mehrotra)**

*Dy. Chief Surveyor cum Sr. Dy. Director General of Shipping (Tech.)*

**Encl:- Instruction to Recognised Organisation/Surveyors.**

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**No.27-NT(2)/95-III. NT WING CIRCULAR NO : NT/ RADIO/ 02/ 2007.2nd July, 2007**

**SUBJECT :Report on activation of False DSC/INMARSAT/COSPAS-SARSAT Alerts.**

Attention of all MRCC, Indian Ship owners and operators, Masters and others concerned agencies is drawn to the following Circulars/ M.S. Notices issued by the Directorate.

1. MS Notice no. 5 of 1998.
2. MS Notice no. 14 of 1998.
3. MS Notice no. 18 of 1998.
4. MS Notice no. 19 of 1998.
5. MS Notice no. 7 of 1999.
6. MS Notice no. 5 of 2000.
7. NT/RADIO/01/2005.
8. NT/RADIO/01/2007

The above Circulars were issued to provide the necessary guidance for the avoidance of false EPIRB alert transmissions. However, false alerts continue to be activated causing considerable and unnecessary burden on concerned authorities.

IMO has issued the "Guidance for the voluntary use of the standardized questionnaires and formats for reporting false alerts in collecting data on false alerts" vide their Ref. T2/6.06, COMSAR/Circ. 29 dated 27 May 2002. The extracts are as appended below:-

1. The Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), at its sixth session (18 to 22 February 2002), agreed to standardized questionnaires and formats for reporting false alerts, as given in annexes 1 to 6 hereto, and also agreed that they should be issued for voluntary use.
2. The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), concurred with the Sub-Committee's view and encouraged the use of the annexed forms in collecting data on false alerts for further analysis and actions to be taken to eliminate the problem of false alerts.
3. Member Governments are invited to bring this circular to the attention of all parties concerned.

In view of above Circular and continued activation of false alerts from DSC, INMARSAT and COSPAS-SARSAT, the following procedures should be adopted.

1. The Master of any vessel on detecting a false alert transmitted from his vessel should immediately cancel the false alert in the prescribed format as mentioned in Appendix of Resolution A.814 (19) attached in M.S. Notice 14 of 1998 { Instructions for mariners and others on how to cancel a false distress alert, copy enclosed. }
2. All Ship-owners and operators, Masters, Crew and concerned agencies are advised to report to MRCC in their region in the applicable format attached as Annex 1, 2 & 3.
3. All MRCC's are advised to communicate with the station which transmits a false alert and request them for the report in the applicable format attached as Annex 1, 2 & 3.
4. On receipt of the information from the station, the respective MRCC should compile the received data in the suggested format attached as Annex 4, 5 & 6 and submit to this Directorate for further analysis.

Sd/-

**(Capt. S.C.Panigrahy)**

*Nautical Surveyor cum Dy. Director General of Shipping (Tech)*

To

1. INSA
2. FOSMA
3. MASSA
4. All registered RPS
5. All maritime Training Institutes

**Subject : Indian National Database of Seafarers [INDoS]**

Sir,

I am directed to state that in compliance with the Regulation I/9 of STCW, 1978, as amended in 1995, INDOS system was introduced by this Directorate vide M.S.Notice No.2 of 2001, in the form of computerized INDOS database with details of seafarers and their certification, for the quick reference by the statutory authorities such as Flag State, Port State, Immigration, employers of seafarers, etc. The main purpose of this system is to prevent the use of fraudulent certificates at sea by seafarers.

2. It is observed that the progress of INDOS database is very slow and large number of seafarers have still not obtained the INDOS Number.
3. The advantages of the above system to the employer, when fully implemented, are that they will have a ready reference of the certificates held by employees, and help in complying with the requirements of ISM Code and STCW'95, where the onus of verifications of authenticity of certificates of employees rests on the employer.
4. In view of the above, you are requested to furnish details of all the seafarers who have not yet obtained INDOS Number. Further, INSA/FOSMA/MASSA & RPS agencies are requested to instruct their member companies and clients, not to employ any seafarer unless he/she possesses the INDOS Number.
5. All approved maritime training institutes are also requested to do a tracer study of the students who have previously passed out without enlisting under INDOS, so as to identify such 'INDOS less' students and address them separately through the aegis of a DGS, INDOS Cell, through training institutes.
6. Your co-operation in the matter is highly appreciated for full implementation of this database.

Sd/-

(P.H. Krishnan)

*Dy. Director General of Shipping*

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You don't have to be a "Writer", all you need to be yourself and pour out your thoughts on Seafarers and their life and work out at sea. Do also write to us of your problems / grievances with full details and the matter will be taken up with the concerned Civil Authorities/Telephone, Electricity Board and other Government Agencies / Departments.

## D.G. Shipping Order No 1 of 2007

No.11-TR(50)2005

Dated:29th June, 2007

The Maritime Training in the Directorate assumes a great deal of importance with quality assurance as a condition precedent for approval of Training Institutes and its various courses under the Directorate General of Shipping.

2. Currently, decisions for grant of approval to Training Institutes and the various pre-sea and post sea courses are taken on the basis of appreciation of the case in each individual file. It is felt that the file based closed loop decisions may lead to lack of transparency as well as lack of collective wisdom in appreciating the case in its totality.
3. Therefore, it is felt that the Directorate should follow the University Pattern of Committee-based decision to usher in more open and transparent decision making process and to eliminate delay arising out of file based decisions on individual cases.
4. In order to ensure a holistic appreciation of the case against a set of listed quality parameters for purpose of granting approval to Training Institutes per-se and to the pre-sea and post sea courses offered by them, the Director General of Shipping and Ex-Officio Additional Secretary to the Government of India hereby constitutes a Collegium to take all such decisions. The Collegium will be an in-house body with the following members:

1	Director General of Shipping	Chairman
2	Joint Director General of Shipping	Member
3	Chief Surveyor with the Govt. of India	Member
4	Nautical Advisor to the Govt. of India	Member
5	Dy. Director General of Shipping (Training)	Member Secretary
6	Two or Three Resource Persons	Co opted Members
5. The Chairman of the Collegium may co-opt two or three Resource Persons and such other members as may be considered necessary to accomplish the above task.
6. The Collegium will scrutinize the approvals of the Institutes and that of additional courses sought for by them. The Collegium will address all issues of Academic Councils including induction of energetic Resource persons who share the concern of the Directorate.
7. The first meeting of the Collegium will take a decision on the various proposals to restructure the academic council including a decision on the frequency of Collegium meeting, issues to be listed before it, the method of Annual Scheduled / Unscheduled Inspections, Inspections for Course approvals, Surprise Inspections, Capacity building of the Institutions for quality assurance and capacity building of the Academic Council members and several other institutional arrangements to improve the functioning of Academic Council including establishment of Local Inspection Committee(LIC) system and establishment of a co-ordination cell for the Collegium. Thus, the Collegium will take decisions on matters pertaining to the Academic Council in consultation with the Training Branch. The proposals currently pending in the Training Branch will also be put to the Collegium for consideration.
9. This issues with the approval of the Director General of Shipping and Ex-Officio Additional Secretary to the Government of India.

By order  
Sd/-

**(P H Krishnan)**

*Dy. Director General of Shipping*

last year's statistics, he informed. Issues like quality and transparency, safety and security are being managed with utmost priority, he added. NMPT Deputy Chairman M A Bhaskarachar, Deputy Conservator Capt K V Vaswani, Secretary C Harichandran were present.

**KNOW THE NEW SYSTEM :** CCTV Surveillance System in the NMPT comprises a total of 9 closed circuit cameras, out of which 4 are remotely rotatable, while the rest 5 are fixed. It includes a wireless system connected to a centralised control room. The cameras can capture images of higher quality, which simultaneously contain a digital recorder. The contents recorded by the cameras will be retained for 5 days. The system has been laid to come upto the expectation of the international maritime security code.

### **Ship owners, other maritime operators express confidence in new NIMASA DG:**

The peace, serenity and the atmosphere of cordiality which now pervades the nation's apex maritime regulatory agency, Nigerian Maritime Administration and Safety Agency (NIMASA) is a good omen for the Nigerian Shipping environment.

President of Indigenous Ship Owners Association of Nigerian (ISAN), Chief Isaac Jola Pamo, who made this submission in Lagos over the weekend stated that major stakeholders in the sector are confident that the Agency is now better placed and positioned to move the nation's shipping industry to the next level.

Pamo who is also the Chief Executive of Morlap Group said he is confident that the Dosunmu-led NIMASA team has all it takes to reposition the nation's shipping sector. According to him, the new NIMASA DG will justify his appointment as the chief executive of the apex

maritime regulatory agency.

Also in a related development the Association of Manning Agents of Nigeria on its part lamented the inaccessibility of past director generals of the agency, stating that they are certain that Dr Dosunmu's humility, simplicity and versatility will stand him out amongst all past directors of NIMASA. The manning agents believe that the DG is an accessible leader who is also ready to listen to inputs from stakeholders.

Earlier, the National Association of Stevedoring Companies, Nigerian Chamber of Shipping, the Maritime Rights Advocacy Centre, the Maritime Stakeholders Group, the National Association of Master Mariners and many other groups of eminent stakeholders in the shipping sector have expressed confidence in the new NIMASA management team.

The operators also condemned the Federal Government for bringing peace into the hitherto troubled government agency occasioned by in-fighting within its rank and file and top management staff under its past management team.

The crisis, according to Coordinator of Maritime Stakeholders Group, Mr Haruna Alli, was capable of jeopardizing the fortunes of the shipping sector if it had not been decisively nipped in the bud. Also the group called for the prosecution of the former Director General of NIMASA for financial impropriety while in office.

It may be recalled that the Director General, Dr Ade Dosunmu promised to set up Maritime Policy Advocacy Council. He had said that the council will serve as a platform for contributions in the development of the shipping sector by stakeholders.

A quintessential maritime administrator, Dosunmu has expressed his agency's commitment in returning Nigeria to the council seat of the International Maritime

Organisation (IMO). He has also ordered that wrecks be completely removed from the nation's waters starting from the Lagos area, within the next two months.

As regards the Maritime Resource Centre, the DG told contractors working to ensure that the centre is ready for commissioning by October this year.

**Ships awry:** INVESTIGATION has begun slowly on the sinking of the MV Catalyn D that caught fire June 10 off Mindoro, killing five and seriously injuring 20 others. The tragedy does not match the scale of earlier accidents, but a single death or a single mishap on the sea is a cause for concern. Also, there has been a long history of terrors on Philippine waters and it seems we have not learned our lessons. In 1987, the MV Dona Paz collided with an oil tanker, Vector, between the islands of Mindoro and Tablas, killing more than 4,000 people. Only 25 survived the tragedy. The overloaded MV Princess of the Orient sailed into a typhoon in September 1998. Seventy people died and 80 were missing. The MV Maria Carmella caught fire in April 2002 between Masbate and Lucena, killing 23 people. Missing were 27 persons. There had been other accidents since.

The Coast Guard's initial findings said the fire started in a cargo hold of MV Catalyn D. More than 20 crew and passengers were not on the ship's manifest, a clear case of overloading. Age, overloading, poor maintenance, lack of safety equipment, poorly trained crew, negligence and misjudgment have sunk many of the ill-fated ships. Poor weather is another factor. Last year, Rep. Francis Escudero blamed poor maritime administration for the accidents. He said that the maritime supervision of the government was thinly spread among 14 bureaus and agencies in seven Cabinet departments.

The absence of admiralty courts,

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obsolescent laws, overlapping of functions, the dearth of search and rescue vessels and low public awareness of maritime safety compound the problem, he said. For this reason, he introduced a bill to fold the functions of the splintered agencies into a single office to improve maritime administration and oversee the passenger-shipping industry. While we wait for passage, the Coast Guard, the Maritime Industry Administration and the Department of Transportation and Communication should work together to improve safety on the high seas. The commercial shipping industry's acquisition program, maintenance policy and safety rules must catch up with modern technology and world-class standards. The maritime schools that train Filipino deck officers and seafarers for overseas vessels should have room for the education of seamen bound for domestic ships.

It is interesting that Jose Rizal, in his essay, *The Philippines a Century Hence*, foresaw the Philippine Islands as a nation of shipbuilders. However, we have not built enough ships for our needs and continue to rely on imported models that show, like the US-made helicopters donated to the Air Force, age and tear. Sea voyage, despite budget airline travel, remains an exciting, educational and less expensive experience. But the way shipping lines pack their passengers and overload their hulls with cargo makes sailing inconvenient, unhealthy and risky.

### **Urgent action needed to save Europe's seas, say scientists:**

Europe's seas are in a state of serious decline and urgent action is needed to prevent further damage. This is the stark warning from a report by the European Lifestyles and Marine Ecosystems (ELME) project, which was funded by the EU through the Sixth Framework Programme (FP6). The project, which brought together researchers from 28 institutions in 15 countries, studied four major European seas: the Baltic Sea, the Black Sea, the Mediterranean Sea and the North-East Atlantic. Their goal was to see how recent economic and political changes in Europe, such as the enlargement of the EU and rapid economic growth, had affected European lifestyles, and how these lifestyle changes were affecting European seas.

For each sea, the scientists looked at four environmental issues: habitat change, eutrophication (over-fertilization of the sea), chemical pollution and fishing. They then created models linking economic and social drivers with these environmental pressures. These models were then used to predict what is likely to happen in the coming decades under different models of social and economic development. 'In every sea, we found serious damage related to the accelerated pace of coastal development, the way we transport our goods and the way we produce our food on land as well as the sea,' said project coordinator Professor Laurence Mee of the Marine Institute at the University of Portsmouth. 'Without a concerted effort to integrate protection of the sea into Europe's development plans, its biodiversity and resources will be lost.'

For each sea, the scientists identified 'winners' and 'losers'. 'In almost every case the winners are either species that are low in the food chain or opportunistic, undesirable species,' the report states. Eutrophication is a problem in all the seas studied, but the enclosed seas (the Baltic and Black Seas and, within the Mediterranean, the Adriatic Sea) are the worst affected. Food production is the principle cause of eutrophication, which takes place when excess nutrients get into the sea. Unfortunately, lifestyle changes mean this problem is likely to get worse; as people get richer, they tend to eat more meat, and meat production requires more land than vegetable or grain production. 'Without major changes in agricultural practice greater protein consumption will raise nutrient discharges to water bodies,' the report states.

Furthermore, the intensification of livestock farming, particularly in Eastern Europe, is also likely to see increased amounts of ammonia being released into the environment.

Increased wealth is also linked to habitat loss. 'Increased wealth and personal mobility have led to growth of coastal populations and resource use,' the report reads. Developments along the coastline have led to the loss of many coastal and near-shore habitats. However, in addition to their environmental importance, these ecosystems are often important tourist attractions, so their loss could have severe economic implications.



**Additional crane capacity lifts burden off SA ports**

Shipping and transport also affect the marine ecosystem by giving alien species a ride into new seas. These 'invasive' species often compete with and replace native species.

The Common Fisheries Policy is the main driver behind changes in fishing effort, through the Total Allowable Catch (TAC) and other subsidies and support schemes. The scientists found, however, that managing fisheries in isolation from other environmental issues is unlikely to lead to overall sustainability.

On chemicals, an area of particular concern is 'lifestyle chemicals' associated with household products. These regularly find their way into the environment, even though many are known to have toxic effects. However, little is known about where these chemicals go once they are in the environment, or what happens when they are combined in complex mixtures.

'There are urgent challenges to be addressed if the concept of ecosystem-based management espoused in the draft EU Marine Strategy Directive and the Maritime Policy Green Paper is to be implemented,' the report concludes. 'Our 'business-as-usual' scenario suggests that failure to take additional action to support the comprehensive assessment and management of each regional sea will result in continued degradation and loss of opportunity.'

The scientists also call on policy makers to be ready to meet new, unexpected challenges, noting: 'It is important to ensure that future marine policy is not restricted to well established pressures and state changes, but continues to employ horizon scanning as a means of recognising the range of uncertainties that the future may bring.'



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2. Deck Cadets (TR/A/55/2002/ dt.3.5.03)	1 year leading to B.Sc. (Nautical Science) of IGNOU	12 <sup>th</sup> Std. (PCM - 60%) B.Sc. (PCM - 55%)
		B.E. / B.Tech. (AICTE Approved)
3. Trainee Marine Engineering for Diploma Holders (2 yrs.) (TR/A/102/2002 - dt. 22.8.02)	Diploma in Mech. / Marine / Electrical & Electronics	20 yrs. 22 yrs.
	Diploma in Ship Building (Min. 50% marks in Final Year)	24 yrs. 22 yrs.
4. Trainee Marine Engineering for Graduates (1 year) (TR/A/101/2002 - dt. 22.8.02)	B.E. / B.Tech - Mech / Naval Arch	23 yrs. 24 yrs.

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