

## Bush Calls for Global Emissions Goals

President Bush, seeking to blunt international criticism of the U.S. record on climate change, on Thursday urged 15 major nations to agree by the end of next year on a global emissions goal for reducing greenhouse gases. Bush called for the first in a series of meetings to begin this fall, bringing together countries identified as major emitters of greenhouse gases blamed for global warming. The list would include the United States, China, India and major European countries. The president outlined his proposal in a speech ahead of next week's summit in Germany of leading industrialized nations, where global warming is to be a major topic and Bush will be on the spot.

The United States has refused to ratify the landmark 1997 Kyoto Protocol requiring industrialized countries to reduce greenhouse gases to 1990 levels by 2012. Developing countries, including China and India, were exempted from that first round of cuts. Bush rejected the Kyoto approach, as well as the latest German proposal for what happens after 2012. 'The United States takes this issue seriously,' Bush said. 'The new initiative I'm outlining today will contribute to the important dialogue that will take place in Germany next week. Along with his call for a global emissions goal, Bush urged other nations to eliminate tariffs on clean energy technologies.



Germany, which holds the European Union and Group of Eight presidencies, is proposing a so-called '2-degree' target, whereby global temperatures would be allowed to increase no more than 2 degrees Celsius - the equivalent of 3.6 degrees Fahrenheit - before being brought back down. Practically, experts have said that means a global reduction in emissions of 50 percent below 1990 levels by 2050.

Instead, Bush called for nations to hold a series of meetings, beginning this fall, to set a global emissions goal. Each nation then would have to decide on how to achieve the goal, White House officials said. 'The United States will work with other nations to establish a new framework for greenhouse gas emissions for when the Kyoto Protocol expires in 2012,' the president said. 'So my proposal is this: By the end of next year, America and other nations will set a long-term global goal for reducing greenhouse gases. To develop this goal, the United States will convene a series of meetings of nations that produce the most greenhouse gasses, including nations with rapidly growing economies like India and China.

'Each country would establish midterm management targets and programs that reflect their own mix of energy sources and future energy needs,' he said. 'In

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the course of the next 18 months, our nations will bring together industry leaders from different sectors of our economies, such as power generation, and alternative fuels and transportation.'

Bush's critics were quick to respond, even before the president's speech had concluded.

Daniel J. Weiss, climate strategy director for the liberal Center for American Progress, said the Bush administration has a 'do-nothing' policy on global warming despite U.S. allies' best efforts to spur U.S. reductions. 'Our allies' pleas for action add to the voices of many big corporations such as Dow, Shell, General Electric, and General Motors,' Weiss said. 'These and other Fortune 500 companies endorsed a 60 percent to 80 percent reduction in global warming pollution by 2050, the level scientists indicate that we must reach to stave off the worst impacts. Unfortunately, these appeals from his foreign and corporate allies continue to fall on President Bush's deaf ears.'

The U.S. last year actually experienced a drop in emissions of carbon dioxide, the heat-trapping gas most blamed for global warming. The 1.3 percent decline from 2005, the first drop in 11 years, was due to a mild winter followed by a cool summer. Carbon dioxide is produced from burning fossil fuels, including natural gas and coal, which are used widely to produce electricity to heat homes in winter and run air conditioners in summer.

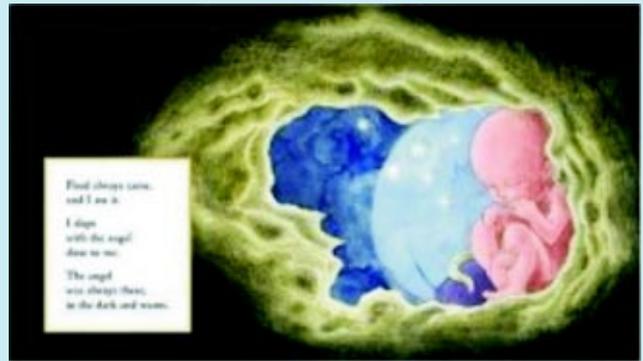
While Bush announced his new proposal, the administration registered its opposition to a number of approaches to combat global warming. Specifically, the White House said it does not support a global carbon-trading program allowing countries to buy and sell carbon credits to meet limits on carbon dioxide levels. The White House also expressed opposition to energy efficiency targets advocated by the EU, arguing that a standard applicable in one country does not fit another.

## Canada to Acquire 6 Arctic Patrol Ships

A key Canadian federal cabinet committee has given the go-ahead for a plan to construct six corvette-sized Arctic patrol vessels. It has been reported that a preliminary approval was given to the program to build the 100-metre-long, 6,000-tonne ships. The vessels, which will be capable of smashing through "fresh ice," are expected to be based on the Royal Norwegian Navy's Svalbard class design. That particular type vessel is armed with a 57-millimetre deck gun, missile-launching tubes and also has a helicopter pad. The recommendation has gone forward to the Prime Minister for final approval.

Cabinet is proposing to build the ships in Canada under a competitive process similar to the Defence Department's program to construct joint ships for the navy. Currently two consortiums, which involve foreign and domestic defence contractors, are vying to build three 28,000-tonne replenishment vessels.

Last year, Fisheries Minister responsible for the coast guard, was warned that the agency's fleet was experiencing severe "rust out" and needed to be replaced.



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

As it stands, coast guard icebreakers are not due to begin being replaced until 2017. Icebreaking has traditionally been a role for the Canadian Coast Guard - one it has been loathe to give up - and many have argued that if new ice-cutting



ships were to be built they should go to that agency, not the military. With global warming melting the northern icepack, many experts have predicted the Northwest Passage will become a commercial waterway within the next few decades.

## Sustainability and the sea: Asian shipping - Sustaining world trade

Shipping is under the spotlight for its emissions. An Asian ship owners' body is leading the fight to make the industry greener by switching fuel types

"Shipping is environmentally friendly" and is "an answer to the greenhouse problem, not the problem." On the face of it, an unlikely boast from Arthur Bowring, managing director of the Hong Kong Shipowners Association, while speaking at a recent CSR Asia seminar. Yet his association is doing more on the international stage than any other shipowning

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## From the Editor's Desk



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

*Employability of adequate coastal vessels around our Indian coastline would help the nation to ease growing road traffic congestion and pollution problems, thereby deliver significant social and economic benefits. It is the most fuel-efficient, economical mode of transport. "The government spends on roads and on rail, yet shipping continues to neglect coastal shipping. "Such a vital sector of the economy cannot afford to rely on the whims of offshore decision-makers" as our arteries being clogged to a standstill. We should make better use of the neglected, too often ignored mode of coastal shipping, to help achieve transport sustainability." This is an era where knowledge and skills play a significant role in organizational success.*

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

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

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

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

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

The two studies suggest shipping emissions could rise by as much as 75% in the next 20 years. Annual emissions from shipping range between 600 and 800 million tonnes of CO<sub>2</sub>, or up to 5% of the global total. This is nearly double the UK's total emissions and more than all African countries combined, and yet shipping was not covered under the terms of the Kyoto Protocol.

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

**Capping dirty fuel.** Yet his association has fully acknowledged the issue of emissions and has led the call to get a global cap on sulphur content in the fuel used as well as switching fuel types from residual to distillate fuel - a campaign that is now being discussed by the UN body charged with overseeing shipping, the International Maritime Organisation (IMO). In Hong Kong, vessels offload containers in the city centre and shipping accounts for 33% of all CO<sub>2</sub> emissions in the smoggy Special Administrative Region.

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

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

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

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

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

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

#### **Clean = expensive**

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

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

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

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

### **China's Shipping is Building Own Shipyard:**

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

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

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

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

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

fleets - oil tankers, coastal vessels, passenger ships, container vessels and special cargo ships - making a total of more than 440 vessels with an aggregate deadweight of 15 million tons and an annual traffic volume of over 270 million tons.



### BAE Support for Labuan Shipyard:

There are plans to make Labuan Shipyard and Engineering (LSE) in Malaysia a world-class facility with the capability for ship repairs and, more importantly - shipbuilding, within two years. The first step is to train 300 apprentice engineers and an additional 50 skilled engineers from Malaysia in Scotland. BAE Systems Surface Fleet Solutions (SSFS) will conduct the training together with six other partners including the Malaysian Government and LSE. BAE have supported LSE in a number of initiatives, including an apprenticeship programme in Malaysia and recruited 61 graduates since 2001 across all disciplines.

The programme has been considered successful in terms of recruitment. Writing, speaking, listening and knowing technical terminology are vital steps towards making Malaysia an international site for shipbuilding and repairs. Local graduates should also complement their vocational skills with a formal academic qualification to an internationally recognised standard - National Certificate in Engineering. Production of two frigates that Malaysia is buying from BAE will only commence after the signing of the contract and it will take another 12 months for the steel pieces to be burnt, cut and shaped. By that time, Malaysia should have attained the standard and

equipment for shipbuilding and will be capable of putting the frigates together.

### Reducing Air Pollution from Ships:

Work on reviewing regulations to reduce emissions of air pollutants from ships was high on the agenda when the IMO Sub-Committee on Bulk Liquids and Gases (BLG) met for its 11th session in April 2007. The proposed three-tier system approach for NOx emission limits is applicable to new engines. Tier I would be the current limits in MARPOL Annex VI, Tier II would represent the best available in-engine technology, with potential reductions of 15 to 25 per cent depending on engine type, and Tier III would impose more stringent limits requiring further development or the use

of different after-treatment techniques. The Working Group agreed to a 1st January 2011 implementation date for Tier II, with a possible reduction of 2 to 3.5 grams of NOx per kilowatt/hour across the current NOx curve attainable through in-engine design. The Group generally agreed that 2015/2016 was an appropriate timeframe for implementation of the Tier III NOx regulations for new engines.

Three proposals are currently under consideration: Option X, giving an 80 per cent reduction from Tier I levels, using Selective Catalytic Reduction (SCR) Aftertreatment or Humid Air Motor (HAM) technology (which has produced excellent emission results, but is limited in application to date), to be applicable to

all marine diesel engines within 50 nautical miles from shore (worldwide); Option Y, giving an 83-85% per cent reduction from Tier I levels when in use, using Aftertreatment (SCR) or HAM, to be applicable to engines on large vessels only, in specific near-shore areas; Option Z, giving a 40-50% per cent reduction from Tier I levels, using Advanced In-Engine Modifications or Exhaust Gas Recirculation (EGR), to be applied to all marine diesel engines on a global basis

Discussing how to reduce emissions from existing engines (pre-2000), the Working Group reached a preliminary conclusion that emission modifications are technically feasible for many pre-2000 large-displacement engines. But some pre-2000 engines would not be appropriate for modification. It was noted that, for some engines, there would be significant practical difficulties due to the unavailability of parts, since some engine manufacturers are no longer in business. Background Regulations for the Prevention of Air Pollution from Ships were adopted by IMO in 1997 in a Protocol to the MARPOL Convention for the Prevention of Pollution from Ships. They entered into force in May 2005 and are included in Annex VI of the Convention. Immediately on their entry into force, however, IMO's Marine Environment Protection Committee (MEPC) instructed the BLG Sub-Committee to begin a comprehensive review of Annex VI, taking into account advances in technology since the adoption of the regulations and the need to reduce further emissions from ships.

### Wharfies protest over Port Kembla loading:

The Maritime Union of Australia says a foreign crew has been ordered to carry out the work of stevedores at Port Kembla on the New South Wales south coast.

The union says the Filipino crew of the Maltese flagged *Capo Noli* has been told to move cargo collected from Ceduna in South Australia on to the wharves at Port Kembla.

The union says cranes aboard the ship should only be operated by fully trained stevedores.

No unloading has begun and the crew's captain has just held discussions on board the ship with representatives from the union and the Australian Maritime Safety Authority.

A spokesman for the shipping operator,



CSL, has denied the company gave instructions to unload the ship.

Union representative Rick Newlyn says about 40 waterside workers have set up a picket line at the port to protest.

"Taking these jobs away from Australians, I don't think acceptable," Mr Newlyn said.

"We don't believe that under the contract it's legal and worldwide now the focus is on Port Kembla and I don't think it needs to be.

"I think we just want get on with business."

The Australian shipping operator CSL has rejected union suggestions that the unloading of cargo by the crew of a foreign boat has never been done before in Australia.

The Maritime Union of Australia has accused the company of ordering the Filipino crew of a ship registered in Malta to unload cargo at Port Kembla in New South Wales.

It says this breaches an international agreement that only stevedores operate unloading equipment.

CSL's Chris Sorensen denies the company gave instructions about unloading, but says several of its ships already use crews for the job in Australian ports:

"There's a vessel that comes into Port Kembla regularly called the Iron Chieftain where the crew unload the vessel, operate all of the ship's gear to unload the vessel, so the statement that we're ordering the crew to do something illegal or against their will is not correct," Mr Sorensen said.

"This is a self-unloading vessel and the crew unload the gear, all of the ship's own gear, to make it a self-unloading vessel."

### **Report on Ship Structure Design Standards:**

HELCOM experts to consider acceptable pollution levels for the Baltic recovery plan. 2007-05-31 16:06. Baltic Marine Environment Protection Commission (HELCOM) Helsinki, 31 May (HELCOM Information Service) - The Helsinki Commission's international ad hoc Task Force on the development of the Baltic Sea Action Plan will convene its Sixth Meeting on 4-5 June in Helsinki to further elaborate the set of measures for the ambitious new strategy which the coastal countries are planning to adopt in November 2007 to drastically reduce pollution to the Baltic Sea and restore its good ecological status. Experts from the coastal countries are expected to review progress on the development

of all four segments of the plan, including on measures to curb eutrophication caused by excessive nutrient loads entering the sea, prevent pollution involving hazardous substances, halt the decline in biodiversity and improve maritime safety, as well as consider new proposals for actions submitted by the HELCOM Member States.

A critical part of the agenda will be discussions on how to define the maximum allowable nutrient inputs, including nitrogen and phosphorus, to the Baltic Sea to reach a good ecological status of the marine environment. This includes the definition of needed nutrient pollution reduction as a whole to the Baltic Sea as well as by sub-region and by country. The Meeting will also consider country-wise reduction targets for agriculture and the needed measures to reach these reductions. "HELCOM assessments clearly show that agriculture is the main source of nutrient pollution to the Baltic Sea, therefore, in order to restore the marine environment it is crucial to direct more efforts to reduce the pollution originating from farmlands within the entire catchment area," says Kaj Forsius, HELCOM's Professional Secretary for the land-based pollution issues.

The Meeting will look into proposals for more stringent phosphorus removal from municipal waste waters as well as scattered settlements and single family homes going beyond existing EU requirements for urban wastewaters. "Upgrading the sewage treatment at large point sources like the major coastal cities in the Gulf of Finland and the southern part of the Baltic Proper is considered as one of the most efficient ways to improve the condition of the sea," says Forsius.

One of the topmost issues will be the development of actions to further tighten the nitrogen oxide (NOx) and sulphur oxide (SOx) emissions from shipping under the Baltic Sea Action Plan. NOx emissions from ships as well as SOx emissions cause acid depositions that can be detrimental to the natural environment and also contribute considerably to the most severe environmental problem of the Baltic Sea which is eutrophication. According to recent estimates, the nitrogen oxide emission from international shipping traffic on the European seas increased by more than 28% between 1990 and 2000. In 2004, the emission from this source was estimated to account for approximately 8% of the total nitrogen deposition entering the Baltic Sea, and the present

estimates indicate a systematic annual increase of this contribution in the range of 2-3%.

The Meeting will, in particular, discuss the possibility to use a joint Finnish-Estonian ShipNODEff Programme to estimate the contribution of the ship nitrogen emissions to the eutrophication of the Baltic Sea, which is required by the draft action plan. It is proposed that current emissions of NOx from ships will be calculated based on the ship traffic data provided by the Automatic Identification System (AIS) for monitoring shipping in the Baltic Sea and supplemented by information from Lloyds Register. The emission data will then be used as an input to an air pollution model, which calculates the nutrient deposition. The eutrophying effects of the deposition will be analyzed by the marine ecosystem model.

"As a result of this work, we can get hold of the best available and accurate data on impact of shipping on the state of the marine environment of the Baltic Sea. We will get to know how big the emissions are from different types of ships operating in the Baltic and how those emissions contribute to the eutrophication. Thereby, we would be able to compare the data with information on emission from other sources and to evaluate the significance of environmental impact from shipping," says Monika Stankiewicz, HELCOM's Professional Secretary for the maritime and response issues.

The modeling of the NOx emission from shipping will be done according to the tighter NOx emission requirements currently being considered by the IMO for the revised Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). It is expected that representatives of the coastal countries will also agree to have in 2008 a joint submission by the HELCOM Member States to IMO evaluating the environmental effect of possible new NOx emission control measures in the Baltic Sea.

### **Classification societies are key for safety on the seas:**

While the International Maritime Organization (IMO), flag administrations and regional organizations all play a vital role in the maritime safety genre, perhaps the one entity that plays the highest level of involvement for development, maintenance and enforcement of maritime safety is the classification society.

A classification society has a fundamental role in the prevention of accidents at sea through its dual role in the classification and certification of ships and yachts.

Classification, as a completely private service performed by these societies, consists of the issuing of rules for the safety of vessels and performing inspections to ensure that these rules are being applied.

The main purpose is to protect vessels as pieces of property. The rules apply principally to the structural strength of the hull and the reliability of its essential machinery and equipment. The owner uses the certificate issued by the classification society as an assurance of technical soundness and as a tool for obtaining insurance at a reasonable cost.

Class rules do not cover every piece of structure or item of equipment on board a vessel, nor do they cover operational elements.

Activities that generally fall outside the scope of classification include such items as: design and manufacturing processes; choice of type and power of machinery and certain equipment (e.g. mooring bits, capstans and winches); number and qualification of crew or operating personnel; form and cargo carrying capacity of the ship and maneuvering performance; hull vibrations; spare parts; life-saving appliances and maintenance equipment.

These matters may however be given consideration for classification according to the type of ship or class notation(s) assigned.

### **Classification is voluntary:**

It should be emphasized that it is the owner who has total control over a vessel, including the manner in which it is operated and maintained. Classification is voluntary and its effectiveness depends upon the owner, and other interests, operating in good faith by disclosing to the class society any damage or deterioration that may affect the vessel's classification status. If there is the least question, the owner should notify class and schedule a survey to determine if the vessel is in compliance with the relevant class standard.

The technical skills possessed by classification societies and their international network of personnel have led them to assume another, public service role. Under powers delegated by the flag administrations, they enforce the regulations contained in the international conventions on safety at sea and protection of the environment.

In this case, they carry out the necessary inspections and deliver official certificates of conformity to such regulations. Similar to classification, this is a certification service, by which a vessel's compliance with previously established requirements is formally stated.

When serving in this role, classification societies are also referred to as "recognized organizations."

### **An insurance-based beginning:**

The history of classification societies began with a commercial motive rather than a safety-oriented one. The organizations were developed to meet the needs of marine insurers at the beginning of the 18th century.

At that time, hull and cargo underwriters worked under great difficulty, deprived of any reliable data on which to base their premiums, any periodic statistics on shipwrecks, or any accurate information on ships. Their only recourse was to question shipmasters and seamen on the age and nautical qualities of vessels known to them.

The information that circulated by word of mouth was unreliable. Assessments of ships varied depending on individual sources. No general picture or consistent standard was provided.

Sometimes information was distorted under the influence of unscrupulous owners. Particularly in England, where "spin-nakers" were active, goods were insured well beyond their real value and then shipped on old vessels. Few of these ships had little chance of ever reaching their destination.

It was against this background that the first classification societies came into existence.

The societies were extremely successful in the second half of the 19th century. Classification brought appreciable economic benefits to marine insurers, for whom high financial value of certain vessels represented a serious risk. Awareness of their actual condition made it possible to bring these risks under control.

This method of risk management was based on the award of a "rating" to each ship.

### **China to integrate state-owned shipping companies:**

THE Chinese central government plans to integrate shipping businesses that are directly under its control, according to a source from a government-owned

shipping company quoted by Xinhua News Agency. The source said integration proposals have been submitted to the government and are awaiting approval, but offered no further details.

There are five major government-owned shipping companies in China: Cosco, China Shipping, Sinotrans, China Changjiang National Shipping Group (CSC) and China Merchants Energy Shipping, a subsidiary of China Merchants Group. An analyst from a mainland brokerage said integration is in line with China's strategic interest and will improve the shipping industry's status in the world by providing the bulk to better protect from risk. The China International Capital Corporation Limited has already suggested merger between CSC and Sinotrans, a proposal considered most likely by industry analysts because the companies both have cruise businesses.

As for Cosco and China Shipping, Luo Xiong, an analyst from China Merchants Securities, said the two giants are not likely to be involved in the integration because their businesses are in stable condition. He also doubted China Merchants Group would be involved because it is a Hong Kong registered company with a long history of over 100 years.

### **New international treaty on wreck removal set for adoption:**

A new international convention, which will set out the legal responsibilities under which States can remove hazardous shipwrecks, is expected to be adopted at the end of a five-day Diplomatic Conference to be held from 14 to 18 May 2007 at the United Nations Office in Nairobi (UNON), Kenya.

The meeting will take place under the auspices of the International Maritime Organization (IMO), the United Nations specialized agency with responsibility for safety and security at sea and prevention of marine pollution from ships, and is being organized with the support of the Government of Kenya and UNON.

The Conference, which will be the first such event that IMO has held in Africa, will be opened by the President of the Republic of Kenya, His Excellency the Honourable Mwai Kibaki.

IMO Secretary-General Mr. Efthimios E. Mitropoulos said that "once adopted and in force, the prospective wreck removal convention will fill a gap in international law, by providing a sound legal basis for States to remove, or have removed, from their exclusive economic zones (EEZs),

wrecks that may pose a hazard to navigation or, because of the nature of their cargo, to the marine and coastal environments, or to both".

The new convention will make shipowners financially liable and require them to take out insurance or provide other financial security to cover the costs of wreck removal. It will also provide States with a right of direct action against insurers. The Diplomatic Conference is expected to consider a clause that would enable States Parties voluntarily to extend the convention's scope to their territorial seas.

"The adoption of a new instrument with environmental connotations will be especially pertinent this year, when, as the theme for World Maritime Day, we are focussing on 'IMO's response to current environmental challenges'. As part of our action plan in relation to this theme, IMO will be promoting its excellent environmental record, along with the development of new standards to address all possible sources of marine and atmospheric pollution from shipping operations. In this context, therefore, the new convention will, certainly, be seen as yet another important milestone in IMO's efforts to address society's concerns regarding our fragile marine environment," Mr. Mitropoulos said.

Articles in the draft convention cover:

- reporting and locating ships and wrecks - covering the reporting of casualties to the nearest coastal State; warnings to mariners and coastal States about the wreck; and action by the coastal State to locate the ship or wreck;
- determination of hazard - which sets out who is responsible for determining whether a hazard exists when the wreck or ship is beyond territorial waters, based on a list of specific criteria, including depth of water above the wreck and proximity of shipping routes;
- rights and obligations to remove hazardous ships and wrecks - which sets out when the shipowner is responsible for removing the wreck and when a State may intervene;
- financial liability for locating, marking and removing ships and wrecks - the registered shipowner is required to maintain insurance or other financial security to cover liability under the convention;
- financial security - which deals with the security required to cover liabilities regarding claims for compensation under the convention; and
- settlement of disputes.

## **Secretary - General Mitropoulos and Commissioner Dimas converge on how to respond to current environmental challenges:**

IMO Secretary-General Efthimios E. Mitropoulos and Mr. Stavros Dimas, European Commissioner for Environment, concluded a productive meeting in Brussels, on Friday, 27 April.

As part of the IMO's activities to promote the theme of this year's World Maritime Day, which is "IMO's response to current environmental challenges", Mr. Mitropoulos visited the European Commission for discussions with Mr. Dimas on several ongoing initiatives aiming at strengthening further the global standards put in place by IMO to protect the marine and atmospheric environments from shipping operations. He was accompanied by Mr. Miguel Palomares, Director, Marine Environment Division and Mr. Jo Espinoza-Ferrey, Head, Policy and Planning Unit, Office of the Secretary-General.

Mr. Mitropoulos and Commissioner Dimas discussed regulatory developments at IMO concerning the reduction of emissions from ships, including sulphur oxide (SO<sub>x</sub>), nitrogen oxide (NO<sub>x</sub>), volatile organic compounds, particulate matter and greenhouse gases; ship recycling; and the desirability for all European Union (EU) members to ratify the environmental conventions adopted by IMO.

There was a convergence of views on all points discussed and agreement on a common approach towards seeking and ensuring global solutions, within the timetable agreed by IMO, to the issues of gas emissions and the recycling of ships. In this regard, Mr. Dimas endorsed the need for the commissioning of a scientific study to assist in ensuring a comprehensive approach to the development of robust standards on gas emissions - as proposed by Mr. Mitropoulos to IMO's Sub-Committee on Bulk Liquids and Gases (which met 16 to 20 April) - and said that the Commission would support the proposal in the Marine Environment Protection Committee, which is scheduled to meet in July 2007.

Mr. Mitropoulos requested Mr. Dimas to assist in the earliest possible ratification, by EU members, of the environment-related IMO instruments, which have not yet entered into force (i.e. AFS 2001, Bunkers 2001, BWM 2004, HNS 1996 )

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or which, although already in force, have not yet been accepted by all EU States (i.e. MARPOL Annex VI ). Mr. Dimas agreed on the need for the EU members to show leadership in this regard and stated that he and the Environment Directorate-General would make every effort to assist in this endeavour, while also following closely, and contributing to, the successful development, adoption and early acceptance of IMO's other emerging global standards for environmental protection.

### **BLG progresses work on reducing air pollution from ships: Sub-Committee on Bulk Liquids and Gases - 11th session: 16-20 April 2007:**

Work on reviewing regulations to reduce emissions of air pollutants from ships was high on the agenda when the IMO Sub-Committee on Bulk Liquids and Gases (BLG) met for its 11th session from 16-20 April 2007. It followed on from an intersessional meeting of the BLG Working Group on Air Pollution, which took place from 13 to 17 November 2006, in Oslo, Norway, to develop the necessary MARPOL amendments. The Working Group on Air Pollution was reconvened during the current session, chaired by Mr. Bryan Wood-Thomas (United States), to progress the work in hand.

#### **NOx emission limits for new engines**

The Working Group reviewed the proposed three-tier system approach for NOx emission limits applicable to new engines, under which Tier I would be the current limits in MARPOL Annex VI, Tier II would represent the best available in-engine technology, with potential reductions of NOx emissions of 15 to 25 per cent depending on engine type, and Tier III would impose more stringent limits requiring further development or the use of different after-treatment techniques.

The Working Group agreed to a 1 January 2011 implementation date for Tier II, with a possible reduction of 2 to 3.5 grams of NOx per kilowatt/hour across the current NOx curve attainable through in-engine design.

The Working Group generally agreed that 2015/2016 was an appropriate timeframe for implementation of the Tier III NOx regulations for new engines. A table was developed outlining three proposals currently under consideration:

- Option X, giving an 80 per cent reduction from Tier I levels, using

Selective Catalytic Reduction (SCR) Aftertreatment or Humid Air Motor (HAM) technology (which has produced excellent emission results, but is limited in application to date), to be applicable to all marine diesel engines within 50 nautical miles from shore (worldwide);

- Option Y, giving an 83-85% per cent reduction from Tier I levels when in use, using Aftertreatment (SCR) or HAM, to be applicable to engines on large vessels only, in specific near-shore areas;

- Option Z, giving a 40-50% per cent reduction from Tier I levels, using Advanced In-Engine Modifications or Exhaust Gas Recirculation (EGR), to be applied to all marine diesel engines on a global basis.

#### **Existing Engines**

In discussing how to reduce emissions from existing engines (pre-2000), the Working Group reached a preliminary conclusion that emission modifications are technically feasible for many pre-2000 large-displacement engines - but some pre-2000 engines would not be appropriate for modification. It was noted that, for some engines, there would be significant practical difficulties due to the unavailability of parts, since some engine manufacturers are no longer in business.

The Sub-Committee noted the discussions, including agreement in the Working Group that changes would need to be made to the NOx Technical Code to simplify the relevant certification procedures for pre-2000 engines.

#### **Sulphur and Fuel Oil Quality Discussion**

The Sub-Committee noted the Working Group's consideration of options for addressing sulphur emissions. Regulation 14 of MARPOL Annex VI, on Sulphur Oxides (SOx), currently includes a global cap of 4.5% m/m on the sulphur content of fuel oil and contains provisions allowing for special SOx Emission Control Areas (SECAS) to be established in which the sulphur content of fuel oil used onboard ships must not exceed 1.5% m/m. Alternatively, ships must fit an exhaust gas cleaning system.

The Working Group prepared a table outlining the various options, and noted that, with further consideration, it should be possible to reduce the options further, while the final solution may involve a hybrid or variant of the options currently under consideration. Taking into account the discussions in the working group, the current options are as follows:

- Reference baseline (previously referred

to as Option A: Status quo)The current requirements of regulation 14.

- Option B: Change to SECA requirementsKeep the current structure of regulation 14, with a global sulphur cap (unchanged or lowered) and a SECA sulphur cap lowered first to 1.00% by a tentative date of 2010, then to 0.50%, possibly by 2015.

- Option B1: Within a defined distance from shore, set a lower limit for SOx emissions or require the use of a distillate fuel with low sulphur level. Allow for shipowners to choose to comply through the use of low-sulphur distillate fuel and/or the use of exhaust gas cleaning technology. Also include a limit on emissions of particulate matters.

- Option B2: Gradual lowering of the global sulphur cap content (max 3.0% in 2012, max 1.5% in 2016), or use of alternative mechanisms (such as exhaust gas cleaning systems) to obtain equivalent levels of emission reduction. Additionally, require use of distillate in SECAs, port areas and estuaries, with gradual lowering of the sulphur content (max 1.0% in 2011, max 0.5% in 2015), or use of alternative mechanisms (such as exhaust gas cleaning systems) to obtain equivalent levels of emission reduction.

- Option C: Change to distillate fuels This would require use of distillate fuels for all ships, with a global sulphur cap set at 1.00% by a possible date of 2012, then reduced further to 0.50%, possibly by 2015. The specification for the distillate fuel to be used by ships would need to be included in the regulation.

- Option C2: Distillate fuel with option of residual fuelGlobal caps as in Option C, but allow for the use of residual fuel in combination with alternative mechanisms (such as an exhaust gas cleaning system) to obtain an equivalent level of emission reduction.

#### **Emission trading**

The Sub-Committee noted discussions in the Working Group relating to proposed amendments to the current regulation 4 of Annex VI to allow coastal States and Administrations to conduct trials of economic instruments such as differentiated fairway dues, emission trading or any other similar scheme, on the basis that such schemes would be voluntary and within the Exclusive Economic Zone of the State or States involved.

Within the Working Group, many delegations supported the introduction of

limited trials but held reservations concerning the establishment of permanent economic mechanisms under the Annex. It was agreed the proposed revised regulation should be forwarded for further consideration.

### **Volatile Organic Compounds (VOC)**

The Sub-Committee agreed in principle to proposed amendments to MARPOL Annex VI, regulation 15, to prevent emissions of volatile organic compounds (VOCs) from tankers, as proposed by the Working Group.

While Annex VI currently allows for emissions of VOCs from tankers to be regulated in ports or terminals under the jurisdiction of a Party to the Protocol of 1997, the proposed new regulation would require every tanker carrying crude oil to have on board, and implement, a VOC management plan.

The VOC management plan would need to be approved by the Administration (flag State) and would have to include written procedures for minimizing VOC emissions during loading, sea passage and discharge of cargo, give considerations to the extra VOC generated by crude oil washing and designate a person responsible for implementing the plan. The plan would be written in the working language of the ship crew. If the language used is not English, French or Spanish, a translation into one of these languages would be included.

The Sub-Committee also agreed proposed draft guidelines for the development of a VOC management plan.

**Proposed work plan:** The Sub-Committee agreed to recommend to the MEPC in July that an intersessional BLG Working Group meet before the end of 2007 to progress its work. The intersessional Working Group would report to the next BLG session in February 2008, which would, in turn, make its recommendations to MEPC 57 (March/April 2008), with a view to approving amendments to the regulations at that session, followed by their adoption at MEPC 58 in October 2008.

**Background:** Regulations for the Prevention of Air Pollution from Ships were adopted by IMO in 1997 in a Protocol to the MARPOL Convention for the Prevention of Pollution from Ships. They entered into force in May 2005 and are included in Annex VI of the Convention. Immediately on their entry into force, however, IMO's Marine Environment Protection Committee

(MEPC) instructed the BLG Sub-Committee to begin a comprehensive review of Annex VI, taking into account advances in technology since the adoption of the regulations and the need to reduce further emissions from ships.

### **Secretary-General calls for comprehensive review of proposals:**

In response to the large number of different proposals considered by the BLG Sub-Committee and its Working Group on Air Pollution, 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.

He said, "Because there are so many voices expressing a variety of positions coming from so many directions, I think that such an approach will provide the Committee with the advice it needs to make balanced decisions, based on sound criteria and practicable, achievable and affordable solutions."

**Other BLG agenda items:** In other agenda items, the BLG Sub-Committee:

- began discussion on the application of requirements for the carriage of biofuels and biofuel blends and agreed that the Evaluation of Safety and Pollution Hazards (ESPH) Working Group should further review the issues;

- agreed draft guidelines for uniform implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, specifically, Guidelines for

additional measures regarding ballast water management including emergency situations and Guidelines for risk assessment under regulation A-4;

- progressed the development of provisions for gas-fuelled ships and established a correspondence group to continue the development of interim guidelines on safety for gasfuelled engine installations in ships; and

- continued the development of amendments to MARPOL Annex I for the prevention of marine pollution during oil transfer operations between ships at sea and established a correspondence group to develop the text of the draft amendments.

### **Ship-shaped Offshore Structures:**

A new book dedicated to design, building, and operation of offshore structures has been written by Jeom Kee Paik and Anil Kumar Thayamballi - both recognized authorities on the subject. Authors' intention behind writing this book was to develop a handy resource that contains current practices, recent advances, and future trends in core technologies essential for ship-shaped offshore installations. With an appropriate mixture of academic rigor and practical experience, the book will be an important and highly specialized resource for university students and interested practitioners.

Ship-shaped offshore units represent economical systems for the development of offshore oil and gas fields and are often preferred in marginal fields. These systems are especially attractive when developing oil and gas fields in deep- and ultradeep-water areas and locations remote from existing pipeline infrastructures. Recently, the ship-shaped offshore units have also been considered for application to near-shore oil and gas terminals.

The book includes a range of topics, from the initial contracting strategy to the decommissioning and the removal of the units concerned. Coverage includes both fundamental theory and principles of the individual technologies. This book will be useful to students who are approaching the subject for the first time as well as designers working on the engineering for ship-shaped offshore installations.

Jeom Kee Paik is Professor of Ship and Offshore Structural Mechanics at Pusan National University, Korea, and is an internationally acclaimed authority on limit-state design and assessment of ships and offshore structures. Anil Kumar Thayamballi is Senior Staff Consultant

and Engineering Advisor with a marine consultancy group in San Ramon, California. He is a specialist in marine structural design and life-cycle care, with 25 years of broad-ranging experience in ship-shaped structures.

Cambridge University Press book, design, building, operation of offshore structures, offshore structures, Jeom Kee Paik, Anil Kumar Thayamballi, ship-shaped offshore installations, offshore oil and gas fields, near-shore oil and gas terminals, Professor of Ship and Offshore.

### **New Emissions Reduction Technology:**

The price tag tops more than \$1.5 million and includes assistance of \$300,000 from an Environmental Protection Agency grant and a \$100,000 contribution from Puget Sound Clean Air Agency. Additional support for the project comes from the Port of Seattle, the Port of Vancouver, Environment Canada, British Columbia Ministry of the Environment and the B.C. Clean Air Research Fund, as well as Krystallon. Each government agency has representatives serving on a technical advisory committee that oversees the development of this project.

Established to develop innovative pollution abatement methodologies, Krystallon is a joint venture between BP Marine, a worldwide supplier of bunker fuels and lubricants, and founding partner Kittiwake, which provides test, measurement and monitoring equipment for fuels, lubricants and water systems globally. The focus of Krystallon is to provide environmental control solutions to the marine industry, marketed through the majority partner BP Marine. Initial design work has developed exhaust gas cleaning systems for large marine engines. This activity underpins the environmental agenda of BP Marine in providing both cleaner fuels and environmental solutions for energy management within the shipping industry. All companies are headquartered in the United Kingdom.

### **IACS members set the standard:**

Classification societies today are characterized by their number and diversity. They differ in size, with the smallest employing only a few inspectors concentrated in certain geographic regions, while the largest have a network of inspectors extending over all the continents.

In 1950, there were fewer than 10 clearly identified societies engaged in classification. There are now more than

100, many of which do not meet the minimum conditions for performing their role properly. This has resulted in unpardonable inconsistencies at applying safety standards.

Promoting such a reputation has brought discredit to the profession.

Aware of these difficulties, the largest classification societies joined forces in the International Association of Classification Societies (IACS). More than 90 percent of the world's cargo-carrying tonnage is covered by the classification, design, construction, and through-life compliance rules and standards set by the 10 member societies of IACS.

Since the 1990s, IACS has made strenuous efforts to regulate the work of classification. Its most recent multi-year initiative culminated in 2006 with the development of Common Structural Rules for Tankers and Bulk Carriers. IACS members include the nations listed in the box below.

As the classification profession evolved, the practice of assigning different classifications has been superseded, with some exceptions. Today a ship either meets the relevant class society's rules or it does not.

As a consequence it is either "in" or "out" "of class." However, each of the classification societies has developed a series of notations that may be granted to a vessel to indicate that it is in compliance with some additional criteria that may be either specific to that vessel type or that are in excess of the standard classification requirements.

Understandably, there is much at stake. Apart from the control of a billion-dollar market employing more than 10,000 people, the societies need to be given the chance of a more active role in improving the safety of ships.

This must be done both for occupational safety of those at sea and the structures upon which they live and work.

### **Shipbuilding Crisis**

**Continues:** Despite positive steps taken by the US Chief of Naval Operations (CNO), shipbuilding remains in a critical state. By fencing the Ship Construction Navy (SCN) budget and laying out a 30-year ship construction blueprint, the CNO has taken two dramatic steps essential to stability and efficiency for both the Department of the Navy and the industrial base. However, there are serious problems in the execution of this plan. If these problems are not recognized and resolved soon,

shipbuilding will slide back into a morass of unrealistic expectations and budget overruns that will lead to inadequate force structure.

The 30-year plan is not constructed with a view toward shipbuilding efficiency. Advice from industry was not sought in constructing the plan. The significant advantages of batch procurement (buying several ships in the same budget year rather than spreading them out over several years, a lesson from the 1980s) have not been incorporated. The Department of the Navy could get more ships for less money. Even with a redesigned plan, there are funding shortfalls if the goal of 313 ships is to be achieved.

The move toward over-reliance on contracting on a "cost plus" basis is fraught with peril. For the Navy customer, it seriously reduces internal discipline in introducing new requirements, confounds accurate budget planning, and



circumvents the necessity of careful packaging of preplanned improvements in the construction process. It also encourages laxity on the part of contractors in properly managing costs. These are more lessons from the DDG, CVN, LHD, and SSN programs of the 1980s. Cost-plus contracting might be appropriate for new combat systems, but ships are multi-year construction projects that are not amenable to the use of this contracting method in other than "medium- to high-risk" endeavors such as the lead ship of a multi-year program. It has been suggested to form an industrial advisory team and rework the 30-year shipbuilding plan addressing the following:

- Re-examine actual funding requirements and campaign for SCN funds to meet those requirements. Lobby for a realistic funding profile significantly greater than current projections. This will require building consensus that naval forces will play a major role in future overseas presence and crisis control.

(Contd. on page 13)

- Begin, and then maintain, a modernization and service life extension program for select surface combatants.
- While improvements to current contracting policies might be appropriate, review the painful lessons of the past before committing to over-reliance on "cost-plus" contracting for ship construction.
- Draw on the lessons from the 1980s in contracting for multi-year ship production and instilling discipline as new requirements and improvements are added.
- Take a hard look at actual Marine Corps forcible-entry requirements and develop a practical mix of black and grey hulls.

### **China Shipyards to Double Capacity:**

China's two largest shipyard groups plan to double capacity by 2010, challenging South Korea as the world's top builder. China State Shipbuilding Corp (CSSC) is expected to have a potential 12.3 million deadweight tonnes output by 2010m, up from 6.02 million last year. China Shipbuilding Industry Corp (CSIC) is expected to double its annual capacity to 10 million deadweight tonnes. China has 24 per cent of the global order book for new ships while South Korea has 33 per cent, according to London-based shipbroker Clarkson Plc. China's expansion may cause today's record prices for new ships to fall, especially as yards raise productivity.

China plans to take a 30 per cent share of the global shipbuilding market within the next ten years and aims to have as much as 80 per cent of equipment to be built locally. CSSC, aiming to become one of the world's top three shipbuilders, expects sales to more than double to 100 billion yuan (\$19.6 billion) by 2010 from about 40 billion yuan in 2006. CSIC, which has seven shipyards, aims to boost revenue to 100 billion yuan from 62 billion yuan, according to Bloomberg.

The biggest challenge for China 'will be skilled workers', according to Lloyd's Register. In response to such challenges, CSIC intends to cut the man-hours required for each tonne built by half to 20-25 by 2010 from 40-50 today. CSSC, in turn, said it has cut the construction period of a 175,000 DWT bulk carrier to 300 days from 480 days at the start of 2005.

### **Korean Shipbuilders Set Sights on Cruise Market:**

Korean shipyards, which swept nearly 40 percent of global orders last year, will

cooperate to tap into the lucrative cruise market in a bid to stave off the rising threat from China. Chief executives of five Korean shipbuilders, including the world's No. 1 Hyundai Heavy Industries, agreed to initiate a 40 billion won research project on cruise ships, jointly with the Ministry of Commerce, Energy and Industry. They will map out a five-year plan to help the shipbuilders maintain their global dominance.

The shipyards agreed that with China rapidly increasing its capability to build low-end vessels such as bulk ships, it seems like there's no other option for Korean shipyards but to switch to the high-end markets for luxury cruise ships and marine plant facilities. The Korea Shipbuilders' Association said in a recent report that Korean shipbuilders need to focus on the cruise ship market worth over 10 trillion won. Global demand for the luxury ships is expected to grow 5 percent annually.

Korean shipyards have been focusing on producing carriers of bulk and liquefied petroleum gas and do not have a strong foothold in the cruise ship business, which accounts for about 20 percent of the global shipbuilding market. The cruise ship market is currently dominated by European shipyards.

### **'Proper inspection of foreign vessels needed':**

REACTING to the recent sinking of a merchant vessel from Dubai off Gujarat coast, the Indian Coast Guard has reiterated the need for proper maintenance and inspection of foreign vessels coming to the country's ship-breaking yards especially during the pre-monsoon and monsoon season.

The merchant vessel, Marian Trans which was heading to Gujarat's Alang shipyard for breaking, sunk off Gujarat coast on May 26, making it the the first ship tragedy of this monsoon, Coast Guard officials stated. No casualties have been reported as the crew members abandoned the ship soon after its engine room flooded, officials stated.

"Heavy winds compounded by severe rolling of vessel due to the rough sea made the attempts of boarding the vessel very difficult. Coast Guard helicopter was also deployed for winching down personnel. However, the plan was abandoned due to safety reasons," Coast Guard officials stated. "The vessel's predicted drift route was passing closer to the oil rigs off Mumbai high. Sinking of vessel was also being contemplated by Coast Guard so as to avoid any incident like the M V Oel Vision

which took place last monsoon when the vessel came precariously close to an active oil rig prior to sinking resulting in mass evacuation of rig," officials stated.

"Past incidents have shown that these low value assets with spurious quality standards have been responsible for the increasing number of accidents or casualties in Indian waters," a Coast Guard official stated. Last monsoons saw fourteen grounding incidents and if it was not for proactive action from Coast Guard and other associated agencies like DG Shipping, maritime boards and state governments, the incidents could have catastrophed into major environmental disasters as all these vessels carried large quantities of oil, officials added.

### **Predawn fire hits Marina office in Manila:**

Fire of still undetermined origin damaged several offices of the Maritime Industry Authority (Marina) in Manila before dawn Wednesday.

The fire, which started at 4:10 a.m., gutted the fifth floor of the Philippine President Lines building at the corner of United Nations Avenue and San Marcelino Streets.

As of 9 a.m., dzBB radio reported that the fire was still raging, having spread to the building's second floor.

Traffic near the area was snarled as firefighters were forced to close portions of United Nations Avenue, where the Manila Police District (MPD) headquarters is located.

Firefighters also started using breathing apparatuses to get near the building.

On the other hand, at least three firefighters were almost trapped in the building, and were rescued through an aerial ladder. Manila fire marshal Sr. Supt. Pablito Cordeta said the fire started at the building's Room 515. He said no one was initially reported injured.

Marina safety and inspection division chief Arnie Santiago said the fire has so far destroyed the agency's overseas shipping, domestic shipping, and administrator's offices.

"Susunod diyan ang regulations office at maritime safety office (If the fire doesn't stop, it will soon destroy our regulations and maritime safety offices)," Santiago said.

Marina is an agency under the Transportation Department, tasked to oversee the shipping industry.

**Authorised by EAC BRANCH File No:ENG/EXAM-11(1)/2004 EACQM: 07.2.2. Dy. Chief Surveyor cum Sr.Dy.DG (Tech).M.S. NOTICE No.7 Circular No. Issue No. 00 Dated: 22.05.07.**

**Subject : Examination system for progression for sailors of Indian Navy/Coast Guard to MEO Certification (NCV)**

The purpose of this notice is to provide a stream for Sailors serving in Indian Navy to obtain Certificate of Competency under M.S. (STCW) Rules, 1998. Though the M.S. (STCW) Rules, 1998 have stipulated entry streams for technical sailors (Artificers and Mechanics) into the merchant marine onboard Near Coastal Vessels, there is no stream facilitating lateral entry of Engineering Mechanics and MECH ? 4 / ERA- 4.

To facilitate seamless induction of the engineering sailors of the Indian Navy viz. Artificers, Mechanics and Engineering Mechanics into the merchant fleet, post release from service, at levels matching their training, qualification and experience gained in the Indian Navy, the Chief Examiner of Engineers, Directorate General of Shipping, Mumbai has now considered educational qualifications, training and service of Artificers, Mechanics and Engineering Mechanics who have served in Indian Navy and have decided to create a stream for such sailors for obtaining Certificate of Competency, which is described as follows:

1. Minimum requirement for certification of Officer in Charge of an Engineering Watch Marine Engineer Officer Class IV( NCV) for vessels less than 3000 kW propulsion power and Offshore Supply Vessels less than 6000 kW propulsion power ? For sailors qualified as MECH ? 3 / ERA- 3

As per Merchant Shipping (Standards of Training Certification and Watch keeping for Seafarers), Rules 1998, Flow Diagram No. 4 Stream 2N for MECH-3 / ERA-3, following has been revised considering the training imparted to such sailors in Indian Navy :

**Sl. No. Flow Diagram No. 4 of META Manual**

Requirement for progression from MECH 3/ERA-3 to NCV Certification.

- 01 MECH 3/ERA 3 from Indian Navy /Coast Guard To possess Diploma in Mechanical Engineering covering Marine Engineering aspects awarded by INS Shivaji, Lonavla with atleast 02 years sea service.
02. 3 months course covering A III/1 read with A I/3 Two weeks induction course duly approved by the Directorate to be conducted by NAMAC or any other approved Institute
03. 03 Advanced safety courses
04. 06 months sea service with TAR Book. 12 months of sea service on Indian Navy / Coast Guard vessels with TASK Book / Journal (\*)
- 05 Pass MEO Class IV (NCV) written & oral exam
- 06 12 months sea service. 24 months of sea service on Indian Navy / Coast Guard vessels or 12 months sea service on sea going ships. (Merchant ships)
- 07 04 months course covering Code A-III/3 as applicable for III/3 & I/3 of STCW-95  
One month bridging course covering AIII/3 duly approved by the Directorate to be conducted by NAMAC or any other approved Institute (\*\*)
- 08 Pass MEO Class III (NCV) written & oral examination.Pass MEO Class III Second Engineer (NCV) written & oral examination
- 09 Progress as per Flow Diagram No. 4 Progress as per Flow Diagram No. 4

Notes: (\*) Exempt for those ERA 3 / Mech 3 who have completed minimum 03 years of sea service.

(\*\*) For the purpose of written examination Class IV (NCV), the sailors of the Indian Navy / Coast Guard are required to approach any of the DGS approved institutes for the purpose of examination along-with relevant testimonials. These institutes are required to conduct the exams and forward the results of respective Indian Navy / Coast Guard sailors to the office of the MMD for the purpose of conduct of orals exams for the MEO Class IV (NCV).

2. Minimum requirement for certification of Officer in Charge of an Engineering Watch Marine Engineer Officer Class IV( NCV) for vessels less than 3000 kW propulsion power and Offshore Supply Vessels less than 6000 kW propulsion power- For sailors qualified as MECH- 4 / ERA- 4

As per Merchant Shipping (Standards of Training Certification and Watch keeping For Seafarers), Rules 1998 Flow Diagram No. 4 Stream 2N for MECH ? 3 / ERA - 3 following has been exempted for sailors qualified as MECH -4 / ERA-4 considering the training imparted to such sailors in Indian Navy :

**Sl. No. Flow Diagram No. 4 of META Manual - in place of MECH-3 / ERA-3**

- Requirement for progression from MECH-4 / ERA-4 to NCV Certification
- 01 MECH-4 / ERA-4 from Indian Navy / Coast Guard. To possess Diploma in Mechanical Engineering covering Marine Engineering aspects awarded by INS Shivaji, Lonavla with atleast 02 years sea service
- 02 03 months course covering A III/1 read with A I/3. One month induction course duly approved by the Directorate to be conducted by NAMAC or any other approved Institute
- 03 03 Advanced safety courses
- 04 06 months sea service with TAR book  
12 months of sea service on Indian Navy / Coast Guard vessels with TASK Book / 06 months sea service on sea going ships (Merchant ships)
- 05 Pass MEO Class IV (NCV) written & oral exam  
Pass MEO Class IV (NCV) written & oral exam
- 06 12 months sea service  
24 months of sea service on Indian Navy / Coast Guard vessels / 12 months sea service on sea going ships (Merchant ships)
- 07 04 months course covering Code A-III/3 as applicable for III/3 & I/3 of STCW-95  
One month bridging course covering AIII/3 duly approved by the Directorate to be conducted by NAMAC or any other approved Institute.
- 08 Pass MEO Class III (NCV) written & oral exam  
Pass MEO Class III Second Engineer (NCV) written & oral examination.
- 09 Progress as per Flow Diagram No.4

**Progress as per Flow Diagram No.4**

**Notes:** For the purpose of written exam of MEO Class IV (NCV), the sailors of the Indian Navy / Coast Guard are required to approach any of the DGS approved institutes for the purpose of examination along-with relevant testimonials. These institutes are required to conduct the examination and forward the results of respective Indian Navy / Coast Guard sailors to the office of the MMD for the purpose of conduct of orals examination for the MEO Class IV (NCV).

3. Minimum requirement for certification of Officer in Charge of an Engineering Watch Marine Engineer Officer Class IV (NCV) for vessels less than 3000 kW propulsion power and Offshore Supply Vessels less than 6000 kW propulsion power - For sailors qualified as Engineering Mechanics.

As per Merchant Shipping (Standards of Training Certification and Watch keeping For Seafarers), Rules 1998 Flow Diagram No. 4 Stream 1N for Engine room rating with watch keeping certificate, following has been considered for Engineering Mechanics considering the training imparted to such sailors in Indian Navy :

**Sl. No Flow Diagram No. 4 of META Manual Stream 1N Requirement for progression from Engineering Mechanics to NCV Certification**

- 01 Engine Room rating (REW) with 03 months course and 06/09 months onboard training including RTRB Engineering Mechanics with Auxiliary Watchkeeping Certificate with 2 years of sea service. To be issued with Rating Watchkeeping Certificate by the Directorate.
- 02 02 years sea service on sea going vessels. 04 years sea service on Indian Navy / Coast Guard vessels / 02 years sea service on sea going ships (Merchant ships)
- 03 03 months course covering Code A-III/1 read with A-I/3 of STCW-95  
03 months Directorate approved Pre Sea Rating course covering Code A-III/1 read with A-I/3 of STCW-95, conducted by NAMAC or any other DGS approved Institute
- 04 03 Advanced safety courses  
03 Advanced safety training courses
- 05 06 months sea service with TAR book. 06 months sea service with TAR book on sea going ships (Merchant ships)
- 06 Pass MEO Class IV (NCV) written & oral exam  
Pass MEO Class IV (NCV) written & oral examination
- 07 Progress as per Flow Diagram No.4. Progress as per Flow Diagram No.4

**Notes:** For the purpose of written exam of MEO Class IV (NCV), the sailors of the Indian Navy /Coast Guard are required to approach any of the DGS approved institutes for the purpose of examination along-with relevant testimonials. These institutes are required to conduct the exams and forward the results of respective Indian Navy / Coast Guard sailors to the office of the MMD for the purpose of conduct of orals exams for the MEO Class IV (NCV).

Sd/-  
**(D.Mehrotra)**  
Dy. Chief Surveyor cum Sr.DDG(Tech)

**Annexure 1**  
**Course Module : Induction Course (Two weeks)**  
**Syllabus for Mech 3 / ERA 3 for progression to MEO Class IV (NCV) Certification**  
**Ref : M.S. Notice No. 7 Para 1 Sr.No.2**

**Duration : 12 working days**

**Contact hours : 84 hours including interaction with participants**

**SL.NO. SUBJECT & DURATION**

**01 Marine Environment Protection**

- Pollution prevention, basic knowledge of prevention of marine environment pollution, anti pollution procedures
  - Effects of operational / accidental pollution on marine environment
  - Familiarity with all Annexes of MARPOL 73-78
  - Anti pollution equipment & drills
  - Familiarity to SOPEP manuals & oil record books
  - Working principles of Oily Bilge Water Separators, incinerators and Sewage Treatment Plants
- 35 hours

**02 Legislation with regard to**

- Basic working knowledge of IMO
  - Regulations / Conventions ? SOLAS, MARPOL, Load Line STCW and ISM
  - Statutory Certificates
- 14 hours

**03 Ship Safety & Personal Care**

- Safe Working Practices
  - Knowledge of medical first aid at sea
  - Knowledge of life saving appliances used on ships upto 3000 kW
- 21 hours

**04 Introduction to Tankers**

- Tanker terminology, Oil tanker types
  - Hydrocarbon structure, physical properties
  - Oil tanker arrangements, piping arrangements, draining/stripping cargo level measurements, tank cleaning, purging & ballast voyage
  - Hazard control measures & personnel protections
- 14 hours

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**Annexure 2**

**Course Module : Bridging Course (One month)**  
**Syllabus for Mech 4 / ERA 4 / Mech 3 / ERA 3 for progression to MEO Class IV (NCV) Certification**  
**Ref : M.S. Notice No. 7 Para 1 Sr.No.7 & Para 2 Sr.No.7**

**Duration : 26 working days**

**Contact hours : 182 hours including interaction with participants**

**SL.NO. SUBJECT & DURATION**

**01 Marine Environment Protection**

- Knowledge of MS rules including record keeping
  - Thorough knowledge of pollution prevention procedures
  - Garbage management plan, Air pollution prevention
- 14 hours

**02 Health**

- Crew accommodation, hygiene, welfare of crew, inspection & reports, Maritime declaration of health, Port health requirements pertaining to BIMMS conference
- 14 hours

**03 Safety**

- Outline knowledge of acts & regulations affecting ship management including drills, musters, operation of live saving equipment, closing of hatches and bulkheads
- 14 hours

**04 Basic knowledge of ISM Code**

- Emergency plans for collision, loss of steering, ship aground, oil spills, flooding
  - Organising training onboard
- 14 hours

(Contd. on page 17)

- 05 Certificates**  
 - Documents to be carried by the ship, validity & procedures to obtain  
 07 hours
- 06 Load lines & SOLAS**  
 - Responsibilities for loadline marks, entries of reports / records on draught allowance  
 - Knowledge of International convention on SOLAS  
 14 hours
- 07 Ship stability**  
 - Determine Centre of Gravity in new condition  
 - Effects of adding / removing weights  
 - Computation of areas of volume by Simpsons First & Second rules  
 - Use of hydrostatic curves of ship stability, carriage of deck cargo, factors affecting shape of data curves, concept of permeability  
 - Calculation of change of trim, moment to change trim per centimeter, position of centre of floatatio  
 77 hours
- 08 Ship Construction**  
 - Knowledge of writing damage report sustained in voyage  
 - Knowledge of classification of ships & classification society  
 - Stress & Strain on ships in seaway due to loading & ballasting  
 - Local & special stiffening  
 14 hours
- 09 Knowledge of all types of life rafts, life jackets, life buoys, pyrotechnics, thermal immersion suits and their maintenance**  
 14 hours
- TOTAL 182 hours**

### Annexure 3

#### Course Module : Induction Course (One month)

#### Syllabus for Mech 4 / ERA 4 for progression to MEO Class IV (NCV) Certification

Ref : M.S. Notice No. 7 Para 2 Sr.No.2

**Duration : 26 working days      Contact hours : 182 hours including interaction with participants**

#### SL.NO. SUBJECT & DURATION

- 01 Marine Environment Protection**  
 - Pollution prevention, basic knowledge of prevention of marine environment pollution, anti pollution procedures  
 - Effects of operational / accidental pollution on marine environment  
 - Familiarity with all Annexes of MARPOL 73/78  
 - Anti pollution equipments & drills  
 - Familiarity to SOPEP manuals & oil record books  
 - Working principles of Oily Bilge Water Separators, incinerators and Sewage Treatment Plants  
 35 hours
- 02 Legislation with regard to Pollution prevention**  
 - Basic working knowledge of IMO  
 - Regulations / Conventions ? SOLAS, MARPOL, Load line & STCW  
 - Statutory Certificates  
 28 hours
- 03 Ship Safety & Personal Care**  
 - Safe Working Practices  
 - Knowledge of medical first aid at sea  
 - Knowledge of life saving appliances used on ships upto 3000 kW  
 14 hours
- 04 Introduction to Tankers**  
 - Tanker terminology, Oil tanker types  
 - Hydrocarbon structure, physical properties  
 - Oil tanker arrangements, piping arrangements, draining/stripping cargo level measurements, tank cleaning, purging & ballast voyage  
 - Hazard control measures & personnel protections  
 28 hours
- 05 Naval Architecture & Ship stability**  
 - Density, Relative Density, d, TPC, Coefficient of form, calculation of area, volume & moments, block coefficient.  
 - Terms of buoyancy and reserve buoyancy

- General understanding of centre of gravity, centre of buoyancy, meta-centric height, righting lever, righting moment, stable, neutral and unstable equilibrium
  - Stiff & Tender ship, use of hydrostatic data
  - Effects of adding / removing weights
- 49 hours

#### 06 Ship Construction

- Definitions of sheer, camber, flair, rake, tumblehome & rise of floors.  
Sections used in welding & materials. Longitudinal & transverse framing, beam knees, watertight bulkheads, hatches, rudders, bow thrusters, propellers, watertight bulkheads, double bottoms, shell & deck platings.
  - Fore & aft peak tanks, double bottom and deep tank filling and pumping arrangements, compartmental drainage, bilge keel.
  - Panting, hogging, sagging, pounding, permissible stress limits
  - Side & wing tanks, air pipes, ventilators
- 28 hours

### M.S. Notice 8 of 2007

**No:ENG/EXAM-17(9)/99**

**Dated: May 24, 2007**

**Subject: Restructuring of 4 years Degree Course and training requirement at MERI, Kolkata, affiliated to Jadhavpur University**

Marine Engineering & Research Institute (MERI), Kolkata, the premier Marine Engineering Institute conducting 4 years B.E. degree course affiliated to the University of Jadhavpur, Kolkata and approved by the Directorate General of Shipping, has been identified for implementing new training programme to impart a structured embedded training on board ships in conformity with the requirement of STCW 95, during the 4 year degree programme.

2. An Expert Committee was set up by the MERI, Kolkata and the University of Jadhavpur for restructuring the course contents. Based on the satisfactory report of the Expert Committee, the Vice Chancellor of Jadhavpur University has agreed for the proposed restructuring of the syllabus in concurrence with the Directorate.
3. Under the new scheme the syllabus and curriculum have been designed to impart a comprehensive foundation in the fundamental engineering sciences. It is expected that each trainee cadet shall complete their theoretical and basic training by the end of the 6th semester. The cadets after completing their 6th semester would be eligible for proceeding to sea for six months practical afloat training on board ships and they will return to the campus for continuing their 8th semester.
4. The candidates are required to satisfactorily complete 4 basic training courses before proceeding to sea.
5. Shipping companies are required to ensure that cadets have the opportunity to acquire the necessary knowledge and skills and the same recorded in the on board Training and Assessment Record book and duly endorsed by Chief Engineer Officer.
6. After successful completion of 8th semester and award of the degree by the Jadhavpur University, and as required under Section M-III/1 of Chapter III of Maritime Education, Training and Assessment (META) Manual Volume I, the candidate will be eligible for MEO Class IV, Part "A" exemption and subsequently will also be eligible to sit for MEO Class IV Part "B" written and oral examination in all functions. Candidates are exempted from attending MEO Class IV preparatory course.
7. The Principal Officers are hereby requested to expedite the issue of CDC to the candidates through respective Shipping Masters so that the candidate can join the ship without any delay.

This issues with the approval of the Chief Examiner of Engineers.

Sd/-  
**(D.Mehrotra)**  
Dy. Chief Surveyor cum Sr. DDG (Tech)

### NT WING CIRCULAR No.: NT/ ISPS/ 07/ 2007

**44-NT(02)/2007**

**Dated: 24th May 2007**

#### SUB: ENDORSEMENT OF STATEMENT OF COMPLIANCE FOR PORT FACILITIES

During the conduct of ISPS annual verification audits of Port Facilities, it has been observed that on some occasions, there are observations/ non compliances noted by the Auditor conducting the audit, which have to be closed within a specific time period.

It is noted that ports upon closing the observations/ non compliance/s apply directly to the Directorate for endorsement of the Statement of Compliance, without the same being verified by the Auditor concerned.

All Port Facility Security Officers may take note and ensure that all observations/ non compliance/s made during the audit upon closure are verified by the Auditor who shall make a written recommendation to the Directorate for the endorsement of the Statement of Compliance on FORM NO: ISPS/PFSP/001 of the Audit Report.

The Statement of Compliance will only be endorsed upon receipt of such written recommendation from the Auditor who has conducted the verification audit. The Principal Officers/ Surveyor in Charge of all Mercantile Marine Departments and Port Facility Security Officers of all ports may be guided accordingly.

Sd/-  
**(CAPT. R. AWASTHI)**  
Nautical Surveyor-cum- Deputy Director General of Shipping (Technical)

## CASUALTY CIRCULAR NO.3 OF 2007

(Regulatory / Guidance / Information)

No:11-NT(2)/2005

Dated: 28.05.2007

**Sub: Collision between tankers while approaching anchorage area of port.**

### Objectives:

- To share and disseminate valuable information with ship-owners, ship managers, Masters and crew of a ship regarding the importance of observing practice of good seamanship during the operation of the vessel in port
- To guide the Master and the crew to exercise reasonable care, and skill during the maneuvering of ship in the approaches of ports.

### NARRATIVE:

The Master of an Indian tanker while making an approach to an Indian port in Gujarat planned her passage to pass ahead of another anchored vessel, a tanker. The Master intended to anchor his vessel in a safe assigned anchorage position after passing ahead of the anchored vessel. During this operation, he mis-judged the effects of tide and currents and noticed the measures taken by him to counter the effects of these forces were not adequate to avoid the development of close quarter situations with the anchored tanker. This act on part of the Master resulted in collision with the anchored vessel.

### OBSERVATIONS:

1. The Bridge team failed to take precautions which are required by the ordinary practice of seamen taking into account limitation of the vessels involved and special circumstances prevailing during the maneuvering of the vessel.
2. Good navigational watch keeping practices prescribed under the provision of STCW / ISM Code were not adhered to.
3. The primary cause of this collision was attributed to underestimation of drift due to tide / currents while executing the maneuver at slow speed.
4. The secondary cause of this incident was attributed to reduction of vessels headway with the tide on her beam which forced this vessel to drift on to the anchored vessel.

### LESSONS LEARNT:

1. Masters shall prepare comprehensive anchorage plan in accordance with SOLAS requirement Chapter V ? Safety of Navigation.
2. This plan shall be explained to the Bridge team well in advance.
3. The positions of all vessels around the intended anchorage position shall be plotted as a part of good navigational watch keeping procedures prior to approaching the anchorage area.
4. A tenet of good seamanship shall be exercised by the Master by passing stern of the anchored vessel giving bold helm and engine movement to control the set in drift of the vessel . Bold main engine movements should be used when required to control the set/ drift or gain steering control of the vessel.
5. Substantially enhanced drift when proceeding at slow speed due to prevailing tides / currents should be anticipated when approaching or leaving harbors

The Directorate being committed to safety of ships during its navigation in the approaches of Indian ports draws the attention of shipowners, shipmanagers, charterers and agents to casualty Circular No. 6 of 2006 (available on DGS web site [www.dgshipping.com](http://www.dgshipping.com)) which provides the guidelines to the ship master while making an approach to Indian ports.

In the light of above, the shipowners, ship managers are once again advised to provide necessary guidance to their Masters in a documented form impressing upon them the significance of exercising extreme caution during the maneuvering of a ship congested waters.

Sd/-

**(Capt. Deepak Kapoor)**

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

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# IMO Briefing

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## Briefing 03/2007

### Pioneering UN atlas of oceans turns five

#### Expert-run website the definitive source for information on world oceans

IMO and a group of 14 partner organizations are marking the fifth anniversary since the launch of the web-based UN Atlas of the Oceans (<http://www.oceansatlas.org>), in June 2002. The Atlas is a pioneering online encyclopaedia containing a wealth of information on the world's oceans that is maintained collaboratively by an international network of expert editors.

The Atlas was launched in 2002 by a group of UN agencies and their partners - constituting some of the world's foremost ocean agencies - amid mounting concern over the continuing deterioration of marine and coastal ecosystems and with the goal of helping to reverse this decline and promote the sustainable development of oceans.

"The Atlas is cross-sectoral in nature and, with respect to IMO's mandate, includes extremely valuable information on shipping, maritime safety and security and the protection of the marine environment," said Mr. Miguel Palomares, Director of IMO's Marine Environment Division and IMO Focal Point of the UN Atlas.

The Atlas allows policymakers, resource managers, academics and experts to access, contribute and continuously update and expand human knowledge on these issues.

"The basic idea is to pool knowledge and expertise from around the globe in one easy-to-use tool that can deepen our understanding of marine environments and help promote a shared, coherent vision for ocean management," said Mr. Jorge Csirke, Director of the Food and Agriculture Organization (FAO)'s Fisheries and Aquaculture Management Division and the UN Atlas Project Director.

#### A wiki approach

Currently, the Atlas contains over 4,000 entries which, aside from those related directly to maritime transport, range from fisheries biology to ocean law to undersea prospecting for pharmaceuticals and telecommunications. Each topic listing provides background information, records UN agency programme roles and involved organizations, describes relevant legal and policy frameworks, identifies research needs, and gives an assessment of what the future holds. These entries are maintained by a network of 42 volunteer expert editors, with another 7,000+ plus "members" who receive regular updates on new or altered atlas content, contribute to the content and give feedback to the editors. This collaborative method of contributing to and updating a website is known as a "wiki" system.

About 100,000 people access the UN Atlas of the Oceans website each month.

#### A global partnership

Acting under the UN-OCEANS framework, fifteen UN and non-UN organizations make up the Atlas partnership, with FAO serving as the coordinating Secretariat: IMO, the International Atomic Energy Agency, the International Seabed Authority, the Secretariat of the Convention on Biological Diversity, United Nations Department of Economic and Social Affairs, the United Nations Environment Programme, the World Meteorological Organization, the Census of Marine Life, Russia's Head Department of Navigation and Oceanography, the Intergovernmental Oceanographic Commission of the United Nations Educational, Scientific and Cultural Organization, the National Geographic Society, the United States National Oceanic and Atmospheric Administration, the World Ocean Observatory and the World Resources Institute, with initial funding from the United Nations Foundation.

#### Topics covered by the Atlas

Uses of the oceans - covers the main types of use of the ocean's living and non-living resources with the following sub-topics:

- |                                      |                                |
|--------------------------------------|--------------------------------|
| Fisheries and aquaculture            | Recreation and tourism         |
| Transportation and telecommunication | Human settlements on the coast |
| Offshore oil, gas and mining         | Energy                         |
| Marine biotechnology                 | Non-consumptive uses           |
| Ocean dumping and ship wastes        | Disposal of waste from land    |

Ocean issues - the main issues affecting the uses of the ocean and their overall governance are catalogued and described here under cross-cutting and broad topics:

- |  |                         |                           |
|--|-------------------------|---------------------------|
| Climate variability and climate change | Economics               | Emergencies               |
| Food Security                          | Governance              | Human health              |
| Safety                                 | Sustainable development | Pollution and degradation |

About the Oceans - an encyclopaedic collection of information about the oceans, organized in the following areas:

- |                                |                                |                                       |
|--------------------------------|--------------------------------|---------------------------------------|
| How Oceans were formed         | How Oceans are changing        | Maps, statistics and online databases |
| Ocean dynamics                 | Physical & chemical properties | Ocean-atmosphere interface            |
| Biology                        | Ecology                        | Coasts & coral reefs                  |
| Monitoring & observing systems | Research                       | Education & training                  |
| International co-operation     | Early explorations             | The oceans of the future              |

## Bahrain ferry tragedy: Indian gets 3-yr jail term.

An Indian captain was sentenced to three years imprisonment by a Bahraini court on charges of manslaughter of 58 people, including 17 Indians, who died in a ferry mishap. The Bahraini owner of the Al Dana ferry was jailed for 10 years by a lower court. The dhow carrying 137 people capsized off the coast of Bahrain, killing at least 57 people on March 30, 2006. Rajendrakumar Ramjibhai was arrested shortly after the disaster and had been in custody for the past 13 months, which would count as part of his sentence. The owner Abdulla Al Kobaisi was, however, immediately released on BD10,000 bail, pending appeal against the verdict. Meanwhile, an Indian survivor of Al Dana tragedy expressed delight at the verdict, saying it is a fitting end to 'one of the tragedies of our time'. "The 10-year jail sentence for Bahraini dhow owner Abdulla Al Kobaisi was fair, but that the Indian captain should never have been prosecuted," Ashfaq Shabu Kambat said. "Why should the poor man be charged? He was simply following the orders of the owner. He was not a trained captain. He would obviously do what the owner told him. Had he been a professional, he would have refused to sail and there was nothing anyone could have done. I feel sorry for him," the Indian national was quoted as saying by the Gulf Daily News. **What has Indian maritime administration to say on this?**

**Port ID systems delayed:** A new security card was supposed to be just around the corner - but might take a while longer.

A new federal security card system for port workers is being delayed once again - and likely won't now be issued to more than 20,000 maritime and shipyard workers in Hampton Roads until early 2008, the Virginia Port Authority's security director said Tuesday.

Readers' valued feedback very important to us. Please be free to e-mail:

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[seafarersman@hotmail.com](mailto:seafarersman@hotmail.com)

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.

The Department of Homeland Security was set to issue the new cards - called the Transportation Worker Identification Credential - to the nation's top 10 ports by July 1.

The system, which uses fingerprints and conducts a national background check, isn't quite yet ready for action - yet another delay to a program that was first mandated by Congress under a 2002 law.

"This will be spread out over a little more time," said Port Authority security director Ed Merkle. "Best case scenario, I believe it will be sometime after the first of the year when the TWIC cards start to be issued here."

Also, on Tuesday, the Port Authority's board voted 8-0 to approve the authority's annual budget for the year that begins in July. That includes a \$101.5 million in revenues - \$63.5 million from terminal operations and \$38 million from the state's transportation trust fund.

But in a rarity on a board on which unanimous votes are typical, one board member, Mark B. Goodwin, voted against a separate budget for the Virginia International Terminals, the state-created port operating company.

After a discussion of the budget in closed session, the board's approval carried in open session by a vote of 7-1, with four members absent.

Afterwards, Goodwin shed little light on his vote. "I voted as I voted," he said. "I thought (VIT's) revenue and income targets should have been higher. That's the implication of my no vote. That's all I want to say."

The net revenue on VIT's budget, raised from fees to shipping lines, is used to fund a large part of the authority's budget.

In explaining the projected revenue decline, Joseph A. Dorto, VIT's general manager, said VIT will likely lose some containerized cargo to a private terminal owned by A.P. Moeller Maersk, which is set to open up in July on the Elizabeth River.

The Maersk terminal didn't take VIT by surprise, Dorto said, but has been expected for four years. That's why VIT has worked to shore up lots of its current business by locking it into long-term contracts.

But Dorto said some business would still shift to the new terminal. Plus, maintenance and fuel costs are up, and the economy could be doing better. "Business is soft right now," Dorto said. "There's some new business right now that we're after, so hopefully we'll be able to chip away at that deficit."

He added: "With the economy being a little soft, that's going to be a challenge ... (But) I believe that between the Port Authority's marketing staff and some of things on the operating side, that we can put a dent in that."

VIT says it will take in \$237.9 million for the year that begins in July. That's down 1.7 percent from the most recent estimate for this year, and 5 percent off the current year's original budget projection.

After paying expenses, VIT projects it will turn over \$56 million in net revenues to the Port Authority for the year that begins in July, down 5 percent from the current fiscal year projection.

VIT has a permanent staff of 477 people - the same as the current year. It also has between 400 and 800 additional

(contd. on page 22)

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:: STCW COURSE SCHEDULE FROM JANUARY 2007 TO JUNE 2007 ::

S.NO	COURSES & DURATION	DETAILS OF COURSE
1.	B. E. MARINE ENGINEERING COURSE (DGS APPROVED) 4 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
2.	B.Sc. NAUTICAL SCIENCE COURSE (DGS APPROVED) 3 yrs	IN COLLABORATION WITH BIRLA INSTITUTE OF TECHNOLOGY, RANCHI. COURSE COMMENCES IN MID-AUGUST EVERY YEAR
3.	GRADUATE MECHANICAL ENGINEER COURSE (DGS APPROVED) 1 yr	COURSE COMMENCES IN OCTOBER EVERY YEAR FOR B.E. MECHANICAL ENGINEERING GRADUATES ONLY
4. 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 BEDIPLOMA (EEE) GRADUATES TO BE COMPETENT TO SAIL ON-BOARD AS MARINE ELECTRICAL & ELECTRONICS OFFICERS. NEXT COURSE COMMENCES ON 3rd Week of JAN 2007.
9.	DIPLOMA IN SHIPPING COURSE PART TIME (EVENING) 6 mths	COVERING A NEED BASED AND EXTENSIVE SYLLABUS DESIGNED BY EXPERTS OFFERING EXCELLENT OPPORTUNITY TO ACQUIRE / ENHANCE SHIPPING KNOWLEDGE FOR EMPLOYMENT IN THE SHIPPING INDUSTRY.
10.	CERTIFICATE PROGRAMMES 3 mths	TO ENABLE AND GET THE SUITABLE EMPLOYMENT IN SHIPPING COMPANIES AND SHIPPING OFFICES ASHORE. COMMENCEMENT DATES WILL BE ANNOUNCED.
11.	<ul style="list-style-type: none"> <li>● LINER TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS</li> <li>● CLEARING, FORWARDING AND DOCUMENTATION</li> <li>● SHIP BROKING AND CHARTERING</li> <li>● SHIP AGENCY &amp; PORT AGENCY AND STEVEDORING</li> <li>● DIPLOMA IN MARITIME STUDIES (DMS)-</li> <li>● DIPLOMA IN NAUTICAL SCIENCE (DNS)-</li> <li>● DIPLOMA IN SHIPPING &amp; MARITIME TRANSPORTATION (DSMT)</li> </ul>	IN COLLABORATION WITH SINGAPORE MARITIME ACADEMY (SMA). DURATION AND COMMENCEMENT DETAILS WILL BE ANNOUNCED SHORTLY

S.NO	STCW COURSES - DURATION	COURSE DATES	COURSE DATES	FEES	
				NON-RES	RES.
12.	GMDSS(DGS APPROVED) 14 days	02/01 - 17/01 05/02 - 21/02	05/03 - 21/03 02/04 - 18/04	07/05 - 23/05 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 COURSE (DGS APPROVED) 2 days	16/01 - 17/01 20/02 - 21/02	20/03 - 21/03 17/04 - 18/04	22/05 - 23/05 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 06/06 - 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	06/05 - 12/05 22/05 - 26/05 06/06 - 09/06 19/06 - 23/06	Rs.2,500      Rs.3,250
18.	MEDICARE COURSE (DGS APPROVED) 10 days	02/01 - 12/01	05/03 - 15/03	02/05 - 13/05	Rs.5,000      Rs.6,650
19.	MEDICAL FIRST AID COURSE(DGS APPROVED) 4 days	06/02 - 09/02	03/04 - 06/04	19/06 - 22/06	Rs.2,500      Rs.3,100
20.	FIRE PREVENTION AND FIRE FIGHTING COURSE (DGS APPROVED) 3 days	01/01 - 03/01 15/01 - 17/01 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 06/06 - 08/06 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 01/02 - 03/02 19/02 - 21/02	05/03 - 07/03 19/03 - 21/03 05/04 - 07/04 19/04 - 21/04	07/05 - 09/05 21/05 - 23/05 07/06 - 09/06 21/06 - 23/06	Rs.1,500      Rs.1,950
22.	PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES COURSE (DGS APPROVED) 3 days	08/01 - 10/01 22/01 - 24/01 01/02 - 03/02 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 10/06 - 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 01/02 - 02/02 25/02 - 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 PFFC COURSES.

<p>For further details contact : <b>CEO &amp; DIRECTOR</b> Registered Office : ACADEMY OF MARITIME EDUCATION AND TRAINING 135 EAST COAST ROAD, KANATHUR-603 112</p> <p>TEL : 91-44-27472157, 27472155, 27472904, 27472905 FAX : 91-44-27472804</p>	<p>City Office : AMET, 5107.H2, II Avenue, ANNANAGAR, CHENNAI - 600 040. TEL : 91-44 - 26161438, 26161180 FAX : 91-44 - 26162827, 2825 0550</p>
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longshoreman working at the terminals daily, according to authority bond documents. "We're trying to stay as lean as we can," Dorto said.

The VIT budget included the compensation of top executives.

Dorto will get paid up to \$770,012 in the year that begins in July. That includes a base salary of \$441,055, a 5 percent increase from his current base.

He also will qualify for a bonus worth up to \$286,686 - or 65 percent of his base pay - as well as a \$21,285 car allowance, \$3,986 in unidentified "business-related club benefits," and \$17,000 in life insurance premiums. Dorto also qualifies for \$393,444 in retirement pay annually beginning at age 65, according to the report.

VIT said assistant general manager Richard N. Knapp has a pay package worth up to \$289,694, a 5 percent increase, plus a company car. M. Lynn Tarkenton, VIT's operations director, stands to get a pay package worth up to \$244,705, a 5.8 percent increase, plus a VIT car.

In other news out of Tuesday's meeting, the Port Authority also:

Tabled a resolution that would have altered the authority's travel policy to allow more exceptions from the state travel policy. "We do have different kinds of business as other state employees, but we're still subject to state law," board chairman John Milliken said before tabling the matter, asking the staff to come back to the board with additional justification and information about the changes.

Announced that executive director emeritus J. Robert Bray, who led the Port Authority as its executive director since 1978, will retire in July instead of sticking around until December.

"It was his choice, with our concurrence," Milliken said. But if Bray is needed,

Milliken added, "He's told us that he will be but a phone call away."

Bray received \$70,000 of his \$73,353 maximum bonus for the fiscal year that ends in June.

In his self-evaluation, Bray had requested only \$58,682 of that bonus - based on meeting two of the three goals: container growth, ensuring a smooth transition, and financial and project management.

With container growth down, Bray did not meet the criteria in that incentive bonus. But the board still voted Tuesday to give him the \$70,000, saying he did a good job in handing off the reigns to new executive director Jerry A. Bridges. "He's been vitally important to the success of this institution," Milliken said of Bray at the meeting.

Announced the number of containers handled the port between July and April came in at 1.72 million 20-foot equivalent units. That's up 0.7 percent for the same 10 month stretch the previous year. Ship calls were up 5 percent.

Breakbulk cargo - general cargo not carried on containers - is down 11 percent. Marketing chief Tom Capozzi saying that some more and more cargo - increasingly including lumber - is now carried on containers.

Honored William Grace, of Newport News, who has served on the board for the maximum 10 years. In those 10 years, Grace never missed a board meeting.

**Conference to adopt new international treaty on wreck removal opens in Nairobi:** International Conference on the Removal of Wrecks: 14-18 May 2007, Nairobi, Kenya

A Diplomatic Conference to adopt a new international convention on wreck

removal was opened in Nairobi, Kenya, by the Secretary-General of the International Maritime Organization (IMO), Mr. Efthimios E. Mitropoulos, on Monday (14 May 2007). The new convention will provide the legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine environment.

If adopted, the convention will fill a gap in the existing international legal framework. Neither the United Nations Convention on the Law of the Sea nor IMO's Salvage Convention deals in substance with the problem of wreck removal, leaving States unclear as to the legal position, particularly with regard to wrecks located beyond the territorial sea.

Although the incidence of marine casualties has decreased dramatically in recent years, mainly thanks to the work of IMO and the persistent efforts of Governments and industry to enhance safety in shipping operations, the number of abandoned wrecks, estimated at almost thirteen hundred worldwide, has reportedly increased and, as a result, the problems they cause to coastal States and shipping in general have, if anything, become more acute.

These problems are three-fold: first, and depending on its location, a wreck may constitute a hazard to navigation, potentially endangering other vessels and their crews; second, and of equal concern, depending on the nature of the cargo, is the potential for a wreck to cause substantial damage to the marine and coastal environments; and third, in an age where goods and services are becoming increasingly expensive, is the issue of the costs involved in the marking and removal of hazardous wrecks. The convention attempts to resolve all of these and other, related, issues.

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The five-day Conference, being held in the United Nations Office at Nairobi (UNON), is taking place under the auspices of the IMO, the United Nations specialized agency with responsibility for safety and security at sea and prevention of marine pollution from ships, and is being organized with the support of the Government of Kenya and UNON. The Conference is the first such event that IMO has held in Africa and is being attended by delegations from some 60 IMO Member States.

The draft convention is the result of many years' work in IMO's Legal Committee. In his opening remarks, IMO Secretary-General Mitropoulos commended it to the Conference, telling delegates, "The draft convention submitted for your consideration this week combines the benefits of uniformity with flexibility; it also carefully balances the rights and obligations assigned to States Parties and shipowners through a skilful combination of private and public law provisions."

The Conference was addressed on its second day by the President of the Republic of Kenya, His Excellency the Honourable Mwai Kibaki, following a national day of prayer, on Monday, 14 May, in memory of the victims of the recent Kenya Airlines accident in Cameroon.

### Container ports face handling charges:

Viet Nam may have to implement a new terminal handling charge (THC) earlier than the nation's exporters had hoped for, following the rejection of a call to delay the charge by the Intra-Asia Discussion Agreement (IADA)'s secretariat.

The IADA disagreed with Vietnamese exporters on a delay for the implementation of the new THC until January 1 of next year, said the Viet Nam Chamber of Commerce and Industry vice president Hoang Van Dung.

The IADA has yet to accept proposed THC starting levels suggested by a Vietnamese council set up to negotiate the terms of the charge.

Dung said the TCH charge was proposed by the Vietnamese chamber to be US\$20 per 20-foot container and \$30 per 40-foot container, while the IADA has already introduced initial levels of \$50 per 20-foot container and



\$75 per 40-foot container.

The charge to be collected in Viet Nam starting from the beginning of next year would be \$60 per 20-foot container and \$90 per 40-foot container, according to a recent letter from the IADA to the chamber, said Dung.

At a meeting between IADA and the Vietnamese council held last Thursday in Ha Noi, the two sides reached agreement on separating THC, the costs of loading and discharging containers at container ports, from transportation or freight charges.

An official from the IADA's secretariat said the THC application in Viet Nam was aimed at creating a more transparent pricing structure for freight rates to and

from Viet Nam as well as bringing the nation's shipping business practices in line with norms applied in all other Asian countries.

The council, which included seven export associations representing the sectors of textiles and garments, leather and footwear, electronics, seafood, coffee and cocoa, cashews and tea, along with the Government Office, the Civil Maritime Administration and representatives from the chamber and ministries of Trade, Finance, and Transport, petitioned the IADA to postpone the THC collection until next year. The council argued that application should be delayed as annual contracts had already been signed and it took Vietnamese associations and enterprises some time to get used to carrying out collection effectively.

The council also noted that domestic firms should take the initiative in negotiations with foreign shipping companies, linked to the IADA, as they have started collecting THC charges. Local firms should also specify THC payment in contracts with foreign counterparts.

### Exploited Contract Canteen Staff on Offshore vessels – Salary raised from Rs. 3000/- to Rs. 30,000/- per month. Back Pay Arrears to be paid from Rs. 2 lakhs to Rs. 15 lakhs and more.



Mr. Naresh Birwadkar, Secretary, FSUI, Mumbai being felicitated.

**Mr. Naresh Birwadkar**, Secretary, Forward Seamen's Union of India, Mumbai, having sailed as a seaman, with the state owned Shipping Corporation of India, who very much realizes the sentiments of seamen out at sea; who has practically seen his fellow seamen being exploited and grown up to be a seamen's leader, to protect their real interests and welfare.

Now, Mr. Naresh Birwadkar proved to be the savior, for the exploited canteen workers on offshore vessels, who were being paid pittance. He voiced their genuine grievances, streamlining them into the fold of seamen for wages, rights and privileges with common benefits.

Beneficiaries being distributed with their back pay dues from mid 1990's ranging from Rs. 2 lakhs to Rs.15 lakhs.



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