

44th National Maritime Day Celebrated at Cochin

National Maritime Day function was organised on 5th April 2007 at 5.30 PM at the auditorium of Merchant Navy Club, Cochin. Capt. J.C.Anand, Chairman, Indian Register of Shipping, Mumbai was the Chief Guest and Shri Ajoy Chatterjee, Chief Surveyor with the Govt. of India cum Addl. Director General of Shipping (Engg.), Mumbai was the Guest of Honour. Shri P. K Majunder, Principal Officer, Mercantile Marine Department, Cochin and Chairman, National Maritime Day Celebration Committee, Cochin presided over the function. A ceremonial welcome was given to the distinguished guests on their arrival. Shri M.P.John, Engineer & Ship Surveyor and Secretary, National Maritime Day Celebrations Committee, Cochin welcomed the gathering. Commodore M. Jitendran, Chairman & Managing Director, Cochin Shipyard offered felicitation. Capt. Paul N Joseph, Deputy Conservator, Cochin Port Trust and General Convenor National Maritime Day Celebrations Committee, Cochin proposed vote of thanks.



Address by Capt. J.C. Anand, Chairman, IRS, on 5th April 2007

Maritime Transport is the largest and most efficient means of transport on the global scheme.

Capt. J.C.Anand in his address explained the role of marine technologists in the latest technically advanced shipping scenario. He said planning of modern industrial organization calls for a high level of specialized talent to perceive and foresee the complex conditions governing the operative machinery. This is particularly true of capital intensive shipping industry which enjoys priority in our national economic development policies and planning. Indian technologists have earned a name as being second to none in the world. They are today so well considered for their professional efficiency, skill and expert knowledge that their services are in great demand both in India and abroad.

The public meeting was followed by cultural programme and dinner for all those attended the function. All ships berthed in the port were well decorated on this auspicious maritime day. The week-long celebrations programme was well-covered by the media.

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FELICITATIONS



Dr. P.K. Chandran, Ph.D; F.I.E. (India), Managing Editor & Publisher, MARINE WAVES, Recipient of UWA Outstanding Intellectual of 21st Century Awards for the year 2007, from the hands of Prof. Sukhadeo Thorat, Chairman, University Grants Commission, New Delhi, alongwith Dr. M. AnandaKrishnan, Chairman, Madras Institute of Development Studies and Former Vice Chancellor Anna University.



Mrs. Chandri Chandran, B.A., B.Ed; Ex.Headmistress Kothari Girls H.S.School, and Mr. P.K. Perumal, Ex.Adviser, Planning Commission, Govt.of India, co-recipient seated on either sides.



Dr. R.S. Rathod, I.P.S., Spl. IGP Maharashtra, Co-recipient of UWA Outstanding Intellectual of 21st Century Awards for the year 2007, from the hands of Prof. Sukhadeo Thorat, Chairman, University Grants Commission, New Delhi, alongwith Dr. M. Ananda krishnan, Chairman, Madras Institute of Development Studies and Former Vice Chancellor Anna University

Renowned Population Expert & Founder "United Writers Association" Dr. K. Thiagarajan, is seen receiving "JEWEL OF INDIA AWARD" from the hands of Prof. Sukhadeo Thorat, Chairman, University Grants Commission, New Delhi.



From the Editor's Desk

"MARINE WAVES" URGES FRESH THINKING IN ENSURING G O O D G O V E R N A N C E .



To excel in any profession, the need for commitment and dedication should come from within, not comparing those who keep counting money and eye on the clock. The need to focus on upgrading quality- standards, from time to time, enabling timely corrective action, keeping workplace safety culture with discipline, valuing "TIME" which is most precious. The lethargic, finds only easy ways of making fast money at others cost, other ways known as criminals. They find their easy jobs more stressful. Sincere, honest and hardworking-people enjoy their work and produce more and excellent results, find their jobs less stressful, since they make their work enjoyable. A pleasant and happy mind-set will reflect on how one serves better. Self criticism and constructive criticism by peers can spur the urge to do better, which is ideal, though seldom realized or practiced.

I would rather call upon all the mariners to share their rich experience out at sea, into successful case study, for development. Mariners opting to teaching jobs ashore, need to be computer-proficient, irrespective of whether they be old timers or not, the need to keep abreast, moving with the times of new technology, knowing more from the internet world, inter-act by exchanging their thoughts. The three components which are Computers, Connectivity and Commitment. Followed by Content learning and communication. Have a lien towards academics, quest for learning. Theory and Practice should go hand in hand, with a pragmatic approach of a holistic view. Real education, can only give you the power to change. "The illiterate of the 21 century will not to be those who can not read and write but those who can not learn, unlearn & relearn"- Alvin Toffler. Knowledge is infinite and hence studying needs to be a continuous process to keep abreast with their related relevant subjects, an urge to know more and more for enhancing and imparting knowledge. At sixty, I am a student of Madras University; enjoy being a student. Mind is a think-tank. We need to use it more and more to make it more "Effective and Productive". Idleness of brain will bring in evil thoughts, known as devil's workshop. Age is not the only factor of retirement criteria but for our mental make-up and physical strength to withstand varied situations.

"Professional Ethics and Human Values" authored by Prof.D.R.Kiran, published by Tata McGraw Hill, covers in depth aptly the various ingredients of professional ethics and human values which are essential. We see comprehensive integration of integrity, honour, dignity, safety, health to brighten human life by values like love, purity, compassion, truthfulness, tolerance, spirit of service, coherence, unity of purpose etc. Congratulations to Anna University for having included these vital aspects as core subject in the pre-final year, for all branches of B.E. and B.Tech. courses. India is totally committed being the world's one of the largest democratic countries. We believe in the concept of "Unity in Diversity". Hence, to preserve our democratic right and freedom, it is the bounden duty of each and every citizen of this country to nurture discipline for sustenance and for the well-being of all of us. Discipline is the key ingredient of democracy. Unless, discipline is well understood and followed meticulously, the style of management will not be effective.

Discipline is nothing but a chain of four links. First and foremost is ethics dealing with moral duties and obligations, concerned with truth and justice, expectations of society, competition, public-relations, social responsibilities etc. All key aspects of these four vital links are blended together by suitable integration to sustain discipline in human life and in an environment for ultimate betterment of humanity: Code of ethics/conduct/ character/Oneness or Integrity.

Dr. Chandran Peechulli, Ph.D; FIE(India)

Fellow - Institution of Engineers (India) , Executive Member - Indian Institute of Standards Engineer, T N Chapter.

Fellow- Indian Institution of Plant Engineers and Ex.Vice Chairman TN Chapter,

Cee Cee Industrial & Marine Management Consultant.

ASEAN and additional maritime security:

We read a lot about maritime security these days - the vulnerability of ships and ports to terrorist attack, the possibility of a weapon of mass destruction being transported by sea container, and so on. But we rarely read about the role of seafarers in ensuring security and the price they pay for additional security. These are the people who in the words of Psalm 106 'go down to the sea in ships and do business in great waters.' Despite the impressive array of new security regulations both national and international, it is ultimately they who ensure that ships are safe and securely operated.

The lot of international seafarers is not a happy one these days. They have always worked long hours, in all weathers, and sometimes with poor living conditions. Now following the tighter security measures introduced after 11 September, they face additional strictures and hardship. They are often denied shore leave, and entry to a country to join or leave a ship. They can face criminal charges for pollution and ship safety offences, and suffer a lack of fair treatment in the event of a maritime accident or abandonment by a ship owner. It is not surprising that in many countries around the world, it is becoming increasingly difficult to attract young people into the seafaring profession.

This manning shortage, as ship owners scrape around to find properly trained and experienced crews, could in the long run pose a greater threat to the safety and security of shipping than any threat from terrorism. Paradoxically the shortage is occurring at a time when there are increased concerns about the human factor as a cause of maritime accidents and of the need for increased standards of competence among seafarers.

The ship owners' search for lower costs has driven down the size of ships' crews. As a consequence, crew fatigue has become a worrying factor

in maintaining adequate standards of safety and security in the shipping industry. A recent report by the Norwegian classification society, Det Norske Veritas, found that growing incompetence among crews, possibly brought on by new and under experienced recruits, poor retention and overwork, could be the reason for an increase in the frequency of serious maritime accidents in the last few years.

Seafarers are now not allowed ashore in US ports to make phone calls. Due to the costs of satellite communications, the crews of most merchant ships do not have access to email while their ships are at sea. For communications with family and friends, they still rely mainly on "snail mail" letters and public telephones when in port. Additionally, they may not be permitted ashore for medical treatment. And experienced seafarers are being refused US visas for no apparent reason, except perhaps due to their Islamic names. This effectively puts an end to their seafaring career. Incidents have also occurred in US ports where crewmembers have been arrested and placed in custody for going on to the wharf to collect provisions or to check the ship's draft marks prior to sailing.

Mistreatment of seafarers: As a result of stricter security measures in ports around the world, these recent developments have of late given rise to major concerns about the mistreatment of seafarers. Although most ship owners act responsibly, the failure of many flag states and the international regulatory system to adequately implement and enforce international labor standards has exposed many seafarers to exploitation and abuse.

The report on ship safety by the International Commission on Shipping (ICONS) in 2000 was entitled *Ships, Slaves and Competition*. 'Ships' referred to the operations of international shipping, some 85 to 90 percent of which is

quality shipping in full conformance with international safety requirements. 'Slaves' referred to the tens of thousands of seafarers from developing countries who are exploited, abused and ill-treated in the pursuit of lower freight rates. 'Competition' referred to the unequal struggle between quality ships that comply with international standards and the sub-standard ships that do not. This report was a damning indictment of some parts of the international shipping industry, particularly the fishing and cruise sectors. Especially disturbing is the fact that the beneficiaries of seafarer suffering include some of the wealthiest individuals and corporations on earth.

A follow-up report by ICONS in 2005



found that while some progress had been made with new regulations on labour standards, the impact of new security regulations following 11 September had reduced the status of seafarers even further. A particularly worrying trend was the misuse of the International Ship and Port Facility

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

Security (ISPS) Code to deny access to welfare personnel, including union representatives and port chaplains.

Recent regulatory developments

New international instruments on seafarer rights and conditions of work include the Maritime Labour Convention 2006 developed by the International Labour Organization (ILO) in conjunction with the International Maritime Organization (IMO), and the Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident recently adopted by the IMO and ILO. The Maritime Labour Convention establishes an international enforcement and compliance system for seafarer labor and social conditions based on inspection and certification. It includes matters such as minimum working standards, accommodation, medical care, recreational facilities, food and social security protection. While the intent of the Convention is admirable, unfortunately it has only been ratified so far by Liberia.

The Guidelines on Fair Treatment of Seafarers recognize the special circumstances of the international seafarer. Their objective is to ensure that seafarers are treated fairly following a maritime accident and during any investigation and detention by public authorities, and that they are detained no longer than necessary.

An issue for ASEAN?

These issues are important for ASEAN and beg for a regional approach. Some Southeast Asian countries, particularly Singapore and Malaysia, are key international ship owning nations. The Philippines, Indonesia and Myanmar are major providers of seafarers to the international shipping industry.

In 2006, the global deployment of Philippine seafarers rose to over 260,000 - constituting about one-fifth of total global seafaring employment, and an increase of 4.9 percent from 2005. The money these Filipino seamen sent home in 2006 rose by 16.4 percent in 2006 to over half a billion US dollars - a major injection of funds into the Philippine economy.

Some moves are being taken within ASEAN but more could be done. The Asian Shipowners' Forum has strongly supported the new Maritime Labour Convention. The Singapore Maritime Officers' Union is a strong proponent of the need for seafarers to be given a proper career path and better conditions of service as part of a shipping industry campaign to recruit more and retain existing seafarers. Singapore has also reviewed its safe manning system to take account of increased workloads imposed by the ISPS Code and other new security regulations.

For as long as mariners have gone to sea, shore leave has been an important right. While not the stated intention of the ISPS Code and other new security regulations, their implementation has paved the way for increased restriction on seafarers, diminished their civil liberties, and inadvertently facilitated their further isolation from the community at large, as well as decreasing the attractiveness of seafaring as a rewarding career. ASEAN is well placed to develop a regional approach to assist in restoring the balance between security, safety and the need for competent and contented crews to man the world's merchant shipping fleet. The time may have come for such an approach to be put in place.

Charter cancellation justified:

A PANEL of arbitrators in New York has found that a charterer's cancellation of a voyage charter, on the grounds that the vessel's cargo tanks were unsuitable for loading their designated cargo, was justified.

The vessel "Mountain Blossom" was chartered to carry 10,000 metric tons of styrene monomer from Texas to Manaus, Brazil. After the vessel had tendered notice of readiness, the charterer's surveyors rejected all the tanks intended for the cargo, on the grounds of rust and deteriorated coating. Following further inspections and tests, the charterer cancelled the charter.

The owner, claiming for alleged wrongful cancellation, accused the charterer of a blatant breach of well-established chemical tanker practice, amounting to 'inspection by ambush'. The charterer countered by noting that it had given



explicit and repeated instructions to clean the tanks "extremely well", and that the appointed cargo surveyor would be "very strict" with the tanks.

The arbitrators (Manfred Arnold, Lucienne Bulow, and Bengt Nergaard) unanimously found that the decision to reject the vessel as not ready to load the cargo was reasonable. The owner had argued that an agreement existed with regard to the testing protocol, and that the vessel's tanks had met the agreed criteria, in respect of colour and hydrocarbon content, at the time of cancellation. But the arbitrators found that the owner's argument boiled down to a reliance on what it regarded as 'established industry practice' for tests employed on tanks nominated for styrene cargoes.

The arbitrators found that, in the absence of a clear and express mutual understanding, a charterer cannot be deemed to be restricted by any specific 'industry standard' or any other standard so long as the tests which are applied in ascertaining the conditions of the tanks are reasonable and relevant. But the panel did acknowledge the practical realities facing an owner and a master preparing a vessel for inspection and testing, pointing out that, where tank-cleaning procedure and testing are being discussed between representatives of an owner and charterer, it would be helpful for the vessel's representative to set out fixed targets and standards. "Clean" is a subjective criterion," said the panel.

While acknowledging that the surveyors in this case wanted to apply the full battery of tests to ensure the safe carriage of the cargo, the panel said it would have been helpful if this decision had been communicated to the owner or master in advance, which might have saved time and expense which were subsequently to become the subject of the arbitration.

The charter party made provision for the inclusion of "costs, including a reasonable allowance for attorneys' fees." The panel majority (Manfred Arnold dissenting)

granted an allowance of \$60,000 towards the charterers' claimed costs of \$86,358 for attorneys' fees, and assessed the arbitrators' fees seventy per cent against the owner and thirty per cent against the charterer. Mr Arnold believed that the majority decision on costs did not sufficiently take into account the events and the conduct of the charterer, of which the arbitrators had been critical. Also, the allowance of seventy per cent of costs represented pretty much what a party would have recovered in a London proceeding under the 'costs follow the event' concept.

At UNESCO-organized meeting, media professionals adopt declaration on security.

Some 200 media professionals from around the world have adopted a declaration laying the ground for a wide range of measures to improve the safety of journalists and punish crimes against them at a meeting convened by the United Nations Educational, Scientific and Cultural Organization. The 'Medellin Declaration Securing the Safety of Journalists and Combating Impunity' was endorsed on 5 May at the close of a two-day international conference on Press Freedom organized by UNESCO in the Colombian city on the occasion of World Press Freedom Day 2007.

The Declaration voices concern over attacks on freedom of the press including murder, abductions, hostage-taking, intimidation, illegal arrests and detention against journalists, media professionals and associated personnel because of their professional activities. It points out that most attacks on media professionals occur outside situations of armed conflict. The link between freedom of expression and development is recognized by the Medellin Declaration, which asks UNESCO Member States to make respect for freedom of expression and fighting impunity a condition for granting of financial assistance and calls for an end to statute of limitations for crimes committed to prevent the exercise of freedom of information and expression.

The Declaration calls on news associations to promote actions that secure the safety of journalists, including safety training, health care, life insurance, and equal access to social protection for freelance employees and full-time staff.

Presumed fault in Chile: THE supreme court in Chile has confirmed that cargo claims against ocean carriers are

now subject to a higher test, as the presumption of fault or negligence on the part of the carrier for loss of or damage to the goods, or for delay in delivery, will not be triggered if it cannot be shown that the damage, loss or delay in delivery occurred during the carrier's period of responsibility.

A Chilean company, Pichara, bought a quantity of hair trimmers and other cosmetic accessories from US company, Sunbeam, on ex-works terms. Pichara insured the cargo with Chilean insurer ING and hired freight forwarders to transport the goods from Miami to Chile. The freight forwarders subcontracted CSAV for the ocean carriage. The goods were placed in a container, apparently by the freight forwarders, and delivered to CSAV for loading in Miami on board the "CSAV Chicago". CSAV issued a bill of lading, but included a 'said to contain' clause. When the goods were delivered to Pichara in Santiago, a shortage was detected. ING paid under the cargo policy and sued CSAV on a subrogated basis.

ING maintained that, in Chile, carriers are subject to a presumed fault liability regime, whereby it is enough for the shipper to prove that the goods were delivered for transport in sound condition. But CSAV argued that its responsibility began when it took receipt of the goods from the shipper and finished when it delivered them to the customs warehouse operator at the port of San Antonio in accordance with Article 983(c) of the Code of Commerce (equivalent to Article 4(2) of the Hamburg Rules).

At first instance, arbitrators held that an ocean carrier's custody obligation ceases when it delivers the goods in one of the ways set out in Article 983. The carrier had fulfilled this obligation in keeping with Article 983(c), by handing over the goods to a recognised authority or other third party.

In respect of the presumed fault liability regime, the tribunal held that ING had failed to prove that the loss of a part of the goods, if it had occurred, took place when the goods were in the ocean carrier's custody, although such loss could very possibly have occurred after the cargo was delivered to the customs deposit warehouse.

The claim was rejected by the tribunal and ING was ordered to pay costs. The courts upheld the decision.

Commenting on the decision on the International Law Office website, Ricardo

Rozas of Baeza, Larrain & Rozas, says, "The presumption of fault or negligence on the part of the carrier for loss or damage to goods or for delay in delivery will not be triggered unless it can be shown that the damage, loss or delay occurred during the carrier's period of responsibility. This is particularly relevant in cases where an ocean carrier performs only part of the carriage itself and should restrict the filing of cargo claims to cases in which substantive evidence can be provided to establish when the damage, loss or delay occurred."

FAL accepts Iran proposals:

Two proposals by Iran have been registered at the Convention on Facilitation of International Maritime Traffic, FAL.

Iran's Shipping and Ports Organization has succeeded to convince FAL's members that its two proposals were crucial to guarantee security and facilitate international trade at border waters across the world, Mehr news agency reported.

Iran has urged member countries to use electronic tools and Iranian made software that would guarantee the security of packages and ease the clearance of ships.

The proposals were presented at the 34th summit of the 70-member FAL that was held at the International Association of Institutes of Navigation (IAIN) in Britain. Some 23 specialized agencies and non-governmental organizations were also attended the meeting.

The FAL is a major convention in the IAIN that eases regulations, facilitates maritime shipping, and equalizes customs duties in member countries.

Companies brush up on port security code- US coast guard inspection due in July:

The Shipping Association of Guyana in collaboration with the Maritime Administration Department (MARAD) hosted a workshop for supervisors and port security officers of shipping companies to ensure their compliance with the International Ship and Port Facility Security Code.

The two-day workshop, which was held at the Regency Hotel in Hadfield Street, targeted business and shipping companies that would have been certified under the ISPS which had taken effect on July 1, 2004. Among the workshop's

objectives are to sensitise the terminals, ship supervisors and port security officers on the emergence of the stringent anti-terrorism code, to ensure all participants understand the importance of the code and how it impacts their lives and the industry as a whole and to encourage an appetite for knowledge in the participants for them to continue their quest for perfection.

Among the participants were representatives of the Guyana National Industrial Company Inc, Omai Bauxite Mining Inc, Didco Trading Company, the Guyana Power and Light, Anral Shipping, Williams Shipping, Guyoil, John Fernandes, Guyana National Shipping Corporation, Demerara Shipping Company, Courtney Benn Contracting Company, SOL Guyana and BK Marine. This newspaper understands that the United States Coast Guard is to conduct inspections of the port facilities that were certified. The audit should have been done during the months of January and March but this had been put off because of the Cricket World Cup. It is now scheduled to happen before the end of July, sources confirmed.

The panel of presenters included Claudette Rogers, Deputy Director General, MARAD; Eon Oudkerk, Insurance Manager at GNSC; Franklyn Belle, Wharf Manager at GNSC and Mark Archer of John Fernandes. Malcolm Bascom, the Shipping Association's training committee convenor, said that it is not enough for companies that attained certification to rest on their laurels but that they must constantly keep ensuring that they have proper security systems and plans.

Speaking about the workshop, Bascom said that the association saw the need for supervisors to be trained. He said that this is the first of a two-part training session to address a range of security related issues in the shipping industry.

He said that the association carried out a survey and this revealed that even among the certified companies there were a number of deficiencies. The workshop is intended to impact on the observed weaknesses. The workshop included a tour of one of the larger certified wharves, John Fernandes Limited, so that participants could see some of what was required of them.

Bascom said that there will be another workshop in a matter of weeks to ensure that smaller port facility operators and local ship owners get a chance to benefit

from the sensitisation. He said that a number of persons were written to but they didn't show up for the workshop. He said that the training will be taken out of town to benefit those outside of the city.

MARAD had certified the ports and a number of ships in Guyana as being compliant with the code, which came into effect on July 1, 2004, in a bid to guard against global terrorism at ports. The code was mandatory for implementation for countries that are signatories to the Safety of Life at Sea (SOLAS) Convention of the International Maritime Organisation (IMO).

Among the 37 ports that were certified were John Fernandes Limited, Didco Trading Limited, GNIC, GNSC, Demerara Shipping Company, Muneshwer's Limited and a number of smaller port facilities.

International maritime law expert joins consultants

Meyrick: Dr Chuyang Liu, a specialist in maritime policy and international trade in China, Europe and Australia, has joined professional services transport firm Meyrick and Associates.

Dr Liu is an expert in jurisdictional and dispute settlement practice in international liner shipping, coastal shipping and ports.

Since coming to Australia in 2004 she has worked as a legal business consultant advising Australian government and private corporations on their overseas trade and business development, especially in the Asian-Pacific regions.

Dr Liu, who will be based in Melbourne, has Chinese and European maritime law experience, having worked in the Ministry of Communications in Beijing and lectured in maritime law at Dalian Maritime University in China before working in the University of Bern (Switzerland) and Cambridge University (England) in World Trade Organisation (WTO) law in maritime trade and transport.

Managing Director Steve Meyrick says the firm is delighted to have Dr Liu's expertise in the company.

"Meyrick is excited by the opportunities that having Dr Liu on board will open for the company's continued growth into the Asian-Pacific market in particular," he says.

Meyrick says the company will draw on Chuyang's expertise in areas ranging from the applicability of the WTO rules

to national maritime policies, to the relationship between shipping and sustainable development in international liner shipping and coastal shipping and issues in ocean governance strategy such as marine safety and security.

Dr Liu has a Doctorate of Law from the University of Bern in Switzerland. Since coming to Melbourne she has gained an MBA from Victoria University.

Essar Oilfields to set up presence at Dubai Maritime City:

Dubai Maritime City - the world's largest and the most comprehensive maritime complex in the world - has announced that Essar Oilfields Services Limited, one of the leading companies in the oilfields and drilling business, will set up its regional base at the iconic development.

Due regard needed for 'real' maritime industry:

The belief that maritime accidents and disasters will be averted simply by inflicting harsher penalties is not necessarily correct, according to Competitiveness and Communications Minister Censu Galea.

Speaking yesterday at the 18th International Maritime Law Institute (IMLI) graduation ceremony at the Maritime Museum in Vittoriosa, Mr Galea said it appeared that no due regard to the "real" industry was being given, while the effects of "draconian" measures on shipping stakeholders were not being fully appreciated.

That was where IMLI graduates could play a vital role, which was assuming increasing importance, he told the 35 of them from 24 countries at yesterday's ceremony.

They joined the 396 IMLI-trained lawyers from 110 countries, including, for the first time, Jordan and Kazakhstan.

The graduates could provide the balance for the political legislator in the formulation of policy - a balance between the legitimate concerns and expectations of the public, and the technical and ethical realities that governed the industry, Mr Galea said.

"The world needs people with competent and deep insight into the realities of the industry to bridge the gap between seafarer and ship owner on the one hand and the essentially land-based societies and regulatory regimes that are meant to

govern them on the other."

Unfortunately, Mr Galea continued, it was often only on those few occasions when a casualty occurred that the shipping world surfaced on the radar of public interest, giving it a negative reputation that was disproportionate to reality.

"Too many times, regulation has, consequently, been rushed through by legislators in response to a justified, but not necessarily informed, public outcry and the precious advice of seasoned experts is either not available, watered down, or even discarded in the name of political necessity and public opinion."

As a result, Mr Galea told the graduates, proposals and legislative concepts often reflected a lack of familiarity with the industry they are trying to govern.

Recent controversies have, therefore, arisen, related to increasing regulatory scrutiny over the shipping industry, as well as the push towards harsher liability and criminalisation standards, he said.

Malta, he said, was in favour of proposals aimed at enhancing maritime safety, but these needed to be effective, globally applicable and in full respect of the authority of the International Maritime Organisation and the autonomy of its contracting parties.

Also present at the ceremony was IMO secretary-general Efthimios Mitropoulos and other distinguished personalities.

India and Bangladesh Sign Renewed Protocol on Inland Water Transit and Trade: India and Bangladesh today renewed the Protocol on Inland Water Transit and Trade which will remain in force up to 31st March, 2009. In this Protocol, which was originally signed in 1972 and is being renewed from time to time, inland vessels of both countries ply between Kolkata-Pandu, Kolkata-Karimganj and Rajshahi-Dhulian and Karimganj-Pandu. This inland water transit Protocol facilitates movement of inter-country trade and transit cargo.

Secretary (Shipping) Shri A.K. Mohapatra who led the Indian delegation stated that India attaches the highest importance to its relations with Bangladesh and both countries have shared history and cultural heritage and have now shared aspirations. To fulfill these aspirations we must go through agreed instrumentalities and evolve united will, he said. He said that this Protocol has been instrumental

in increasing the volume of trade by IWT between the two countries by almost 13 times in last 10 years. He also emphasized the need for long-term renewal of the Protocol. The important issues such as need for inclusion of additional stretches, additional Ports of Call, better river conservancy works etc. were also discussed during the meeting.

Mr. Sheikh Enayetullah, Secretary, Ministry of Shipping, Govt. of Bangladesh who led the Bangladeshi delegation stated that though the renewal of the Protocol is being discussed after eight years, the movement of cargo on the Protocol Rules is functioning smoothly and volume of trade has grown significantly. He further stated that the two countries should exchange know-how for development of this mode for mutual benefit.

Chiquita Reaches Strategic Shipping Agreement with Eastwind Maritime and NYKLauritzenCool: Chiquita Brands International, Inc. today announced it has signed definitive agreements to sell its 12 refrigerated cargo vessels for \$227 million. The ships will be chartered back from an alliance formed by Eastwind Maritime Inc. and NYKLauritzenCool AB. The parties also entered a long-term strategic agreement in which the alliance will serve as Chiquita's preferred supplier in ocean shipping to and from Europe and North America.

As part of the transaction, Chiquita will lease back 11 of the vessels for a period of seven years, with options for up to an additional five years, and one vessel for a period of three years, with options for up to an additional two years. The vessels to be sold consist of eight reefer ships and four container ships, which collectively transport approximately 70 percent of Chiquita's banana volume shipped to core markets in Europe and North America. The agreements also provide for the alliance to service the remainder of Chiquita's core ocean shipping needs for North America and Europe, including through multiyear time charters commencing in 2008 for seven additional reefer vessels.

"This long-term arrangement will increase our financial flexibility, simplify our business model and allow us to increase our focus on providing branded, healthy, fresh foods to consumers worldwide," said Fernando Aguirre, Chiquita's

"MARINE WAVES"

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chairman and chief executive officer. "We are confident that the alliance parties, whose core business is global shipping, will ensure the continuing reliable, high-quality shipment of Chiquita products. The ship sale transaction will significantly reduce our debt, and the alliance will better position us to adapt our shipping services as we grow our business over time. At the same time, we anticipate that this transaction will generate synergies and help to keep operating costs competitive. Additionally, the long-term ship leases will help insulate us from further industry operating cost increases on a significant portion of our logistics portfolio for several years to come."

"This transaction is an exciting and rare opportunity to acquire a large, modern, highly efficient refrigerated fleet and to work with one of the best names in the produce industry," said John Kousi, chairman of Eastwind Maritime. "Not only is this a great opportunity to grow with Chiquita, but it also provides an excellent platform on which to optimize capacity and achieve cost synergies in the global shipment of produce, which is key to our business."

The parties expect to complete the transaction within 45 days. The alliance parties have committed to maintain the same high social and environmental standards and certifications that Chiquita introduced in its shipping operations, including International Maritime Organization, American Bureau of Shipping, ISO 9002, and ISO 14001 safety, quality and environmental standards as well as Chiquita's code standards related to labor conditions.

As of March 31, 2007, the net book value of the assets to be transferred in the transaction approximated \$125 million. Chiquita expects to realize an after-tax gain on the transaction of approximately \$100 million, which will be amortized over the initial terms of the ship charters. The cash proceeds from the transaction will be used to repay approximately \$170 million of debt, including \$90 million of ship mortgage debt and \$80 million in term loan and revolving credit borrowings. The remainder will be retained for general corporate purposes, including growth investments. The company's total-debt-to-capitalization ratio of 55 percent at March 31, 2007, would have been approximately 51 percent pro forma for the debt reduction resulting from the transaction.

The following chart outlines the estimated impact to EBITDA, operating

income, net income and earnings per share in 2007 (partial-year impact) and 2008 (full-year impact). While EBITDA and operating income will be reduced because of the conversion from owned assets to operating leases, the transaction is expected to be accretive to net income and EPS beginning in 2007, despite \$4 million in one-time costs for severance and the writeoff of deferred financing costs, which will be expensed in the second quarter. The company estimates that it will achieve synergies of approximately \$2 million in 2007 and \$4 million in 2008 through efficiencies such as route combinations, cargo sharing and increased backhaul revenues.

Transaction's Estimated Impact, Including Synergies (\$ millions except EPS) 2007 2008(1) EBITDA (\$12) (\$14) Depreciation \$7 \$11 Operating Income (\$5) (\$3) Net Income \$1 \$11 EPS \$0.03 \$0.25 (1) Chiquita anticipates additional improvement during the subsequent six-year period (2009-2014), because the company will not incur certain inflationary operating expenses due to the fixed lease rates established in the agreement. About Chiquita Brands International

About Eastwind Maritime

Apart from the transactions announced today, the Eastwind Maritime group of companies owns 68 ships out of a total of about 105 in its commercially operated fleet. The vessels include refrigerated fruit carriers, freezer vessels, bulk carriers, product tankers and container ships. The largest sector of Eastwind's owned fleet is the refrigerated tonnage, while the most rapidly growing today is the container fleet.

Eastwind is headquartered in New York City. The group has business offices in Tokyo, London and Stockholm; technical management offices in Singapore, Piraeus and Shanghai; and crew recruitment centers in Myanmar, Kaliningrad and Tbilisi. Eastwind's worldwide staff, excluding sea-going personnel, totals about 200 employees.

About NYKLauritzenCool

NYKLauritzenCool is one of the world's largest operators of specialized reefer vessels. The company's fleet consists of more than 60 ships of between 380,000 and 760,000 cubic feet, which are operated in all major reefer trades globally.

The company head office, staffing around 60 specialists, is situated in the center of Stockholm. To support the worldwide

services, NYKLauritzenCool has offices in Argentina, Brazil, Chile, Ecuador, Japan, New Zealand, South Africa, the United Kingdom and the United States, many of which also provide terminals and cold storage facilities. More than 120 agents work for the company in ports around the world.

LCL is a wholly owned subsidiary which provides integrated door-to-door, multi-modal and multi-destination logistics solutions to the world's perishable trades - providing local solutions with global reach.

Forward-Looking Statements

This press release contains certain statements that are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. These statements are subject to a number of assumptions, risks and uncertainties, many of which are beyond the control of Chiquita, including the impact of the 2006 conversion to a tariff-only banana import regime in the European Union; unusual weather conditions; industry and competitive conditions; financing; product recalls affecting the industry and related consumer concerns regarding food safety; the customary risks experienced by global food companies, such as the impact of product and commodity prices, food safety, currency exchange rate fluctuations, government regulations, labor relations, taxes, crop risks, political instability and terrorism; and the outcome of pending claims and governmental investigations involving the company.

Any forward-looking statements made in this press release speak as of the date made and are not guarantees of future performance. Actual results or developments may differ materially from the expectations expressed or implied in the forward-looking statements, and the company undertakes no obligation to update any such statements. Additional information on factors that could influence Chiquita's financial results is included in its SEC filings, including its Annual Report on Form 10-K, Quarterly Reports on Form 10-Q and Current Reports on Form 8-K.

Nigeria: Maritime Operators Urged to Embrace IT:

OPERATORS in the nation's maritime industry have been charged to embrace information and Communication Technology (ICT) solution in order to attract global attention.

Director-General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Mrs Mfon Usoro, and others who spoke at the public presentation of the Nigerian Maritime Portal, recently in Lagos, said such has become imperative following global trends in the industry.

Mrs Usoro, who was represented at the event by Mr. P.C. Mgbemena said that since the world has become a global village, there is need to discard old ways of doing things.

According to her, "instead of expending resources at trying to get attention, you could just sit back and watch your business grow."

She also described establishment of the Nigerian Maritime portal as one of the greatest things to happen to the maritime industry, noting that it presents a one stop shop for the entire industry.

Director-General of the Nigeria Chamber of Shipping, Mrs Ify Akerele, who also spoke at the event called for more sensitization on the maritime portal, commending NIMASA for its commitment to repositioning the industry.

In their own views, president of Indigenous shippers Association of Nigeria (ISAN), Chief Isaac Jolapomo and Maritime lawyer, Mr. Mke Igbokwe (SAN) lauded the initiative, urging all stakeholders in the industry to patronize it.

Igbokwe, particularly advised operators in the industry to make the portal safe and reliable by ensuring that information supplied to it is current and credible to gain the confidence and acceptance of the global community.

Earlier, initiator of the project, Ms Olufunmilayo Folorunso said she ventured into the project because other maritime nations operate common portal from where information on their maritime sectors could be obtained from.

She noted that for the nation's maritime sector to move ahead, there is need to develop a credible and standard portal where information on the industry could be obtained.

SOLAS: Safety of Life at Sea: Since earliest times, the sea has been synonymous with insecurity for those who venture on it. "He that would sail without danger must never come on the main sea," as the old seafarer saying puts it.

This endemic absence of safety probably

explains why early maritime trade was mainly the preserve of adventurers. The sea was associated with the idea of chance or fate, a concept still to be found in expressions such as "maritime perils." Ocean transport developed in such a laissez-faire way that the many accidents, of which bold navigators were victims, were soon accepted as part of the natural course of things.

The technological innovations that accompanied the Industrial Revolution encouraged development of maritime transport in the 19th century. The most important were undoubtedly the introduction of steam-powered engines onboard ships and the construction of iron and then steel hulls.

These technological advances were accompanied, however, by an increase in risks at sea, corresponding to the greater number, size and speed of vessels engaged in trade. While regulation on shipping was normally seen as a hindrance on free trade, a general push toward more standardization was seen following a series of maritime disasters in the late 1800s and early 1900s.

The term SOLAS is often thrown around in our industry, but what exactly does it mean is this acronym and why does it play such a major role in what we do?

The Safety of Life at Sea Convention is generally regarded as the most important of all international treaties concerning the safety of ships at sea. The first version was adopted in 1914, in immediate response to the Titanic disaster, with a second revision adopted in 1929, a third in 1948, and a fourth in 1960.

The original intention was to keep the Convention up-to-date by periodic amendments, but in practice, the amendments procedure proved to be slow. It became clear that it would be impossible to secure the entry into force of amendments within a reasonable period of time.

As a result, a new Convention was adopted in 1974 that included not only amendments agreed on up to that date, but also a new amendment procedure - the tacit acceptance procedure - designed to ensure changes could be made within a specified (and acceptably short) period of time. There are numerous recent examples of this including the ISPS Code immediately after the events of Sept. 11, 2001, and the new requirements for balcony fire protection of passenger ships after the Star Princess accident in March 2006.

Instead of requiring that an amendment shall enter into force after being accepted by, for example, two-thirds of the parties, tacit acceptance means an amendment shall enter into force on a specified date unless objections are received from an agreed number of parties before that date. As a result, the 1974 Convention has been updated and amended often. The Convention in force today is sometimes referred to as SOLAS, 1974, as amended.

SOLAS presently is divided into 12 subject chapters on construction, fire protection, lifesaving, firefighting, radio communication, navigation, cargo, nuclear ships, safety management, high-speed craft, maritime security, and special measures for bulk carriers. Each chapter and subpart may have different applications for a yacht depending upon length, age, and most often, gross tonnage.

Life rafts, rescue boats and lifejackets must be designed, constructed, tested, evaluated and maintained in accordance with Chapter III of SOLAS and the associated publication International Lifesaving Appliance Code.

Chapter IV of SOLAS outlines the specifications for items such as GMDSS, EPIRBs, and SARTs. This is closely aligned with the Radio Regulations of the International Telecommunication Union.

Regardless of the size of yacht you operate, knowledge of SOLAS regulations is essential. While "SOLAS yachts" are considered those above the 500-gross-ton threshold, many of the regulations provided through the SOLAS Convention trickle down to the less-than-500-gross-ton fleet.

This is especially true for commercial yachts certified to the specific yacht codes, such as those published by the MCA, Marshall Islands and Malta. These administrations have recognized that yachts in commercial use for sport or pleasure do not fall naturally into a single class, and certain prescribed merchant ship safety standards have been found to be incompatible with the intended use, scope of operations, or safety needs particular to such yachts. These codes are regulations modified from SOLAS and other major safety rules for application to those yachts that cannot fully comply as defined. Knowledge of SOLAS is also a requirement for those possessing a deck or engineering license.

So next time you have a spare minute or

two - or if you can't find a solution to your insomnia - dust off that big blue book on the shelf and give it a read. You'll be surprised to know what information it contains.

Hijacking of Indian Ship:

Some pirates had hijacked an Indian ship M.V. Nehm Tulah alongwith its 14 members crew on 1st April, 2007.

As per reports received from the owners of the vessel, the vessel, cargo and all the 14 crew members have been released at around 1120 hours Indian Standard Time on 6th April, 2007. The crew comprising all Indian nationals are safe. The Government is not aware of any conditions attached to the release of the said vessel.

The Directorate General of Shipping, Mumbai had issued a circular on 27th April, 2006 informing all concerned about the incidents of piracy and armed robbery against ships especially in the vicinity of the Somalian coast where incidents of piracy and attacks on ships have been on the rise. The Indian National Ship owners Association (INSA) and Federation of All India Sailing Vessels Industry Association have also been informed to convey to their members that they should keep away from the Somalian coast.

Subsequently, the Directorate General of Shipping, Mumbai issued another circular on 8th January, 2007 drawing attention of the shipping fraternity and seafaring community of attacks against ships in Somalian waters. This circular also contained detailed guidelines to avoid such attacks and acts of piracy.

This information was given by the Minister of Shipping, Road Transport and Highways, Shri T.R. Baalu in a written reply in the Rajya Sabha.

Improving efficiency of the ports is an ongoing process and involves development of berths, deepening of channels, equipment upgradation and modernization of rail-road connectivity.

Government of India has constituted an Inter-Ministerial Group (IMG) under the Chairmanship of Secretary, Department of Shipping to make recommendations for reducing the dwell time at Major Ports and to bring it in line with international standards. The IMG is in the process of finalizing the report.

Except Paradip and Ennore Ports, Electronic Data Interchange (EDI) (between Ports and Customs Department) has been implemented in all

the major ports including Visakhapatnam Port in Andhra Pradesh. The scope of EDI is being further enlarged.

This information was given by the Minister of Shipping, Road Transport and Highways, Shri T.R. Baalu in a written reply in the Rajya Sabha.

India to press for stricter norms on ship-breaking:

India refuses to be a dump yard for hazardous ships. During the forthcoming inter-sessional working group meeting at the International Maritime Organisation (IMO) in London, India is planning to put forth this point across to world players in the sector.

IMO, the specialised agency of the UN with 167 member states concerned with maritime security, safety, environmental concerns and legal matters involving shipping, is in the process of framing guidelines for the ship-breaking industry and will debate the 'draft international convention for the safe and environmentally sound recycling of ships' between May 7 and 11.

With recent controversies involving French warship *Clemenceau* and Norwegian *Blue Lady* daunting the sector, India is being over cautious. India will insist that if a ship-breaking yard does not have the facility to treat a particular kind of hazardous waste contained in a ship headed for recycling, the onus of removing the hazardous waste should lie with the flag state.

India has already sent its comments to IMO seeking that responsibilities of ship-owners and administrators of the flag state whose ships proceed for recycling be fixed. There have been instances where ship-breakers at India's biggest ship-breaking yard at Alang have fallen prey to gimmicks by global players in the industry, reveals Ajoy Chatterjee, chief surveyor and additional director general (engineering), ministry of shipping.

"At IMO, India will press for a legally acceptable demolition contract and deregistration of a ship from a ship seller. Deregistration is an important part of the recycling process that will ensure that demolition is transparent and that the ship is not dumped at sea or becomes a ghost ship or is illegally recycled. There have been several instances where gullible ship-breakers at Alang have been handed over ships by a cash buyer without proper documentation, the contents of the ship, or that it is already

mortgaged," he said.

The Gujarat Maritime Board, that manages the Alang Ship Breaking Yard, which is part of the London-delegation, will also push this demand. As for ship-breakers, president of Iron Steel Scrap and Shipbreakers' Association of India (ISSAI) Pravin Nagarsheth will put forth their objection to the draft seeking that the ship seller, who in most cases would be a 'third party', will supervise the entire recycling process.

"We would not like someone hiding the credentials of the ship to blackmail us once the agreement for ship-breaking has been stamped," he said.

Four Metro Cities generates 29000 Tonnes of E-waste:

The Government of India, Ministry of Environment and Forests have notified the Hazardous Waste (Management and Handling) Rules, 1989 which was amended in 2000 and 2003. The E-wastes are regulated under these rules.

Industrial and medical units are not the only generators of E-wastes. The users of electrical and electronic gadgets users also generate E-waste. According to an assessment made in a study commissioned by Central Pollution Control Board to M/s IRG South Asia (Pvt.) Ltd, New Delhi, the estimated total generation of electrical and electronic wastes in the country is about 1,46,000 tonnes per year. The study also revealed that approximately 29,000 tonnes of E-waste is generated in the four Metro cities in the country.

According to the Hazardous Waste (Management and Handling) Rules, 1989 as amended in 2003, the residues and wastes generated from the operations in electronic industry are considered as hazardous wastes and are listed at Sl. No. 31 of Schedule 1 of these rules. Further, as per the provisions of these rules Electrical, and Electronics Assemblies are covered under Categories A-1180 and B-1110 in Schedule 3 which are applicable for import and export of hazardous wastes. The import of wastes under this category are only permitted for direct reuse and not for recycling or final disposal. The Central Pollution Control Board (CPCB) has undertaken a study for the preparation of "Guideline Document for Environmentally Sound Recycling of E-waste" for the State Pollution Control Boards and Pollution Control Committee

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IMO Briefing

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Briefing 09/2007

30 April 2007

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_x), nitrogen oxide (NO_x), 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*) 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.

The theme for World Maritime Day 2007 is "IMO's response to current environmental challenges". The theme was chosen to give IMO the opportunity to focus on its environmental work (both of the past and present) and thus intensify its efforts to add our contribution to that of the international community to protect and preserve the environment before it is too late. World Maritime Day will be celebrated on **Thursday, 27 September 2007**.

For further information please contact: Lee Adamson, Head, Public Information Services on 020 7587 3153 (media@imo.org) or Natasha Brown, External Relations Officer on 020 7587 3274 (media@imo.org).

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(Contd. from page 11)

of the Union Territories and the industries for handling E-waste.

This information was given by the Minister of State in the Ministry of Environment and Forests, Shri Namo Narain Meena in a written reply to question by Shri Girdhari Lal Bhargva and Shrimati Kiran Maheshwari.

Denmark. Commissioner Joe Borg to discuss maritime policy for Europe with Danish authorities:

Commissioner for Fisheries and Maritime Affairs, Joe Borg, arrives this morning in Copenhagen for a two-day visit to Denmark. The first day will be devoted to discussing a maritime policy for Europe with the Danish authorities and maritime stakeholders. On Friday, Mr Borg, accompanied by Denmark's Fisheries Minister, Hans Christian Schmidt, will be in the fishing port of Ebeltoft, where he will meet industry representatives and address the Annual General Meeting of the Danish Fishermen's Association. Commenting on this visit, Commissioner Borg said: "I look forward to my various meetings which will relate to both parts of my portfolio. On Thursday, I will be discussing the way towards a maritime policy for the Union with stakeholders from the Danish shipping sector. Then, on Friday, I will be listening to the concerns of the Danish fishing industry with fishermen's representatives. I look forward to these discussions as progress can only be achieved through debate and exchange of ideas." Mr Borg begins his visit in Copenhagen where he will have meetings with the Danish Shipowners' Association and other maritime stakeholders. He will update participants on the consultation campaign on the Commission's Green Paper on a future Maritime Policy, published last June, and encourage Danish stakeholders and authorities to contribute to the process which will continue until the end of June. Commissioner Borg will underline the strong support to date for a coordinated, cross-sectoral approach to maritime issues, and the importance of ensuring that it brings real added value. Coastal tourism, employment in the maritime professions, and renewable energies are some examples of areas which are important to Denmark and which stand to benefit from a more comprehensive approach to sea-related activities. Mr Borg will also review progress on the

Green Paper and discuss Danish priorities for an integrated maritime policy with representatives of the Danish government.

On Friday morning, Commissioner Borg will leave for Ebeltoft, where he will visit the new educational fishing boat, Athene, built in 2006 with support from the European Union's fisheries fund (the Financial Instrument for Fisheries Guidance, or FIFG). He will then have a working lunch with Danish Fisheries Minister Hans Christian Schmidt, hosted by the Danish Fishermen's Association (DFA). The lunch will also be attended by representatives from a number of national fishing industry organisations. Topics for discussion will include the state of play with regard to the Commission's proposed regulation for the recovery of European eel and a multi-annual management plan for Baltic cod, both of which are currently being debated in Council; progress with preparations for implementing the new European Fisheries Fund in Denmark and the upcoming review of the common organisation of the market in fisheries products. In the afternoon, Commissioner Borg and Minister Schmidt will address the opening session of the DFA's Annual General Meeting. Mr Borg will underline the importance which the Commission places on stakeholder consultation in advancing the Common Fisheries Policy, as evidenced by the recent creation of the Regional Advisory Councils (RACs). He will encourage Danish fishermen to become even more closely involved both in policy development and in collaborative research with scientists. As well as responding to issues raised by the other speakers, the Commissioner will take part in a question and answer session with the members of the DFA present.

Background: The European Commission believes that the time has come to approach the sea as a whole. As well as preventing potential conflicts between the various operators, a maritime policy would help optimise the returns from the sea in terms of growth and employment in a way that provides effective protection to the resource base concerned: the marine environment. It launched an EU-wide debate on a maritime policy for the Union by publishing a Green Paper, last June. Denmark is the second largest producer of fish products in the EU, and one of the top 15 fishing countries in the world. Denmark is also a major player in the maritime sector, with some 120 seaports. The maritime cluster is of vital

importance to the Danish economy, with shipping alone carrying some 10% of total exports.

Quota not ideal in higher education:

New Delhi: An ideal situation in the higher education sector nor filling sensitive senior posts in India, would be not to go in for reservation. Reservation in higher education would bring down quality standards. The need of the hour, he said, was to bring in major changes in higher education, with quality and accountability at all levels in private and public educational institutions. "We need to humanize and sensitize our educational system." "Unless education is treated as for the public good, we cannot achieve our goals. Broad thinking is required in the educational field. Expansion, inclusion and excellence should be the need of the hour in higher education," he said. If India, with its vast human resources, wanted to become a world leader, steps should be taken to ensure that more number of youth entered the portals of universities in the next 15 years from the present seven per cent, he said. Education was not influenced by profit. More emphasis need to be on on 'capacity building', with investment of crores of rupees encouraging and providing scholarships. The government need to look at various aspects of regulatory agencies such as the UGC and AICTE, including on how to fund them. Advantage of high literacy and better living standards, low crime rate and a good environment for investment.

EU wants emission caps on shipping:

The European Union has now firmly set its sites on the maritime sector signalling its intention to draft laws to cap greenhouse gas emissions from ships.

The European Commission will bring forward legislation by the end of 2007 to bring the sector into the EU Emissions Trading Scheme, affecting all ships coming and going from EU ports.

Brussels has already released draft legislation to force caps on emissions from the aviation sector and has been eyeing the maritime industry for some time.

Estimates suggest that greenhouse emissions from shipping are twice that of aviation and could rise a further 75 per cent in 15-20 years.

It appears the Commission is moving ahead with plans to bring shipping into the EU ETS because it is not happy with

the pace of action by the International Maritime Organisation to curb rising emissions. "Not enough progress has been made in the international framework," Reuters quotes an EU official as saying.

The European Shipowners' Association has rejected the move saying that while shipping may have the largest CO2 emissions, this is because it carries 90 per cent of world trade. This means ships produce fewer greenhouse emissions per tonne-mile than any other form of transport.

Brussels' move could well spark an international argument as it did with its aviation plans when Asian and US airlines and their governments objected to being subject to the EU laws.

More than 40 per cent of the global shipping trade involved Europe.

Carbon dioxide emissions from shipping are thought to be double those of aviation and could rise by as much as 75% in the next 15 to 20 years if world trade continues to grow and no action is taken.

While aviation has come under heavy pressure to cap its CO2 output in order to contribute to the battle against climate change shipping has thus far been spared any significant cuts as CO2 emissions from ships do not come under the Kyoto Agreement or any proposed European legislation.

But pressure is mounting on all sides for the situation to change.

As well as carbon dioxide, shipping is a major source of other air pollutants, including nitrogen (NOx) and sulphur oxides (SOx), which are responsible for acid rain.

Issues: The Commission confirmed on 16 April 2007 that it will propose adding shipping companies to the emissions trading scheme (ETS), the EU's principal tool for fighting global warming and meeting its Kyoto commitments.

Up to now, work on reducing CO2 emissions from ships has been carried out within the framework of the International Maritime Organisation (IMO), but it has focused mainly on establishing methods to calculate emissions, rather than concrete measures to reduce them.

The threat of unilateral action from the EU, which controls 41% of the world's fleet, could stimulate the debate.

But there is also a risk it could trigger a transatlantic dispute similar to that

caused by draft EU rules, published late last year, to impose emissions trading on all airlines flying to and from European airports as of 2012. The US has threatened legal action if the EU goes ahead with these plans.

Barbara Helfferich, environment spokeswoman for the Commission, told ENDS Europe Daily that a decision on how to tackle shipping emissions would "probably be taken after the summer". But, Jos Delbeke, the Commission official in charge of the EU's ETS, told the Financial Times: "By the end of the year we are going to come forward with a proposal to extend the emissions trading scheme to shipping."

European Community Shipowners' Association (ECSA) Secretary General Alfons Guinier stressed that, while shipping may be the transport mode with the largest CO2 emissions in terms of sheer volume, this was down to the fact that ships carry 90% of world trade. "In reality, shipping produces less greenhouse gases per tonne-mile than any other form of transport," he said.

He nevertheless told EurActiv that the shipping industry was "not against" a proposal to include it in the ETS "depending on the practicalities". Among others, European shipowners are worried that they will be the only ones carrying the extra cost of cutting CO2 emissions while foreign transporters continue to pollute freely.

He added that work was already being carried out within the IMO to reduce other forms of pollutants, such as sulphur emissions, through setting international standards, but added that much of the work will have to be carried out by oil companies. "We can only burn what we have," he said.

He rejected the idea of introducing taxes to tackle the sector's emissions and warned that work on reducing all types of pollutants must be carried out in an integrated manner, because reducing one type of emission can result in increasing another.

Chairman of the International Chamber of Shipping (ICS) Spyros Polemis confirmed: "IMO should carefully review the environmental necessity of banning the use of higher sulphur fuels in the middle of the ocean, when the results of decisions could be to increase CO2 emission by oil refineries," he said, explaining that more CO2 is churned out during the energy-intensive refining process.

João Vieira of the green NGO T&E (European Federation for Transport and Environment) said: "We welcome the fact that the EU is finally waking up to the environmental impact of shipping, the second-fastest growing source of climate-changing CO2 emissions. So far, the international community has manifestly failed in its responsibility to clean up shipping in the decade since Kyoto was signed."

But, he added that emissions trading alone would be insufficient to address the full environmental impact of the sector. "The EU's estimates for aviation suggest that emissions reductions through trading will be offset by less than one year's growth of the industry. With shipping the situation will be similar. We urge the EU to consider other, more effective measures such as differentiated port charges, en-route charges and fuel taxes," he said.

Latest & next steps: 16-20 April 2007: Meeting of the International Maritime Organisation (IMO) in London to review international standards on emissions from ship engines.

Europeans offer scholarship to qualified maritime codes:

Close to 50 shipping lines from Norway and other parts of Europe have signified their interest to provide scholarships to deserving students who will take up maritime courses at the John B. Lacson Foundation Maritime University in Iloilo.

This was announced by Manny Villa, the Chairman of the Iloilo Paraw Regatta Foundation, Inc. that tied up with the university for its scholarship program.

The Paraw Regatta Foundation, the organizer of the annual sailboat competition in Iloilo has long planned to put up a scholarship program for the children of fishermen.

Initially they planned to take in 32 scholars but the university decided to open 600 slots for the Paraw Regatta Foundation.

Villa said with the development, they decided to open the program to all interested students even outside of Iloilo as long as they are qualified. The courses are limited to Cruise Ship Management, Maritime Engineering and Nautical Course.

Applicants must undergo a pre-screening that will be conducted by the Paraw

Regatta Foundation. If they pass they will take the qualification exam given by the university and comply with other requisites that need to be complied for them to enter the institution.

Villa said the foundation would pay for the initial enrollment while waiting for the sponsoring company.

Villa said Norwegian and other European shipping companies have been investing on Filipinos, especially on Ilonggo seafarers, because most of their crews are Ilonggos and products of the John B. Lacson Foundation Maritime University. The university is the only maritime university in the whole of Asia.

"They concentrate in Western Visayas because most of their good materials are from this university," he said.

Qualified applicants can avail of either partial or full scholarships to include free board and lodging and a monthly allowance of not less than 50 US dollars.

After graduation, the scholars are already assured of jobs as they will also be hired by their respective benefactors.

The companies that have existing scholarship programs at the university are NSA, Filstar, Stolt Nielsen, Vega Manila, PCM, Bouvet Shipping, Cosmo Sealand, Jo Tankers and Odjfell.

More than 36 companies are still waiting to offer scholarships, according to Villa.

Public service delivery need to be citizen-centric:

Cabinet Secretary: Cabinet Secretary, Shri B.K. Chaturvedi has said that Public Service Delivery needs to be more citizen-centric and e-governance needs to be more rural oriented. While inaugurating one-day long Conference of Chief Secretaries here today, Shri Chaturvedi also added that for this the common service centres are to be extended to the rural areas. Shri Chaturvedi while setting the agenda of the Conference underlined few thrust areas that needed attention. He said, the Public Service Delivery can be improved only if the corruption is minimized with transparency in and simplification of the existing procedures and systems. He also underlined the importance of accountability, which cannot be feasible without fixed tenures of the officers. For this, he spoke of the amendment in All India Services Rules, which is pending notification from the States. Earlier welcoming the participants, Secretary

Department of Administrative Reforms & Public Grievances and Pensions and Pensioners' Welfare, Smt. Rajni Razdan said our public services have to constantly upgrade their competence and acquire new skills to fully optimize the emerging opportunities. Governance, she said in the changed scenario, has to be transparent, professionally managed, citizen - centric and sensitive to the changing needs of time. This Conference, organized by the Department of Administrative Reforms & Public Grievances, Government of India, deliberated on the issues relating to internal security, food security, Sarva Shiksha Abhiyan, National Rural Health Mission, Improving Business Climate and Strategy for improving Governance.

Shipping Act to check middlemen:

In an effort to streamline the maritime trade industry, and free it from the menace of middlemen involved in clearance of cargo, the shipping ministry is planning to incorporate strict penal provisions in the proposed Shipping Trade Practices Act. Under the proposed Act, a fine of Rs 2.5 lakh would be charged from the middlemen (known as service providers) who are not registered. The proposed Act makes it mandatory for the service providers get registered after paying a fee of Rs 50,000. The fee for renewal of registration is Rs 5 lakh. Service providers like freight forwarders and freight brokers, who form part of the maritime trade supply chain, are not registered with any shipping body. Though ministry sources say the Custom house clearing agents are registered with the Customs department, freight forwarders and brokers are not registered entities. Therefore, there are several unscrupulous middlemen who trickle in and make away with by overcharging traders. The ministry officials feel that the penalty provisions may discourage unauthorised agents from entering the chain. Besides, the proposed Act also suggests setting up of a multi-member shipping trade practices commission for settlement of disputes between consignors, consignees, maritime transportation logistics service providers or between persons registered under the proposed Act. Sources said the proposed Act is expected to be placed before Parliament during the ongoing Budget Session. They said shipping minister TR Baalu had cleared the Cabinet note on the subject a couple of months back, and the comments from various ministries too had been received.

Shipping lines accused of "daylight robbery":

Sri Lanka Apparel Exporters Association yesterday cried foul, claiming that shipping lines are arbitrarily imposing Terminal Handling Charges (THC) resulting in an annual loss of Rs.5 billion in foreign exchange.

Speaking at a press conference yesterday, Rohan Masakorala logistical committee member of the Joint Apparel Association Forum (JAAF) said that the country loses Rs.5 billion in foreign exchange a year with 60 percent of importers and exporters forced to pay the THC.

"Thus if you consider 100 percent of importers and exporters paying the THC annually the country will lose Rs 9 billion in foreign exchange," Masakorala said.

The JAAF and other leading Export companies pointed out that they have for the past 10 years prompting authorities to implement a mechanism or establish an independent body to regulate the THC, which is increased according to the whims and fancies of the shipping companies.

"Since its inception in 1997 THC charges for a 20 ft container has grown from US\$61 to the present US\$155," he said. "The shipping companies do not take responsibility for the charges they impose as we have organised repeated discussions on the matter but they have failed to clarify the breakdown of the charges or even turn up for the discussions."

He mentioned that the exporters not only have to pay the original freight costs but also bear the brunt of paying insignificant operating costs and also extra costs for releasing their merchandise.

Though the exporters had joined hands to formulate a maritime national policy 10-years ago, Masakorala said that it was "collecting dust" as authorities failed to regard its significance. "Despite the fact that authorities agree that the THC is unjust they have not taken proper measures to practically counter it," he said.

Noel Priyatillaka said that the THC has resulted in Sri Lankan exports in being less competitive and less affordable in the eyes of the buyer thus resulting in Sri Lanka losing its place in the global market.

"In the case of imports the TCH become a cost to the consumer thus leading to

(Contd. on page 17)



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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 BE/DIPLOMA (EEE) GRADUATES TO BE COMPETENT TO SAIL ON-BOARD AS MARINE ELECTRICAL & ELECTRONICS OFFICERS. NEXT COURSE COMMENCES ON 3rd Week of JAN 2007.
9.	DIPLOMA IN SHIPPING COURSE PART TIME (EVENING) 6 mths	COVERING A NEED BASED AND EXTENSIVE SYLLABUS DESIGNED BY EXPERTS OFFERING EXCELLENT OPPORTUNITY TO ACQUIRE / ENHANCE SHIPPING KNOWLEDGE FOR EMPLOYMENT IN THE SHIPPING INDUSTRY.
10.	CERTIFICATE PROGRAMMES 3 mths	TO ENABLE AND GET THE SUITABLE EMPLOYMENT IN SHIPPING COMPANIES AND SHIPPING OFFICES ASHORE. COMMENCEMENT DATES WILL BE ANNOUNCED.
11.	<ul style="list-style-type: none"> ● LINER TRADE, MULTI-MODAL TRANSPORT AND LOGISTICS ● CLEARING, FORWARDING AND DOCUMENTATION ● SHIP BROKING AND CHARTERING ● SHIP AGENCY & PORT AGENCY AND STEVEDORING ● DIPLOMA IN MARITIME STUDIES (DMS)- ● DIPLOMA IN NAUTICAL SCIENCE (DNS)- ● DIPLOMA IN SHIPPING & MARITIME TRANSPORTATION (DSMT) 	IN COLLABORATION WITH SINGAPORE MARITIME ACADEMY (SMA). DURATION AND COMMENCEMENT DETAILS WILL BE ANNOUNCED SHORTLY

S.NO	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 COUSE (DGS APPROVED) 2 days	16 / 01 – 17 / 01 20 / 02 – 21 / 02	20 / 03 – 21 / 03 17 / 04 – 18 / 04	22 / 05 – 23 / 05 26 / 06 – 27 / 06	Rs.1,200 Rs.1,500
16.	PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS(DGS APPROVED) 5 days	02 / 01 – 06 / 01 16 / 01 – 20 / 01 06 / 02 – 10 / 02 20 / 02 – 24 / 02	06 / 03 – 10 / 03 20 / 03 – 24 / 03 02 / 04 – 06 / 04 17 / 04 – 21 / 04	01 / 05 – 05 / 05 15 / 05 – 19 / 05 05 / 06 – 09 / 06 19 / 06 – 23 / 06	Rs.3,600 Rs.4,350
17.	TANKER FAMILIARISATION COURSE (DGS APPROVED) 5 days	16 / 01 – 20 / 01 06 / 02 – 10 / 02 20 / 02 – 24 / 02 06 / 03 – 10 / 03	20 / 03 – 24 / 03 28 / 03 – 01 / 04 10 / 04 – 14 / 04 24 / 04 – 28 / 04	08 / 05 – 12 / 05 22 / 05 – 26 / 05 05 / 06 – 09 / 06 19 / 06 – 23 / 06	Rs.2,500 Rs.3,250
18.	MEDICARE COURSE (DGS APPROVED) 10 days	02 / 01 – 12 / 01	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 04 / 06 – 06 / 06 18 / 06 – 20 / 06	Rs.1,850 Rs.2,300
21.	PERSONAL SURVIVAL TECHNIQUES COURSE (DGS APPROVED) 3 days	04 / 01 – 06 / 01 18 / 01 – 20 / 01 05 / 02 – 07 / 02 19 / 02 – 21 / 02	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 08 / 02 – 10 / 02 22 / 02 – 24 / 02	08 / 03 – 10 / 03 22 / 03 – 24 / 03 09 / 04 – 11 / 04 23 / 04 – 25 / 04	10 / 05 – 12 / 05 24 / 05 – 26 / 05 11 / 06 – 13 / 06 25 / 06 – 27 / 06	Rs.1,000 Rs.1,450
23.	ELEMENTARY FIRST AID COURSE (DGS APPROVED) 2 days	11 / 01 – 12 / 01 25 / 01 – 26 / 01 12 / 02 – 13 / 02 26 / 02 – 27 / 02	12 / 03 – 13 / 03 26 / 03 – 27 / 03 12 / 04 – 13 / 04 26 / 04 – 27 / 04	14 / 05 – 15 / 05 28 / 05 – 29 / 05 14 / 06 – 16 / 06 28 / 06 – 30 / 06	Rs.625 Rs.925

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

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(Contd. from page 15)

the increase of the cost of living," he said questioning the government for turning a blind eye to the situation.

"This is daylight robbery and an anti-competitive practice," Priyatillaka reiterated. "The authorities have to be blamed for being unfocussed and not finding a solution to the problems exporters are facing and not being fair."

It was stressed that a collective effort on the part of the Ministry of Trade and Commerce, Export Development and International Trade as well as Ports and Aviation to address the strong need of the exporters. "It is the small exporters who suffer the most in an industry that is an important component of the country's economy," said Masakorala.

"We are not asking for subsidies all we want is a proper mechanism , today they charge 155 \$ as THC, tomorrow they might even charge Rs 10,000 ,who is going to stop them , how far will they go?" he questioned.

Thiru T.R. Baalu receives Dividend Cheque of Rs. 192.26 Crore from Shipping Corporation of India: The Union Minister for Shipping, Road Transport & Highways

Thiru T.R.Baalu, received an interim dividend cheque of Rs. 192,26,33,955/- (Rs. 192.26 crore) from the Chairman & Managing Director of Shipping Corporation of India (SCI), Shri S. Hajara, here today. Shri A.K.Mohapatra, Secretary (Shipping), was also present on the occasion.

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The Shipping Corporation of India (SCI) declared an Interim Dividend of 85% for the year 2006-07. This dividend amount of Rs.192.26 crore, reflects the earnings on the 80.12% shareholding of the Government of India in the SCI. It may be recalled that the SCI has declared a net profit of Rs. 729.93 crore for the nine months ending on 31.12.2006, during the financial year 2006-07. The Shipping Corporation of India, is the largest shipping company in India and has a share of about 35% of the total Indian tonnage.

SCI is the first Indian shipping company to enter the LNG transportation business as partner in a joint venture, comprising of SCI, Mitsui OSK Lines, NYK Line and K-Line. This consortium is already operating 2 LNG tankers, which carries LNG for Petronet for its Dahej project. This consortium has successfully bid and won the tender for construction, ownership and 25 years of operation of the 3rd LNG tanker required by Petronet LNG Limited for its expansion project at Dahej. SCI has also formed a joint venture company with Forbes Gokak Ltd. & Sterling Investment Corporation Pvt. Ltd. for owning and operation of chemical carriers. This JVC has placed already orders for 4 nos. Chemical Carriers of about 13,000 dwt each.

SCI has also initiated an Integrated End-to-End IT system and M/s Tata Consultancy Services (TCS) was selected as IT partner for the same. The project would be implemented in two phases. During the Phase-I, TCS would study the IT requirements of SCI and prepare the IT blueprint and roadmap for implementation, which would be completed in 4 months, which is nearing completion. In the Phase-II, which is the implementation phase, the solutions identified in phase I would be implemented as per the roadmap and this is expected to be completed in 18 to 24 months. SCI has also implemented a company-wide quality management system based on the international standards ISO 9001:2000. As a part of the implementation, the Company has conducted the internal audit, pre-assessment audit and final certification audit.

Horizon Lines enters into OSHA strategic partnership for Maritime Industry Safety in Puerto Rico: Horizon Lines of Puerto Rico, Inc., (Horizon Lines) a subsidiary of Horizon Lines, Inc.,

participated in a signing ceremony of its Maritime Industry Safety Partnership Agreement with the International Longshoremen's Association (ILA) Local 1575 and the Occupational Safety and Health Administration. This agreement marks the second time Horizon Lines has taken a leadership position nationwide with a safety program of this nature.

In 2002, the company became the first ocean carrier and marine terminal operator in the U.S. to sign an OSHA Strategic Partnership. This most recent activity allows Horizon Lines to make history by signing the newest partnership agreement that will focus on the health and safety of its labor force.

The ceremony took place today at ILA Local 1575 Offices in San Juan. Guests included OSHA Regional Administrator Patricia K. Clark, OSHA Puerto Rico Area Director Jose Carpena, Puerto Rico Secretary of State and Port Authority Director Fernando Bonilla, Executive Director of the Occupational Development and Human Resources Council for Puerto Rico Joe Alvarez, PROSHA Auxiliary Secretary Myrna Velez and Captain Raymond J. Perry, United States Coast Guard Deputy Sector San Juan.

"The people of Horizon Lines are proud of this achievement," said Gabriel Serra, Vice President and General Manager. "Our management team will continue working with union leaders to ensure that every worker returns home at the end of the day healthy and safe -- the same way that they came to work."

In an OSHA Strategic Partnership (OSP), OSHA enters into an extended, voluntary, cooperative relationship with employers or groups of employers, employees, and employee representatives and trade associations in order to encourage, assist, and recognize their efforts to eliminate serious safety and health hazards and strive to obtain a high level of worker safety and health in the workplace.

Under terms of this partnership: -- Horizon Lines agrees to provide site-specific training and/or information on a monthly basis to the employees' representatives and/or employee members of the safety committee; -- Management and employee representatives will be held accountable for their actions relative to safety and health in the workplace.

"This partnership demonstrates Horizon Lines' commitment to work cooperatively with workers and regulatory agencies,"

said Janet Nieves, Safety and Security Manager for Horizon Lines of Puerto Rico.

Signatories to the agreement were Mr. Serra, Ms. Clark, Mr. Carpena, and Mr. Carlos Ortiz, President of International Longshoremen's Association Local 1575.

About Horizon Lines: Horizon Lines, LLC is the nation's leading Jones Act container shipping and integrated logistics company, operating 16 U.S.-flag vessels on routes linking the continental United States with Alaska, Hawaii, Guam, and Puerto Rico. Horizon Lines also owns Horizon Services Group, an organization with a diversified offering of cargo management and tracking services being marketed to shippers, carriers, and other supply chain participants. Horizon Lines, LLC and Horizon Services Group are wholly owned subsidiaries of Horizon Lines, Inc., which trades on the New York Stock Exchange under the ticker symbol HRZ.

CBDT introduces new series of forms for filing of income tax return for the assessment year 2007-08:

The Forms for Return of Income are assessment year specific. For the assessment year 2007-08, the Central Board of Direct Taxes have introduced the following eight Return Forms under a new series:-

(i) ITR-1 - return of income for Individuals having salary and interest income and no other income.

(ii) ITR-2 - return of income for Individuals and HUFs having income from any source except from business or profession.

(iii) ITR-3 - return of income for Individuals and HUFs being partners in firms and not having proprietary business or profession.

(iv) ITR-4 - return of income for Individuals and HUFs having proprietary business or profession.

(v) ITR-5 - combined form for return of income and fringe benefits for Firms/AOP/BOI .

(vi) ITR-6 - combined form for return of income and fringe benefits for Companies.

(vii) ITR-7 - combined form for return of income and fringe benefits for Charitable / religious trusts, political parties and other non-profit

organizations.

(viii) ITR-8 - stand alone form for return of fringe benefits for persons who are not liable to file return of income but are liable to file return of fringe benefits

All these Forms (except Form ITR-7) have been designed as annexure-less so as to make them amenable for electronic filing. This was disclosed by the Finance Minister Shri P. Chidambaram while addressing a Press Conference here today. The Government would urge taxpayers to use the e-filing option, since it will help the Department to serve them better, he said.

Last year, electronic filing was made compulsory for corporate tax-payers. E-filing of corporate returns has been a resounding success. Therefore, it is important to carry forward this successful initiative. In the Budget Speech - 2007, the Finance Minister had announced that electronic filing of returns would be made mandatory for more categories of taxpayers. Accordingly, for assessment year 2007-08, it would be mandatory for firms liable to tax audit under section 44AB to file their returns electronically. Corporate taxpayers and such firms may either file their return electronically under digital signature or may transmit the data of the return electronically and thereafter submit a one page verification Form which contains a summary of the return transmitted electronically.

All other categories of taxpayers (other than charitable trusts, institutions, etc.) will have the option to file the return in a paper form or electronically, as mentioned above, or in a bar-coded return form.

Last year, the Government had introduced a cash flow statement for Individuals and HUFs. However, in response to representations against the cash flow statement, the same has been withdrawn. Individual and HUF taxpayers would now be required to furnish only information with regard to transactions which are reported through Annual Information Returns (AIR).

The new forms will be available on the Income Tax Department's website <http://www.incometaxindiaefiling.gov.in>. Government proposes to take the views of the Institute of Chartered Accountants of India on these forms. In the meanwhile taxpayers have been advised to familiarize themselves with the new forms. The formal notification will be made on May 14, 2007.

Hitch over, MCA for ports may finally sail through

SURABHI: After much debate and discussion with the Planning Commission, the department of shipping has decided to prepare a completely new model concession agreement (MCA) for development of ports.

The decision comes due to a number of unresolved issues between the department of shipping and the Plan panel about various clauses of the MCA. Sources said the fresh draft would be ready in the next few months.

While the department of shipping had agreed to the Plan panel's proposal to introduce a normative model of tariff fixation where in the current system of cost plus tariff mechanism would be used with a financial cap on it, there was no consensus between the two on other terms and conditions of the MCA.

Inclusion of the criteria of performance-based indicators for ports, making escrow accounts mandatory for concessionaires were some of the main issues, which continued to be a bone of contention.

In fact, in a bid to make the department of shipping more agreeable to its plans, the Planning Commission had come out with its draft of the MCA last year. Given India's recent Exim trade boom, the government is eyeing an investment of \$13.5 billion in the major ports under National Maritime Development Program (NMDP) to boost infrastructure at these ports in the next 7 years. However, the disagreement between the shipping department and the Plan panel have delayed the MCA by over a year, which in turn has derailed the process of development of ports. The ministry of road highways and shipping is looking for upgradation and development of ports using the public private partnership route, for which the MCA is required.

Statement about ownership and other particulars about newspaper

FORM IV (See Rule 8)

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(Sd/-) Dr. P.K. CHANDRAN

Chennai
Dated: 01-04-2007

Signature of Publisher

New shipping traffic centre for North Norway:

A new vessel traffic centre (VTS) for North Norway has been opened in Vardoe. The centre will monitor and guide shipping traffic along the coast of Northern Norway.

The vessel traffic centre will also play a key role in Norway's maritime safety cooperation with Russia. In recent years the Ministry of Fisheries and Coastal Affairs has promoted a number of measures to improve maritime safety in northern areas and to meet the challenges that follow from the increase in oil-related traffic in the north. - The Vardø Vessel Traffic Centre is a key element in efforts to develop an integrated system for monitoring shipping traffic in the north, and will substantially help to improve maritime safety in northern areas, says State Secretary Vidar Ulriksen of the Ministry of Fisheries and Coastal Affairs, who opened the centre.

With the aid of land-based AIS receivers (Automatic Identification System, a system used for ships), the vessel traffic managers will be able to monitor and direct vessels out to approx. 30 nautical miles from shore. The vessel traffic centre will thus be able to monitor whether larger tankers and cargo vessels comply with the rules regarding the new traffic lanes outside of Norwegian territorial waters that will be in force from July 2007.

Since shipping traffic is now being moved farther from the coast and will be monitored from the new vessel traffic centre, this will give the authorities more time, better enabling them to take necessary action if a vessel should get into trouble. Vardø VTS is also intended to play a key role in expanded cooperation with Russia in the areas of maritime safety and contingency planning for combating oil spills. Norway and Russia have concluded an agreement to establish a joint Norwegian-Russian vessel traffic management information system, Barents VTMIS. The vessel traffic centres in Vardø and Murmansk are to function as key information nodes for shipping traffic in the north.

Drama on high seas as tri-nation force captures 'pirates' on ship:

SOMEWHERE IN THE ANDAMAN SEA - Banking sharply, the Malaysian police helicopter appeared suddenly over the Japanese ship. As a bomb exploded on the deck - spewing wasabi-colored smoke - five commandos

slid down a rope from the hovering aircraft.

Screaming "get down! get down!" the black-robed team chased two burly men who appeared to be pirates, overpowering and handcuffing them at gunpoint within minutes. Watched by journalists and police officers, the commandos and the two grinning pirates were soon posing for TV cameras, and congratulating each other on a job well done - the first ever anti-piracy exercise involving the forces of Japan, Malaysia and Thailand near the Thai island resort of Phuket. "It was plain sailing. Everything went smoothly," said Abdul Manaf Othman, an assistant commander in the Malaysian police, whose marine and air wings and special forces commandos took part in the exercise. Officials hope that exercises such as this would sharpen the skills and increase coordination among marine police of neighboring countries in stamping out piracy in the Strait of Malacca, the world's busiest shipping lane, and until recently the most pirate infested. Authorities in some Asian countries have been stepping up anti-piracy cooperation in recent years, also because of concerns over possible marine terror strikes in the strait through which 65,000 vessels pass every year carrying half the world's oil and more than a third of its commerce.

Japan's interest is obvious. Much of its oil from the Middle East and its exports to Southeast Asian and Arab markets are ferried on tankers and ships that use the Malacca straits. "Fortunately, around Japan there is no piracy," said Capt. Nobuharu Kagami, the director of Piracy Countermeasures Office in the Japan Coast Guard. "But the safety of Malacca Straits is very important to Japan. For this reason cooperation with countries (in the region) is very important to us," said

Kagami, speaking on board the Japan Coast Guard ship Yashima, which played the part of the hijacked vessel during last month's three-hour exercise. There were a few glitches - one of the Thai marine police boats that was to chase the pirates had an engine problem. But a swift exchange of messages allowed a substitute Malaysian speedboat to be dispatched. "The problems were cleared. No problem. We joined together very well," said Thai police Col. Lerdchai Thinrat, who led his country's team. Language barriers were minimal because all radio operators aboard the ships and helicopters spoke in English. "It is true that for the Japanese people, English language is a headache. But we will try to use English more effectively," said Kagami. Japan has been conducting bilateral exercises with Southeast Asian nations since 2000 as it seeks to raise its non-trade profile in the region. It has provided logistical and technical support to some regional maritime security agencies. And last August, it hosted officials from Indonesia, Malaysia, the Philippines, Singapore and Thailand to discuss terrorism at sea.

Increased enforcement and vigilance in the Malacca straits is already yielding fruit: Attacks in the strait have been declining since July 2005, with 11 cases reported last year. The recent exercise - which provided all the drama of a Hollywood thriller - began with two "crew members" of the hijacked ship drifting in a life boat in choppy Thai waters. A Thai Marine Department ship rescued the two men and a search began for the hijacked ship, which had been taken over by five pirates. Malaysian police boats and the Japanese Coast Guard ship Yashima - playing the double role as itself and the hijacked ship - joined the search along with a helicopter.

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New policy covers repair delays. Shiprepairs can cause expensive delays:

Lloyd's underwriters are providing shipowners with a cancellation insurance which protects them from loss of revenue should a time charter cancel due to the length of time taken to repair a damaged vessel. The new policy, Seacure 60, has been launched by Seacurus and devised in response to the high freight rates of recent years which has seen many vessels fixed on long-term charters at unprecedented rates of hire. According to Seacurus, this boom has had a knock-on effect for busy ship yards therefore increasing repair times and the risk that charterers will cancel the contract with shipowners and find a new vessel.

Director Captain Thomas Brown explains that the policy seeks to meet the current 60 day plus standard cancellation periods found in long-term container vessel charter parties aimed at vessels over 2,500 TEU." That said, the product does have cross-sector appeal. "This is a specialist cover which will indemnify the owner for the difference between the original time charter rates and the new market rate," said Captain Brown. "We have capacity limits of up to USD25m per enquiry, which should cater for most cases."

Lloyds underwriter speaks out on losses:

Leading Lloyd's marine underwriter, and a member of the International Union of Marine Insurance's (IUMI) executive committee Simon Beale, has explained sharply increased levels of partial losses by saying "the highly profitable levels of maritime trade has meant ships and crews being driven very hard." New statistics from the IUMI, which represents marine underwriters worldwide, show a dramatic reduction in the number of total losses of merchant ships since the year 2000 with 67 ships (of 500 gross tonnage and over) becoming total losses last year compared to 140 in 2000 and a peak of 182 during the 1990s. However, however there has been a dramatic increase in serious partial losses, up by 200 per cent since when 228 serious incidents were reported. Last year, 685 were logged and, like total losses, this figure is likely to increase during the early months of 2007. Mr Beale said that "safety checks and routine maintenance may have been neglected by owners and managers in the rush to keep ships trading in these very lucrative conditions."

He added that many older ships which should have been scrapped have continued trading, adding to the amount of sub-standard tonnage. And there is a growing shortage of trained and experienced personnel. New technology had greatly helped to reduce total losses, Mr Beale noted, but at the same time it made ships more expensive to repair, particularly machinery.

Seminar to highlight Polish links:

The Polish Embassy in London is to host a seminar entitled "Maritime transport links between Poland and the United Kingdom" on 30 May. According to the embassy's minister-counsellor Krzysztof Trepczynski, the seminar is aimed at encouraging investment in Poland's transportation infrastructure. He says: "Poland's economy is growing at about 6 per cent per annum and there is substantial demand for infrastructure-related investment to serve Poland's own 40 million population and also to enable Poland's port sector to release its potential as a gateway to both the Baltic region and to landlocked countries to the south and east such as Belarus and the Ukraine.

"The Polish Government is extremely keen to see more of our imports and exports being carried by sea and handled by our own ports. Like countries throughout Europe, we want to discourage the relentless growth of road transport and transferring cargo to shortsea shipping services is definitely the way to go." Looking at the UK in particular, trade with Poland is booming 50 per cent in the past 12 months and there is demand not only for additional port facilities but also for warehousing and distribution services." The event will take place at the embassy at 47 Portland Place and will commence at 3.00 pm. The bi-monthly magazine Baltic Transport Journal is co-organising the seminar.

Webster boosts investigation team :

Marine claims management specialist WK Webster Group has boosting its hull casualty investigation Team which provides world-wide coverage and comprises a mixture of lawyers and/or mariners with shipping litigation experience. Master mariner Hakirat Singh is now based in Singapore and is available to handle on-site investigations and take witness statements in casualties that occur in south-east Asia. He complements the London-based, four-man operation, led by Victor Fenwick.

Clarksons in Egyptian JV:

Major shipping services group Clarksons has formed a joint venture in Egypt with the Bayoumi family, owners of Albaharia Shipping Co. The joint venture will comprise two companies: Clarkson Shipping Agency (Egypt) which will specialise in providing ship agency services in all Egyptian ports and Suez Canal transit, and Clarkson Shipping Egypt which will concentrate on developing other shipping services including chartering. The venture began operations on 1 March and has a network of offices in the main Egyptian ports, Alexandria, Port Said, Port Suez, Damietta and Safaga.

Moustafa Bayoumi, founder and chairman of Albaharia said: "Albaharia Shipping Co has always been one of the most respected shipping companies in Egypt, either in the business of shipping agency or chartering. In order to expand our agency and chartering business we need to merge with a strong international shipping services partner. Clarksons is the best name in the business and the range of contacts they have will help us expand both the company's core business and its range of services strongly."

Richard Fulford Smith, CEO of Clarksons said: "This venture is an important milestone in the evolution of Clarksons as a truly global shipping services group. We are very bullish about the future of Egypt as the LNG trains roll out and the Suez Canal remains a continuously vital link in international shipping. Albaharia are a very well respected company in Egypt with the mix of ambition and expertise to fulfil our exacting criteria for engaging in joint ventures. Our shared goal is to build the strongest shipping services company in Egypt. We are looking forward to growing this business as an integral part of our regional strategy and international network."

UKMPG post for PLA boss:

Port of London Authority (PLA) chief executive, Richard Everitt, has been elected to chair the United Kingdom Major Ports Group (UKMPG). The UKMPG is the trade association which represents most of the major ports in the UK. The ports represented by the UKMPG handle three-quarters of the goods passing through UK ports. It works to make sure the industry's voice is heard at national level with politicians, the media and key decision makers. Mr Everitt will continue as chief executive of the PLA. Mr Everitt said: "Ports like London make a huge

contribution to the quality of the daily lives of everyone in the UK. This includes their gateway role for essentials such as fuel, food, and clothing in addition to the electronic goods and cars that improve our quality of life. My work at the PLA means that every day I see the vital role that the Thames and its port facilities play for people in London, Kent and Essex.

"I look forward to working with others in the UKMPG to ensure that the ports voice is heard loud and clear in Government, Parliament, Whitehall and in Brussels. Ports are central not only to the whole transport debate but also to other key issues such as the environment and energy supply. I will be able to contribute to those national policy debates, reflecting the key matters that we face on the Thames and in the Port of London area." Meanwhile the PLA has started new training scheme that aims to develop potential future marine managers. Nick Evans, aged 25, is the first recruit for the PLA's new 'Marine Trainee' scheme. and has now started the first stage of the three-year training course. The first two years will see him complete an intensive two-year training programme on PLA craft in navigation skills, marine and port operations. The final third year will involve more specialised training in key areas of PLA activity. This includes harbour master activities, pilotage, port control centre work, and operational support.

Director of Maritime Affairs visits Ship Registry offices in London:

Director of Maritime Affairs, Mr McLean Hobson, who is presently studying at Southampton University, England, recently visited the offices of the St. Kitts & Nevis International Ship Registry to meet staff and see the work of the Ship Registry at first hand.

"It is always good to see our colleagues

from St. Kitts & Nevis visit us. The United Kingdom High Commissioner, Dr. James Williams and his Deputy High Commissioner, Mrs. Jacinth Henry-Martin have previously visited our offices, but it was particularly good to get a visit from Mr. Hobson in view of his responsibilities for the Ship Registry," said International Registrar of Shipping & Seamen, Nigel Smith. The International Ship Registry has now registered over 350 ships since the start of operation in February 2005. Three of the most recent registrations were the passenger ferries operated for Four Seasons Resort, Nevis.

Mr. Smith added: "At times, I am sure we can seem to some to be very detached from the Federation due to our respective locations, so it is good that the officials we deal with can visit us when the opportunity arises." During the visit, Mr. Hobson was introduced to staff and shown the daily workings and activities of the Ship Registry. The visit also gave Mr Smith the opportunity to personally update Mr Hobson on the most recent activities

and intended plans for the near future. Mr. Smith said he welcomes visits from any Government colleagues or business people from the Federation who are visiting the United Kingdom who can spare the time to come to the offices in the London suburbs. "Our door is always open," he said.

UK Shipping Register joins Maritime London:

Maritime London is delighted to announce that the UK Ship Registry has joined Maritime London. The register is one of the best performing flags in the major Port State Control regimes with a reputation for maintaining high standards.

LPG rollercoaster continues:

In its recent LPG Insight, London-based

independent maritime adviser Drewry predicts a recovery in LPG carrier rates, only to be followed by another slump next year. Drewry notes that rates have gone from a record high to record low in six months. The Baltic Exchange's LPG Index for Vlgc rates AG-Japan maintained a record peak level of USD 64.857 between the 14 and 18 July 2006. Exactly six months later on the 18 January this year it fell below the previous record low of USD 23.458/tonne which had been set in March 2003. The index kept falling to a low of USD 19.357/tonne on 1 February. The adviser explains: "The main cause of the precipitous fall has been a lack of available cargo to export from the Middle East. The situation was exacerbated by the delivery of eight new Vlgcs to the fleet in 2006, compared to just two in both 2004 and 2005, a warm winter and high stock levels."

Drewry comments: "The collapse in rates has been quicker and deeper than anyone predicted last summer. Hopefully a restoration in export levels from the AG will see rates recover sooner rather than later this year. However, the rates on offer now could well be visited again in 2008 and 2009 as an unprecedented number of Vlgcs are due to be delivered to the fleet, whilst many of the LNG projects they were ordered against are slipping."

Lloyds opens in China:

Marine claims management specialist WK Webster Group has boosting its hull casualty investigation Team which provides world-wide coverage and comprises a mixture of lawyers and/or mariners with shipping litigation experience. Master mariner Hakirat Singh is now based in Singapore and is available to handle on-site investigations and take witness statements in casualties that occur in south-east Asia. He complements the London-based, four-man operation, led by Victor Fenwick.

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Capt. Glenn Saldanha, Sr.General Manager, Nyk (India) graces AMET B.Sc. (NS) Pass out

AMET, on 5th May 2007, passed out its 3rd batch of B.Sc Nautical Science of 96 cadets all fully placed with some of the reputed Shipping Companies worldwide. Capt.Glenn Saldanha, Sr.General Manager NYK (India) Mumbai was the Chief Guest at the function while Dr.A.Ramasamy, Vice Chairman, Tamil Nadu State Council for Higher Education was the Guest of Honour. A large number of parents of the passing out cadets attended the function and witnessed with immense satisfaction and pride, an impressive ceremony of the pass out of their wards. Mr.J.Ramachandran, Chairman, AMET welcomed the gathering and thanked Capt.Glenn Saldanha for readily accepting to be the Chief Guest. He recollected Capt.Glenn's days at AMET less than 2 years ago when as Maersk's Representative he worked hard and with dedication for the set up of the A.P.Moller facility at AMET. He further stressed the AMET USP of placements was testimony to the excellent goodwill and preference AMET enjoyed in the industry.

Capt.S.Bhardwaj, CEO & Director in his pass out address, urged the cadets to apply the principles of discipline in daily life as no accomplishments were made without discipline. He also cautioned them to be under no illusion that they know everything now. He then administered the "Oath of Honour" to the Passing Out Cadets. Capt.Glenn Saldanha,



thanked AMET for inviting him as Chief Guest and expressed his happiness at being at AMET again and meeting up with the Maersk cadets and AMET staff with whom he had worked together. He then awarded the Gold Medals, Meritorious Awards and the Passing Out Certificates. Cadet Arun Nair then made his emotional valedictory address on behalf of the cadets and presented the Chairman a souvenir on behalf of the B.Sc (NS) third batch cadets.

This was followed by a glittering and resounding fire works as the cadets hugged and met each others and bid farewell. The parents then met the Chairman and CEO and thanked them for the successful transformation of their wards from immature school kids to responsible cadet officers and also for placing them in some of the world's best companies.

PRIZES AND HONOURS:

1)GOLD MEDAL for topping in Academics - A very close contest between Cadet Rajkumar whose GPA was 9.116, but he was edged past by Cadet Pradeep Kumar with a GPA of 9.129

Cadet Pradeep Kumar also bagged the Chellaram Award for highest in Navigation last year.

Cadet Pradeep Kumar is placed with SHELL. *Well done Cadet Rajkumar - who is also an Academy Cadet Captain and placed with Mitsui.*

2) GOLD MEDAL for OUTSTANDING General Proficiency went to Academy Cadet Captain NEVILLE Julio Noronha. Cadet Neville is picked up by A.P. Moller . It was placed on record that IB Fruergaard Gold Medal for Best OLQ has already been presented by Capt Ib Fruergaard himself to Academy Cadet Captain Vidyut Narayanan.

3) THERE WERE 3 PRIZES FOR EXCELLENCE IN SPORTS

- The best Sports person declared was Cadet Dhananjayan.S. Cadet Dhananjayan is placed with Angloeastern.
- Best Sports Achiever was Cadet Shibindas H. Cadet Shibindas is placed with Fleet Management
- Best Sports Volunteer was Cadet Ruban R. Cadet Ruban R is placed with Zodiac Maritime London.

4) CERTIFICATES OF COMMENDATION

- For Meritorious Service as Secretary of the ECO Club - Academy Cadet Captain Vidyut Narayan. He is picked up by Fleet Management
- For exemplary performance as Vice President of Literary Club - Cadet Captain Darius Steven Smaller who is placed with A.P.Moller.
- For a Superlative performances as Secretary of Cultural Club - Academy Cadet Captain Dejo Denny Francis who is placed with Fleet Management.
- For extraordinary talented performance as Secretary of Music Club - Cadet Puneet Saigal — placed with A P Moller.



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2. Deck Cadets (TR/A/55/2002/ dt.3.5.03)	1 year leading to B.Sc. (Nautical Science) of IGNOU	12 th Std. (PCM - 60%) B.Sc. (PCM - 55%)	01.08.07
		B.E. / B.Tech. (AICTE Approved)	
3. Trainee Marine Engineering for Diploma Holders (2 yrs.) (TR/A/102/2002 - dt. 22.8.02)		Diploma in Mech. / Marine / Electrical & Electronics	01.09.07
		Diploma in Ship Building (Min. 50% marks in Final Year)	23 yrs.
4. Trainee Marine Engineering for Graduates (1 year) (TR/A/101/2002 - dt. 22.8.02)		B.E. / B.Tech - Mech / Naval Arch	01.09.07

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