

## Non Proficient "ARCHIVES" in India, not keeping to the times, while all in place INSDOC, New Delhi and DRTC, in Bangalore

A notable characteristic of the modern State, among other things is to maintain historical record for the posterity. In simpler words it is called the archiving of important documents in different forms, G like cabinet decisions, Government instructions on various important issues in the course of time, important pronouncements and decisions and policy matters. The State is expected to maintain the record in the repositories so that researchers working on the history of the State have access to these records. It is in the light of the significance of the issue that the State has incepted the Directorate of Archives, Archaeology and Museums for preserving the record. In developed western countries, his Department is of singular importance to the scholars, researchers and even to the Government itself which needs to refer to previous records more often than not. Given this significance, the irresponsibility of not maintaining the valuable record for the posterity is a crime which our bureaucracy has been committing for last 31 years. No record of cabinet decisions, important Government statements, policy matters and things related to various services has been preserved. The Archives Department has not received any important documentation from different departments of the Government. The reason why it has remained so, is because the top bureaucrats handling their respective departments have always shown slackness in maintaining the record of important documents and decisions pertaining to their respective departments. The practice from the days of the rule of Maharajas of Kashmir was that a copy of all important decisions was sent to the Archives to be kept safe in the repositories in Srinagar and in Jammu. During last twelve years, the General Administration Department has been conveying all the departments to send a copy of important cabinet decisions, treaties, memoranda, policy statements, not accessible documents to the Archives for record. But the departments have paid no attention to the instructions of the Government. On May 11, 2004, the then State Government had directed all the departments to identify and prepare a check list of records likely to be transferred to Archives Repositories at Jammu/Srinagar for retention/preservation. It was also instructed through this circular that copies of all Government orders issued by various departments shall invariably be endorsed to Director Archives, Archaeology and Museums for record. Sadly, no departmental head paid attention to the instruction and failed to preserve any record. Despite, the last Coalition Government remained seized of the importance of the issue. On April 22, 2016, the Finance Minister while presiding over a meeting

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- Editor: "Marine Waves"

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was informed that no archiving of Government record had been made since 1985 which is a period of 31 years. This was confirmed by the Director of Archives, adding that no important documents or files were deposited with the two repositories. The Finance Minister reacted to this gross negligence shown towards a very vital issue. He issued instructions that within six months all major documents for last 31 years have to be listed for transfer to the repositories at Srinagar and Jammu. He further instructed that all departments will send a copy of important decisions and policies to the Archives. It is now over eight months when those instructions were issued. No heed has been paid to the instructions of the Finance Minister and no department has taken the word of the FM seriously. The result is that no important documents have been sent to the repositories. It has to be said that by not archiving official record of much significance in the repositories, the research scholars and enlightened segments of civil society have been denied the opportunity of documenting the history of the State for these thirty-one years of neglect. In the long run it is a loss to the culture and social ethos of the people of the State. Where from will the RESEARCH SCHOLARS authenticate their views and assertions when the requisite archival record is not available to them. Hence, a legitimate-pensioner, deprived of his basic legitimate claims of Army Medical Disability Pension and dragged to his age of 69 long years of age with geriatric diseases WHILE joined in the early tender, teenage of fifteen years, being a son of an ex-serviceman during the black days of the nation( Chinese aggression 1962 and Pak War of 1965. No taker of Govt's directives on archiving record of last 3 decades to look back and keep improving. All round standards of Govt. Public Services, in output and quality standards drops drastically relying on blame excuses. Why not switchover to outsourcing valuing the precious " TIME " of one's life-time. \*Archives Dept. reeling under manpower, infra shortage Mohinder Verma JAMMU, Aug 24: Notwithstanding the fact that Department of Archives has no record of important documents and communications of State Govt., judiciary and other vital institutions of last three decades, not even one department of J&K has so far come forward...In "Today s story" Archiving vital record remains, least priority for almost all Administration Secretary's . \*Deadline though fixed by various Ministries expires without tangible result Mohinder Verma JAMMU, Nov 19: Maintaining repository of record/ documents of vital importance has remained least priority for the bureaucrats in Jammu and Kashmir despite the fact that such an activity is an ethical obligation on their part so that future generations...In "Today's story"Preserving State records: A hundred year-long Dogra rule (1846 - 1947) over the State of Jammu and Kashmir is important not only as part of our history but more as a formative period for the administrative and legal

system in the State along modern lines. It is during this period that the basic necessities are met. "The man who will use his skill and constructive imagination to see how much he can give for a dollar, instead of how little he can give for a dollar, is bound to succeed." - Henry Ford Or do designers always try to achieve a fine balance?

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## **DNV GL's new Veracity industry platform unlocks the potential of big data**

DNV GL is launching a new industry data platform - "Veracity" - to help the maritime industry improve its profitability and explore new business models through digitalization. The Veracity industry data platform is designed to help companies improve data quality and manage the ownership, security, sharing and use of data. By creating frictionless connections between data owners and users, the platform will create new opportunities for improving ship performance and safety, while at the same time reducing operational costs.

"As a classification society it is vital for us to always be exploring ways we can help our industry to leverage new technologies to improve the safety and productivity of their assets," said Knut Ørbeck-Nilssen, CEO DNV GL - Maritime. "Today that means being out in front of digitalisation and the vast amount of data being produced and gathered on vessels by advanced sensor technology and interconnected systems. Our industry data platform Veracity will enable connections between multiple stakeholders and data sets, thereby creating new and innovative solutions. This will give us a platform where our customers can integrate their data, quality assure the data, secure it, and offer controlled access to DNV GL or other providers to run analytics on the data. Individual data sets can be enriched with other, industry wide data sets, providing benchmarks, new and richer insights and analytics."

One area where the maritime industry can benefit from the Veracity data platform could be allowing DNV GL's maritime customers to document compliance of main onboard machinery and systems through predictive analytics, removing the need for calendar based inspections. In one of DNV GL's first pilot projects a drilling operator embarked on a project to explore

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## From the Editor's Desk



**“MARINE WAVES” PUBLICATIONS Publisher, Managing Editor and Staff wish you all readers, mariners working and living out on the deep seas and oceans, and their families on land, a very Happy, peaceful and prosperous life during the New Year 2017.**

HEALTHY Growth comes from person-to-person communication, from the powerful standards of 'people like us'. And it comes from activating people who are ready to be activated. Technologies for Wellbeing: The program provides tools and solutions that empower and enable you to create your life the way you want it. It is a doorway to explore the fundamentals of life, using time-tested methods from the yogic sciences. The course imparts practical wisdom to manage your body, mind, emotions, and the fundamental life energy within. It includes initiation into the powerful Shambhavi Mahamudra - a yogic practice of immense transformative power and antiquity - which can bring your entire system into alignment and harmony, thus enabling you to uncover your full potential. "Ambition means tying your well-being to what other people say or do...Sanity means tying it to your own actions." Doing good work is what matters. Recognition and rewards-those are just extra. To be too attached to results you don't control? It will not end well. It's always helpful to ask: Why do I care what these people think again? Why does their opinion matter to me? Understanding the words is not always enough, sometimes we have to really feel them-to have their meaning forced upon us. Think of that next time you experience life's unfairness. That it's just a reminder of your Stoic teachings and that you can become stronger for it.

**“TRUTH” is higher than everything, concealing is falsifying yourself. “If you tell the truth, you don't have to remember anything.” - Swami Vivekananda.**

**VERY VERY URGENT:** Put good Deeds above bookish Creed. Guru Nanak, witnessing un-ending quarrels over religious trifles and deviation from the true spirit of religion, being a non-sectarian, he said "God is neither Hindu nor Muslim " Nanak observed that the human-mind follows either of the two directions-manmukh or gurumukh . Manmukh: is one who follows dictates of mind, could fall easy prey to self-pride or egoism associated with lust, anger, craving, jealousy, and delusive materialism. On the other hand , Gurumukhi: is one who follows the teachings of the Guru lives life with deep, divine anchorage, free of the influences of delusive reality . Hence he stressed the need for Guru to help one navigate the ocean of delusion. Guru Nanak wanted his disciples to grow with the practice of japa or meditation of God This involves the eightfold sadhana of purity, silence, concentration, realization, patience, faith and Satsanga.

**MIS-APPROPRIATION OF PUBLIC FUNDS,** that collected from each flat owner- member by Committee MEMBERS, and as to how wisely it is supposed to be spent in a "Non-Profit Association-"BNPFOWA". A Betrayal of trust, rested by Flat Owner-Members. Simultaneously. A breakdown of ethics behind the mess, as some individual or group exploits loopholes that were there created for the taking, by not following the standard and basic norms, of attaching the bills/receipts in the hope nobody-else checks for balances, with a motive to cheat and loot . All because it was blindly left on trust, with the wrong persons whom we trusted as our Assoc. Committee Member. The need for awakening amongst all members of the six blocks of "BNPFOWA" for the future, all due to Housing Assoc. / Societies are merely registered for a price and not later monitored for fair regulation. What was the use of such Committee Members coming forward to look after the common amenities which is only for WATER while flat-owner can have their own pump with a bore with remote-control to ON and OFF to fill their tanks when needed and arrange cleaning for themselves in a more hygienic manner, with peaceful and economical living. More the dependability higher the botheration, ruining the peace of mind, owing to such third rated cheating people. Incompetence and unfairness speaks of the practice followed.

"Ethical behavior" to be as to, how we meet the challenge of doing the right thing." Transparency on the other hand is all about communicating information. It is about the receiver having full access to complete and unfiltered information for transparency, accountability with commitment and responsibility. "Transparency" on the other hand is all about communicating information. It is about the receiver herein Flat Owner, having full access to complete and unfiltered information. Unethical Practices be nipped in the bud / curbed. Primarily our mission is to empower, resident members of Prefab Flat-Owners, with their rightful rights i.e. to ensure adequate water into their over-head tanks without any bottle-neck. Common places kept clean with adequate lighting and ventilation. Human-beings, changing their inner attitudes of their minds, can change the outer aspects of their lives" – **William James.**

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\* a young engineer VIKRAM enticed by a middleman Vasu Murari (M 107-13 -and kept as Block Secretary either as a scape-goat, middle man who acts as a saint, pretending to be a holy cow, who had attended earlier to association works with continued blunders and drains public-funds collected from flatowners Violated by posting a non owner of flat as TREASURER, decided himself for the Building PAINTING WORK and collecting Rs.30K, illogically raising the demand for monthly maintenance as well, all for the groups sustenance and their selfish gains. Why such variations within the block managements? SPENDING AS THEY WISH without consulting and arriving at a figure, practically conducive. Unfair practices prevail with neglect and discrimination. Threw the ball in my court saying "none attends the called for meeting, to decide". Plunged into action as a GENERAL SECRETARY, using modern communication technology of the day to day issues by then and then acting to issues emerging by whatsapp, forming group, emails etc. instead of the middleman Vasu creating importance of personally going to the doors of the flat-owners and wasting the precious time in this fast life. Within a span of over two months revealed that there had been no checks and balances, no coordination among the so called committee members QUERIES RAISED NOT REASONABLY ANSWERED AND THEY CONVENIENTLY SKIPPED SINCE FOUND THAT THEY WERE NOT CONVENIENT QUESTIONS SINCE THEY NEVER FOLLOWED GOOD WORKING PRACTICES AND MOST OF ALL FUNDS COLLECTED WERE MISUSED. HIGH-TIME A PEOBE BE MADE FOR ALL REGISTERED HSG. SOCIETIES. SO THAT THEY WORK SERIOUSLY. THE MIDDLE-MAN, MISHANDLES, PUBLIC-FUNDS (MONEY) GENERALLY GIVING A FREE HAND TO VASUMURARI WORKING LIKE A BROKER TO SWINDLE PUBLIC FUNDS TO THE EXTENT SELF CHEQUES WERE DRAWN WITH FREE-HAND, NO ONE TO ASK AS THEY WERE NOT REGULATED. Brought this to the notice of the group committee members, who were not answering or bearing the responsibility for the lapses deliberately made, if to improve with remedial measures.

WE need real social activists to serve with a smile instilling service without bias and prejudice. With fairness in mindset, self-dignity, self discipline and Integrity. SHARE IT AND MAKE YOUR LIVING ATMOSPHERE PEACEFUL WITH HAPPINESS, FOR PROSPERITY, instead wasting precious time of our lives. The sooner SS Madan, made me takeover from Mr.Harisanhar, he left to Punjab for uncertain period, not even saying, as to when he is returning AND Mr.Parameshwar Kusun, who has left to his hometown ORISSA for ten days, expresses the moral and ethical value and responsibility, after giving their names. Self had therefore said in Extra-ordinary G.B. that names not be namesake, But for being committed, accountable and responsible. Expenditure statements are not supported with bills / receipts at all only exceptions be waived giving room for abuse/misuse, which is after our Assoc. coming into existence 26 years back. With best regards. Secretary- Prefab Flat Owners Welfare Association.

Regn.No.45 of 1985, in addition to this Regn.No.404/1990. Housing Society/Assoc. cheats PUBLIC "For everyday, homely atmosphere" Mere Registration of Housing Societies won't do, but for Regulation to meet to the times, by relevant Govt.Dept.'s. View Regn.No.45/1985, Dt. 27-2-1985, NB Colony Flat Owner's Assoc., Kalakshetra Colony, Besant Nagar, Chennai-600090. \*\* Flat-Owners Assoc. Members duped & flees, after collection of maintenance charges in Navabharat Colony. HIGH-TIME TAMILNAD GOVT. regulates all the HOUSING Associations/ Societies in the public interest. As the proof of EVIDENCE forwarded four different letters of the District Environment Engineer, Chennai, expresses his image with twisted-tongues. during this innovative- age. HIGH TIME THE GOVERNMENT TAKES THE MISCREANTS TO TASK, for social-crimes. Wish, we had early preventive factor to all that is said! So that, honest innocent member of the housing society are not duped, deprived, disappointed, during modern-age of fast life, while self, well read and travelled also being harassed and humiliated by groups without human-heart with a conspiracy to harm cause injury with mental agony. ANTI-HUMANITARIAN ATTITUDE. Local Govt STATE and the CENTRE need to curb such social crimes with a human touch. All owing to faulty government 's biased policies and administrative lapses.

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**P.S.** Relevant department chiefs, MS CMDA, Commissioner Chennai City Corporation, Commissioner of Police-Chennai Metropolitan City, DGP, IG Registration - \*\* Very poor regulation / neglects, but for registration of Housing Societies. Chief Secretary alas also appraised of the poor state of Societies run in a politicized manner in metropolitan cities, reflects to alas poor governance.

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predictive analytics with a components vendor and an analytics services company. Working with DNV GL to see if this approach could gain class approval, an analysis of the data revealed severe quality issues that none of the partners were previously aware of. Once the data was quality assured, machine learning algorithms could be applied to the data with success. A key learning from the project was that it demonstrated the need for continuous data management and quality assurance to reap the benefits of a data driven approach.

DNV GL has more than 150 years of experience in being a trusted custodian of customers' asset and performance data. Veracity, being built in collaboration with Microsoft Azure and other leading companies, is bringing this role forward in the digitalization of the industries DNV GL serves. "Data is the key ingredient for companies in any industry looking to transform their business", said Michel Van der Bel, Corporate Vice President of Microsoft EMEA. "DNV GL has a high level of trust within the industries it serves based on its strong track record in handling customer data. Offering its customers more sophisticated data insights through Microsoft's cloud will help companies in the maritime and energy industries drive digital innovation scenarios like predicting maintenance issues to reduce downtime to improve business outcomes."

DNV GL is developing the platform by working together with several industry leaders on big data projects in pursuit of reduced downtime, improved safety, predictive maintenance, performance forecasting, energy efficiency and real-time risk management. Remi Eriksen, President and CEO of DNV GL, explains: "The potential for using data more smartly in our industries is enormous. Companies have always turned to us for independent, expert assessments and best practices - to build trust in the safety, efficiency and sustainability of their physical assets or operations. Now, we are exercising this same role in the digital domain with our Veracity industry data platform, designed to help companies leverage the ever-increasing amount of data. We are not looking to own data, but rather to unlock, qualify, combine and prepare data for analytics and benchmarking," says Eriksen.

Source: **DNV GL**

**ClassNK releases new PrimeShip-HULL (HCSR) software:** ClassNK has just released the latest version of its design support software PrimeShip-HULL (HCSR) Ver.4.0.0., developed in response to the IACS Common Structural Rules for Bulk Carriers and Oil Tankers (CSR BC & OT). The new version incorporates the latest rule amendments to CSR BC & OT and in order to speed up design evaluation, shortens the calculation times in the prescriptive calculation software and offers a new function to preview reports in the direct strength assessment software, improving overall performance and usability.

The new version, PrimeShip-HULL (HCSR) Ver. 4.0.0., builds on the success of ClassNK's existing software by enhancing a number of features. The software incorporates the latest rule amendments to CSR BC & OT applicable to ships for which a construction contract has been made on or after 1 July 2017, and can now apply applicable design rules based on the date of contract input by the user.

In the prescriptive calculation software the calculation time has been reduced and the initial design function for quick sectional evaluation can now link with other sectional data in order to automatically extract longitudinal parameters, reducing the potential for inputting errors.

Moreover, the prescriptive calculation software now has enhanced data linkage functions with 3D-CAD software NAPA Steel. This enhanced function now makes it possible for 3D model data of NAPA Steel to be imported into the initial design function and members' data modified in the full ship design function to be imported back to NAPA Steel, a feature which is expected to significantly reduce the man hours required for structural evaluations in NAPA Steel.

The direct strength assessment software now includes a detailed setting for outputting images when creating reports, in addition to extra display options and a preview function. The software can also recalculate the required thickness of structures based on modified parameters of the buckling panel in order to generate a reinforcement plan for stiffener buckling.

With the addition of these new and improved features, users can benefit from further reductions in evaluation time and greater support in the design of safer ships compliant with CSR BC & OT. Source: **ClassNK**

### **Hope Rises for LPG Supply as NNPC, Sahara Group Vessels Commence Voyage:**

Newly-built Liquefied Petroleum Gas (LPG) Vessels, MT Africa Gas and MT Sahara Gas are set to commence operations that will see them berth in Houston, U.S.A to convey their first ever consignment of gas expected to be delivered to the West African coast from March 2017

Both vessels' operations are expected to actualize the vision of the Nigerian National Petroleum Corporation which hinges on boosting the availability of the commodity in Nigeria and the West African sub-region.

Moreso, the two vessels will address the lingering challenges of supply, affordability and fraudulent activities of individuals and organisations seeking to adulterate cooking gas due to scarce supply.

MT Africa Gas has already taken the lead, commencing its maiden voyage by sailing towards the Caribbean/US Gulf Region. Sahara Gas is due to follow suit in the coming weeks.

Industry watchers have commended the Dr. Maikanti Baru led NNPC for taking bold steps at tackling the scarcity

of cooking gas nationwide.

Experts have particularly lauded his giant interventions towards ensuring sustainability, safety and reliability for millions of consumers who depend on the commodity for their daily energy needs.

Considered as a cleaner, much safer and more affordable alternative to firewood and kerosene, the acceptability of LPG in the sub-region has been affected by some challenges over the years.

These hiccups include- but are not limited to low supply and logistics arising from limited to lack of LPG vessels in the region.

But with the recent unveiling of two LPG vessels, being acquisitions driven by West Africa Gas Limited, a Joint Venture of NNPC and Sahara Group, there is a renewed optimism for what is popularly referred to as cooking gas in the country.

These two vessels, Hulls 8182 and 8183 were christened "Africa Gas" and "Sahara Gas" respectively at a historic naming event in Ulsan, far away South Korea.

The JV is run by two companies, NNPC LNG Ltd, a wholly-owned subsidiary of NNPC and Sahara Energy's oil and gas trading arm, Ocean Bed Trading Ltd (BVI).

Working through the JV, NNPC's LPG policy will in addition to improving supply within West African states, check the menace of deforestation in the sub region.

It is expected that in the long run, the growing negative impact of climate change across the globe will be drastically reduced.

While speaking at the inauguration of the LPG vessels in South Korea, the NNPC boss said it was "an outstanding achievement" for Nigeria considering the fact "that the Joint Venture between NNPC and Sahara is already recording success stories within a short period having been established in 2013."

Baru said the NNPC remained committed to ensuring uninterrupted supply of cooking gas as well as the adoption of policies to drive sustainable development across the entire energy value-chain of the nation's oil and gas sector Source: **Sahara Group**

### **A fillip for iron-ore, but is it sustainable?**

The past year has been a volatile but positive one for iron-ore, with higher prices helped by a burst of demand from China.

Panelists at the Investing in African Mining Indaba, being held in Cape Town, this week, agreed that there was still great uncertainty in the iron-ore market, with Macquarie director Ian Roper describing the market as "a bit overheated".

Rio Tinto chief commercial officer for the Simandou project Elias Scafidas said Rio Tinto's results, published on Wednesday, were "really good" and driven by cost reductions, hard work and higher prices.

"We are continuing to see really good margins. But as

businesses, we all face significant volatility with the uncertainty in global markets. This has the potential to impact not only on commodity prices, but on currencies, growth and industry fundamentals."

Together with the other panelists, he said China continued to be a major focus, particularly in terms of the property and infrastructure sector. Scafidas said he expected the stimulus offered by China to continue for the rest of the year.

He pointed to key areas that will be relevant in 2017, including the health of the Chinese economy, the need to focus on driving strategy, with the level of uncertainty in the market, and the shift in terms of high-pollution steel mills as they are coaxed to drive down environmental impact.

Scafidas said this was good news for producers, who expected to see demand switch from low-grade to high-grade iron-ore.

On the supply side, he expects to see 40-million additional tons coming on stream this year.

"We've seen domestic steel production decrease from 400-million tons to 230-million tons. At the moment, it's at around 260-million tons."

Roper said China had a bearish five-year plan, with less road and rail construction, but it had "massively front-loaded" it with lending.

"The demand was all about infrastructural stimulus in the second half of the year, with the rest of the Chinese economy filtering through. Now it is all about how quickly they take the foot off the gas.

"I'm getting a bit more cautious. Things are a bit too hot and need to cool down. We don't think it's sustainable at this level, as property sales are already declining."

Kumba Iron Ore logistics GM Anesan Naidoo said the China stimulus was greater than was expected earlier in the year.

"We saw property transaction taxes and mortgage down-payments lowered. Taxes came down. And that created a strong recovery on steel prices."

Naidoo foresees a move to higher-quality ore in China, given the pressure to reduce the high pollution rate and poor air quality.

"The trend is to go for a value versus volume strategy."

Iron-ore developments are expected to remain stagnant.

"We don't need a single new greenfield iron project to be developed," stated Roper.

He said the scrap cycle also continued to be a "big killer" for iron-ore. In developed economies, nearly half of the output comes from scrap. Scrap represents some 12% of supply in China and is expected to rise, as China becomes more environmentally conscious.

"China could double its scrap consumption and incentives will be there to do that," said Roper. Source: **MiningW**

**Iron ore rises on strong Chinese demand, weaker dollar:** Iron ore futures in China gained further on Thursday, rising for six out of eight sessions, with values underpinned by a weaker dollar and signs of strong demand in world's top steel consumer China.

Resumption of construction activity after the Lunar New Year break is boosting demand for steel and other raw materials, analysts said.

"On Tuesday and Wednesday we saw iron ore transactions in the spot market as buyers are restocking after the holidays," said Wang Di, an analyst at CRU consultancy in Beijing.

"Another reason could be weakness in the dollar."

Investors in the iron ore market expect economic data in the coming weeks to show the world's second-largest economy got off to a good start in 2017.

Steady growth is giving the central bank room to slowly tighten monetary policy and contain the risks from high levels of debt. The market will seek further direction from trade data due on Friday.

The most-active rebar contract on the Shanghai Futures Exchange was up 1.1 percent at 3,234 yuan a tonne by 0150 GMT. The market has risen for three consecutive sessions.

Iron ore on the Dalian Commodity Exchange gained 0.9 percent to 641.5 yuan.

China's foreign exchange regulator said on Wednesday that risks from cross-border capital flows will be generally under control in 2017, a day after the country reported that its forex reserves had fallen to near six-year lows.

Chinese authorities have taken a raft of steps in recent months to curb capital flight from the country to support its weakening yuan currency, while trying to bring in more foreign investment.

The dollar drooped against its peers early on Thursday, hovering near a 10-week low versus the yen, with a slide in U.S. Treasury yields amid investor flight to safety taking a toll on the currency.

In news Rio Tinto, shrugged off concerns on Wednesday that its sale of Guinea's Simandou project to Chinalco had stalled after an investigation into payments to a consultant who helped it win rights to the huge iron ore deposit.

Iron ore for delivery to China's Qingdao port rose 0.3 percent on Wednesday, according to Metal Bulletin.

**Chilean Navy Detains Seamen Accused of Secretly Filming Female Sailors:** Authorities in Chile have launched an investigation into allegations that female marine officers were allegedly videotaped in their quarters on a naval vessel by other crew members.

The incident was unveiled after the secretly captured images of the female sailors changing clothes onboard FF-07 Admiral Lynch were shared via social media. The accused officers have been detained by the navy.

The Navy said it roundly rejects the actions that insult the members of navy and ensures the privacy of the crew members.

**Jump in US crude imports to reverse in March: Goldman:** The recent jump in U.S. crude imports could reverse from March as major oil exporters start cutting production, Goldman Sachs analysts said in a note.

The latest Energy Information Administration (EIA) report released on Wednesday found that U.S. crude inventories surged in the week ended Feb 3 by 13.8 million barrels - the second largest weekly build up on record.

However, the rise did not shock the market, since preliminary data from the American Petroleum Institute (API) late on Tuesday had indicated an even bigger increase.

Goldman Sachs attributed the recent jump to an increase in imports, especially those from the Gulf Coast. However, output cuts by the Organization of the Petroleum Exporting Countries (OPEC) and other producing nations could reverse this trend.

"Given the relatively high compliance to the proposed cuts so far, we believe that this import channel will reverse from March onward," the analysts said in the note.

The analysts explained that the average crude transit time from the Arabian Gulf to the U.S. Gulf Coast is 47 days. With freight data showing a decline in vessel demand in January, this means arrival to the U.S. should slow down by early March.

"As a result, we do not view the recent excess U.S. builds as derailing our forecast for a gradual draw in inventories, with in fact the rest of the world already showing signs of tightness."

Goldman Sachs also noted that a key manufacturing indicator, the Purchasing Managers' Index (PMI), has continued to show strength globally since late-2016. This may support global demand and accelerate the rebalancing of the oil market.

The bank's global demand growth forecast is at 1.5 million barrels per day in 2017.

Oil prices rose following the release of the EIA report, with investors covering short positions as the rise in U.S. crude inventories was not as massive as many had feared, and as gasoline futures got a boost from a surprise decline in inventories of the fuel.

## **DNV GL connects oil and gas with a new industry data platform:**

The oil and gas industry is increasingly recognizing the need to overcome data quality issues and manage ownership, control, sharing and the use of data. As a trusted third party, DNV GL is now launching an industry data platform - Veracity - to facilitate frictionless connections between different industry players, domain experts and data scientists.

New DNV GL research<sup>1</sup> among industry leaders in the oil and gas sector shows that nearly one in four (39 %) respondents say their organization has an increased focus on digitalization and, despite ongoing cost pressures, 39% believe spending on digitalization will increase in 2017. The fact that 49% of the respondents believe digitalization is necessary to boost profitability shows that the industry should step up its digitalization efforts.

DNV GL has for years worked with oil and gas companies on big data projects focusing on reduced downtime, improved safety, predictive maintenance, performance forecasting, energy efficiency and real-time risk management. A key learning from such big data projects is that data quality is a major barrier to overcome.

"A distinctive element of our new industry data platform is therefore that it combines domain expertise and data science to put quality assured data - the veracity of data - at the centre and facilitate open, industry-wide collaboration and innovation. The aim is to not only build trust, but also boost knowledge and encourage collaboration. The industry needs to be successful at this to leverage the benefits of digitalization," says Elisabeth Tørstad, CEO, DNV GL - Oil & Gas.

Remi Eriksen, President and CEO of DNV GL, explains: "The potential for using data more smartly in our industries is enormous. Companies have always turned to us for independent, expert assessments and best practices - to build trust in the safety, efficiency and sustainability of their physical assets and operations. Now, we are exercising this same role in the digital domain with our Veracity industry data platform, designed to help companies leverage the ever-increasing amount of data from multiple sources. We are not looking to own data, but rather to unlock, qualify, combine and prepare data for analytics and benchmarking."

Other main findings from the Industry Outlook research show significant regional differences in the uptake of digitalization. While globally 39 % of senior oil and gas professionals report an increased focus on digitalization since the downturn, only 28% in Latin America and 32% in North America report an increased effort. On the other hand, Asia Pacific and Europe have been the most focussed on digitalization with 40% and 42%. However, most regions show the same interest in implementing/ investing significantly in digitalization, with a variance of just 2% - from Latin America at 20% to Europe at 22%.

1. Short-term agility, long-term resilience: the outlook for

the oil and gas industry in 2017 is an industry benchmark study from DNV GL, the leading technical advisor to the industry. Now in its seventh year, the study builds on the findings of six prior annual outlook reports, first launched in early 2011. During October and November 2016, we surveyed 723 senior professionals and executives across the global oil and gas industry and conducted 14 in-depth interviews with a range of experts, business leaders and analysts. Two-thirds (66%) are employed by suppliers and service companies across the industry, while 26% of respondents work for oil and gas operators. The remaining respondents come from regulators and trade associations. The companies surveyed vary in size: 41% had annual revenue of USD500m or less, while 18% had annual revenue more than USD5bn. Respondents were drawn from right across the oil and gas value chain, including publicly-listed companies and privately-held firms. They also represent a range of functions within the industry, from board-level executives to senior engineers.

## **Capesize market could soon reach "bull" mode says freight derivatives specialist:**

Continued weakness in the Capesize Index has seen us trading below the more important US\$ 6,570 support level. This has created a new low and puts us into bearish territory once again. Support can be found at US\$ 5,354 as this is the low from May 2016. A close below this level could push the index back to the March 2016 lows of 2016 at around US\$ 2,000.

It's not all bleak for the index as the weekly stochastic is now showing a bullish divergence, although not a buy signal it does suggest that the downside momentum is starting to weaken. A close on the weekly chart above US\$ 4,911 would be above the weekly pivot point and suggest that buyers are willing to support the index, and a close back above the previous low of US\$ 6,570 would have potential bullish implications going forward. Note the last two previous corrections have lasted 6 weeks. We are currently on week 6 of this correction, which in conjunction with the bullish divergence could suggest that the current downward move could soon exhaust.

Capesize Cal 18 5 TC futures are now approaching a key level of resistance at US\$ 11,990 and this will be a key level going forward as above this level will put the Cal 18 into bullish territory for the first time from a weekly perspective. Secondary resistance can be found at US\$ 13,013 as this is the low dating back to May 2015. With the stochastic at 94 and in overbought territory we would expect the first of the two resistance levels to hold in the short term. For the support levels we look to the daily chart which has already started to turn lower on price and the stochastic. A close below the low of US\$ 11,614 will create the first lower low (and lower high) since 9-12-16 and this will be significant as it suggests technical weakness in the market. Secondary support can be found at US\$ 11,232 and we should expect this to be tested if the primary support is broken.

The Q2 5 TC has recently found support on the 50 period MA and is currently testing the 34 period EMA at US\$ 8,209. A close above this level would suggest that we could look to test the US\$ 8,675 resistance. However the stochastic at 35 is not yet in oversold territory implying there is potential room for further downside. It is worth noting that the stochastic is pulling back further than the price and this would imply that even on an upward move there is weakness in the market Q2 futures. A close below US\$ 7,960 creates a fresh low, and will also be below the 50 period MA which would indicate further weakness in the short term, with US\$ 7,555 being the next logical target.

The Panamax Index remains in bearish territory, as the shorter term moves are currently making fresh lows. The daily stochastic is now in oversold territory at a time the weekly stochastic has started to turn bullish suggesting that we could soon look to find support in the index. Technical resistance can be found at US\$ 7,768, a close above this level should attract technical buying in to the market and likely to push the index up the US\$ 8,312 resistance. Near term support can be found at the recent low of US\$ 7,374. A close below this level would signal further downside weakness with the longer term trend support as the target of US\$ 6,880. Technically we are still in bearish territory until we trade, and close above US\$ 7,768.

Cal 18 futures remain in bullish territory, and are now approaching the Fibonacci resistance zone between US\$ 8,850 and US\$ 8,905 at a time that the stochastic is beginning to look overbought at 97. Further resistance can be found at the US\$ 9,539 Fibonacci level. The recent low of US\$ 8,830 will be the first support level. A close below here would be the first low break since the 14-12-16 and would suggest either a corrective phase, or a market retracement is beginning. Further support can be found at US\$ 8,273. Technically bullish, a close below US\$ 8,830 would suggest some form of market retracement.

Momentum on the March futures is now starting to weaken with the stochastic showing a bearish cross as we pull back from the recent high of US\$ 8,698. This will be the first point of resistance going forward, with secondary resistance at US\$ 9,012 as this is the upper end of the recent channel. Support has been found on the recent high of US\$ 8,115 and this will be significant as the recent low has closed below the support level, creating a wave overlap. From a purist point of view this would suggest that we could be entering into a consolidation formation (it could be more) with the potential to test the lower channel support at US\$ 7,718.

This would be supported by the bearish cross in the stochastic. The corrective phase in the Supramax index continues with price action remaining in the support zone with US\$ 6,680 being the next key level. A close below here could push the index as low as US\$ 5,797.

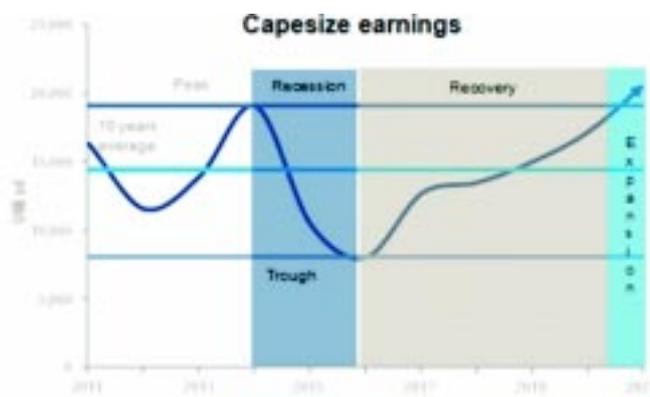
Momentum continues to remain in an oversold environment with technical resistance at US\$ 7,553 and US\$ 8,406. At this point any upward move is likely to fail as we are below previous market lows and more likely to create selling opportunities into any upward move. March futures remain range bound between US\$ 7,705 and US\$ 7,250. A directional breakout is now needed and should set the next technical directional move.

The stochastic is currently overbought and this would suggest that there is a higher probability of it breaking to the downside at this point. A close below US\$ 7,510 would be below the recent low and increase the probability of the US\$ 7,250 support being tested. Cal 18 futures remain bullish with the stochastic crossing to the buy side once again on the weekly chart. However higher highs are not being replicated by the stochastic, creating a bearish divergence and implying a weakening momentum. We have now entered a resistance zone between US\$ 7,396 and US\$ 7,850. A rejection of this resistance would suggest a corrective phase should be entered.

However, a close above this zone would imply further upside momentum and override the bearish divergence. Support can be found at US\$ 8,310 which is the weekly pivot and below the most recent low on the daily chart. A close below this level would probably mean a corrective move to US\$ 8,110. The daily stochastic is now turning bearish bringing more emphasis to the US\$ 8,310 support.

**Improving demand to ease oversupply in dry bulk shipping:** With contraction in vessel supply and healthy demand growth, the dry bulk shipping market is expected to recover from 2017 onwards, according to the latest edition of the Dry Bulk Forecaster, published by global shipping consultancy Drewry.

An impressive outlook for dry bulk demand coupled with a small orderbook of newbuilds as a percentage of the total fleet capacity will ensure a sustained recovery in the dry bulk market. Earnings in the dry bulk market are expected to improve from 2017 with a narrowing supply-demand gap. Demand is projected to grow at a healthy pace of 3% while supply is expected to grow by about



1% from 2017, making the dry bulk segment an interesting market to invest in.

The growth in demand originates from a rise in iron ore and thermal coal trade. Coal demand is expected to rise mainly from developing Asian countries including Vietnam, South Korea, Taiwan and China. The rise in Chinese domestic steel consumption will provide employment to VLOCs and Capesize vessels carrying iron ore in the market. On the other hand, Vale's new project S11D has become the most cost effective iron ore mining project and will increase iron ore supply from Brazil increasing total tonne miles; this will help demand for bigger vessels in the long term.

The supply side is projected to grow by just 1% from 2017 because of high scrapping and a thin orderbook. The environmental regulations on Ballast Water Treatment System (BWTS) will become effective in September 2017 and IMO's regulation on use of low sulphur fuel oil in 2020 which will result in high scrapping of old tonnages. Shipowners will prefer to scrap their old tonnage, with low earnings potential, than incur additional cost on scrubber and Ballast Water Treatment Systems. On the other hand, a contracting orderbook and low future new orderings due to limited financing availability are keeping a check on future deliveries. At this point in time, the orderbook as a percentage of the total fleet, which is a strong indicator of future deliveries currently stands at a decade low.

"The outlook for the dry bulk shipping market continues to be positive as the supply and demand gap continues to narrow. Charter rates are expected to improve for most of the dry bulk segments in 2017 with the steepest recovery expected in Capesize segment. Average charter rates are expected to rise from \$8,000 per day in 2016 to \$12,800 per day level in 2017 and will further improve from 2018," commented Rahul Sharan, Drewry's lead analyst for dry bulk shipping.

### **Why Do Ship's Hull Fail At Midship Region?:**

We have had a lot of marine accidents that involved failure of the hull structures. Whether it was a crack in the midship region, or a total split-off of the hull girder, or failures due to propagation of cracks, the crux of the matter boils down to a handful of causes that are of great concern to ship designers and operators. Mostly, crack propagation takes place due to fatigue, which is not something this article is about. This article gives an insight into the causes that lead to the failure of the hull girder from a longitudinal strength point of view. And before we start, we have to ask ourselves a few questions. Why have ships split-off? Why have many hull structures split-off after grounding? Why are midships highly prone to such failures? Is it because of a design flaw? Or for that matter, a glitch in the operation standards that have not been maintained?

Marine Engineers and ship operators use loading manuals to maintain the distribution of deadweight load on the

hull girder. But what if the key to the design of those manuals lies in a deeper context? What if we tried to understand the phenomenon from a ship designer's point of view? When ships are designed, a Naval Architect takes into consideration each and every factor that might affect the structural response of the hull girder with respect to the required loading conditions. In order to see the inner picture, we need to look at it from designer's point of view.



When the hull girder of a ship is designed, the designers analyse the structure as a beam. But this beam is different from those that are used by civil engineers, in as much as ships are structures that are subjected to unpredictably variable loads. Look at it this way- the buoyancy on the hull is never predictable given the fact that sea surface being characterised by waves, the buoyancy on the ship is always varying periodically along the ship's length. Also, ships are not always in the same cargo loading conditions. Where they may ply one voyage in a fully loaded condition, in the return voyage the ship may not have cargo but be induced to ballast loading condition. So we design the ship structure keeping in mind the uncertainty of the loads, and what helps in quantifying the response is a theory that has been widely used- Euler's Beam Bending Theory.

This great theory has been used by structural engineers in analysing the bending aspects of beams. Naval Architects have adopted this theory, but in a slightly different way. Unlike civil structures, a ship structure (which will be referred to as hull girder from now on) is always supported by an "elastic foundation" (sea surface). The direction of buoyancy on the girder is upwards, and its longitudinal distribution depends upon the longitudinal distribution of the ship's underwater volume. Which means, there is more buoyancy at the midship region than the fore and aft ends. This leads us to a buoyancy distribution which looks similar to Fig. 1.

There is another factor that contributes to the load on the girder. It is the weight that acts onto the hull girder; the weight comprising of individual weights of hull steel, machinery, outfit, cargo, fuel oil, lube oil, fresh water,

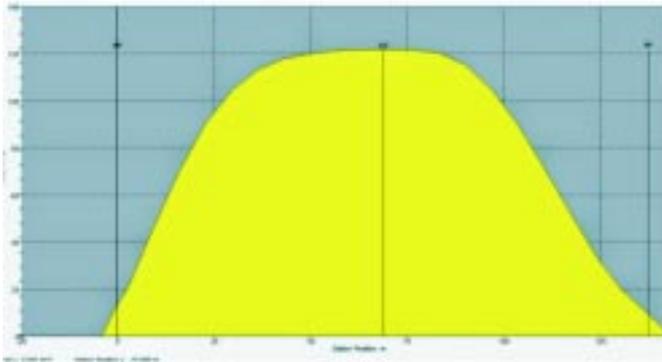


Figure 1: Buoyancy curve of a ship (Maxsurf screenshot)

ballast, and non-fuel cargo. Depending upon the longitudinal distribution of these weights and their individual magnitudes, we obtain the longitudinal distribution of load on the girder, which is referred to as Weight Curve. It is this load curve that holds utmost importance in the longitudinal strength aspect.

- Designers obtain the weight curve after developing the General Arrangement Plan of the ship.
- The load curve is subject to change, depending on the various loading conditions of the ship. For example, in fully loaded condition the load is generally more in the parallel mid body of the ship, i.e the region where most of the cargo is stowed, be it any type of a ship. But in ballast condition where aft and fore ballast tanks are to be filled up, the weight curve changes its shape owing to the increased weight at the aft and fore ends.
- Your loading manuals are basically a guide to load the ship by the design standards, which are nothing but inferences to these different conditions of weight distributions.

What we do next, is superimpose both the graphs and subtract the magnitudes of weight from the buoyancy at every point along the length to obtain the longitudinal distribution of total load on the girder, as shown in Figure 2. Notice how the direction of the net load may be upwards or downwards at different positions along the hull girder length, depending upon the buoyancy and weight distributions.

It is from this stage of the analysis that Euler's Beam Bending Theory comes of great use. The theory says, if we plot the magnitude of area under the load curve from the aft end upto a certain point fore of the aft, we obtain the shear force acting on the hull section at that point. A longitudinal plot of this parameter gives us the distribution of the shear force, which is the SF Diagram of the ship at that loading condition. If such an area integration is performed on the SF curve, we obtain the Bending Moment curve of the ship for that loading condition, as shown in Figure 3.

This very diagram can answer all the questions that we asked in the beginning. The answers, along with some very important ship structural criteria as discussed below:

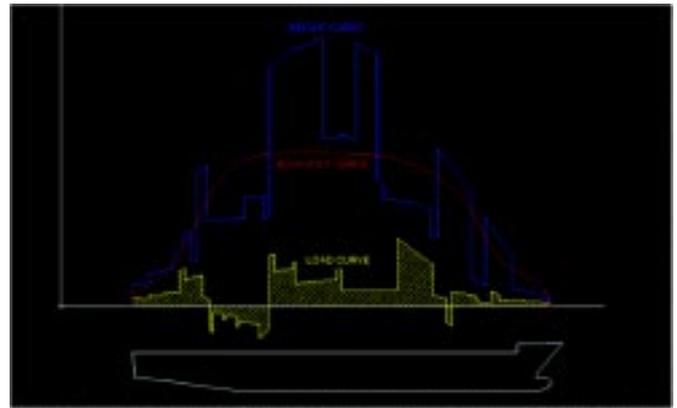


Figure 2: Load Curve obtained from buoyancy curve and weight curve



Figure 3: SF and BM Diagrams of a ship

- The shear force on any transverse section of the hull girder is zero at the aft end, fore end and midships. So failure due to shearing is a least concern in these regions.
- The bending moment is always maximum at the midships. It is due to this effect, that the bending stress always reaches a maxima at the midship region of any ship, irrespective of its loading condition. The magnitudes may vary, but this nature is followed through any loading condition that the ship encounters in its lifetime.
- Owing to the maximum bending stresses occurring at the midships, designers consider the bending moment of midships as a threshold for design with a certain factor of safety.
- If in any case of loading, the bending stress at any section of the hull exceeds the bending strength of the material of the hull, it goes for a failure. So why midships? It is because of the maximum bending moment always occurring at midships, that the midship region is prone to exceed the threshold of bending strength of the material in a given condition of improper loading.
- Grounding has many a times resulted in midship cracks or split offs. Why? Try recalling what happens during grounding. Breaching occurs, resulting in unwanted load distributions along the hull, which result in hogging or sagging, which are nothing but modes of bending of the hull girder. So when you've seen ships split due to grounding, it is the bending moment at the midships that had already exceeded the strength of the hull material,

and eventually led to the failure!

As mentioned earlier, the points mentioned in this article is not an exhaustive list of reasons leading to ship hull failure but enumerates causes that lead to the failure of the hull girder from a longitudinal strength point of view.

### **Development of Indian Shipping Sector Plans Prepared Under Sagarmala:**

The Ministry of Shipping has prepared a Vision Document for "Coastal Shipping, Tourism and Regional Development" for optimum utilization of the shipping sector and coastal resources which envisages increasing the share of Coastal/Inland water transportation, development of coastal shipping as part of an end to end logistics supply chain, integration of inland waterways with the coastal routes and development of regional centers to generate cargo for coastal traffic. Further, a National Perspective Plan for comprehensive development of India's coastline and maritime sector has also been prepared under the Sagarmala Programme. The development of National Waterways will also take place in a phased manner.

As part of Sagarmala Programme, projects have been identified in the areas of port modernization and new port development, port connectivity enhancement, port-linked industrialization and coastal community development. Fourteen Coastal Economic Zones (14) have been identified across all Maritime States and their Perspective Plans have been prepared. Twenty nine (29) potential port-linked industrial clusters have been identified across Energy, Materials, Discrete Manufacturing and Maritime sectors. Draft Master Plans have been prepared for the Maritime Clusters proposed in Gujarat and Tamil Nadu. Smart Port Industrial Cities are proposed to be developed in Kandla & Paradip.

Government has taken number of initiatives to develop coastal shipping namely; advising major ports to introduce green channel for coastal cargo and priority berthing for coastal vessels; exempting customs and Central Excise duty on bunker fuels used by coastal vessels carrying EXIM cargo or empty containers or domestic cargo between two ports in India; bringing abatement of service tax at 70% for coastal shipping at par with road and rail; financial assistance upto 75% for construction of exclusive berths for coastal vessels;



cabotage has been relaxed for Roll-on-Roll-off vessels, Hybrid Roll-On-Roll-Off, RO-RO-cum-Passenger etc.

The Government is also taking steps to fill up the vacant posts of experts in three Technical Wing viz Nautical Wing, Engineering Wing and Naval Architecture Wing of the Directorate General of Shipping. The posts include Deputy Chief Surveyor - 08, Engineer & Ship Surveyor- 03, Ship Surveyor - 01, Junior Ship Surveyor- 01, Nautical Advisor - 01, Principal Officer (Nautical) -01, Nautical Surveyor - 12 and Radio Officer - 02 and the selection process is at various stages.

This information was given by the Minister of State for Shipping Shri Mansukh Lal Mandaviya in reply to a question in Lok Sabha.

### **Tankers could see higher ton-mile cargoes this year says shipbroker:**

While oversupply is always a concern, tanker owners could be in for a pleasant surprise during 2017, as a number of factors are coming into play at the market, leading to higher ton-mile usage. In a recent weekly report, shipbroker Gibson noted that "when OPEC began planning for the now implemented supply cuts, one of the messages resonating was the need to protect Asia (the biggest buyer of OPEC crude) from production cuts and protect market share in the region. However, this raises the prospect that protecting this level of market share could impact negatively on any price recovery output cuts could have stimulated. Initially the areas expected to be most impacted by production cuts were US and European refineries. January's allocation from Saudi Arabia, Kuwait and the UAE to western refineries was tabled as an initial area where production cuts would be felt".

According to Gibson, "in late December several refineries in Japan, China and South Korea expressed confidence in maintaining supply levels, announcing that they had not received any reduction notices from Middle East suppliers. One of the main purposes of OPEC's cuts is to help stabilise prices on the back of the lows reached during 2016. Although it is still very early to ascertain the full impact of production cuts, in terms of pricing some success has been achieved. The Dubai crude benchmark has risen from close to \$42/barrel in early November to \$54/barrel at the time of writing. This has understandably not gone unnoticed by buyers in Asia".

The shipbroker noted that "the tentative signs of increases in oil prices have come at a time when Asia is bracing itself for declining oil production. Largest crude producers East of Singapore are China, Indonesia and Malaysia; however, a lot of fields are mature and require increasingly expensive techniques to extract oil. Coupled with upstream Capex cuts during previous years of low prices and with most of new exploration being in gas fields, the region appears braced to rely on further imports in the coming years just to offset the decline in domestic output. Furthermore, oil demand East of

Singapore is expected to continue to increase, with the IEA suggesting that the consumption could grow by as much as 600,000 b/d in 2017 alone".

"Apart from growing consumption, refining capacity is anticipated to increase in at least 3 countries this year. China, Taiwan and Vietnam will add more refining capacity helping to balance out closures in Japan. Wood Mackenzie expects net refinery capacity additions of 430,000 b/day in 2017; however, it is worth noting that a large amount of this is taken up by the new inland refinery in China's Yunnan province supplied by pipeline through Myanmar", said Gibson.

According to the London-based shipbroker, "as prices have climbed in recent months, eastbound shipments from sources like Azerbaijan, Alaska and the North Sea have increased. Supply cuts have increased the relative value of Middle East oil, allowing other suppliers to compete into the Asian market. Early trade data shows that January's North Sea exports are on track to be



noticeably higher than previous years, indicating a 3 million bbls increase on January 2016 levels. In a further sign of diversifying supply, BP shipped their first cargo of US crude to Asia in October. The reduction in Middle East crude availability could also prompt Asian refiners to source more Caribbean & Central American barrels. The resulting increase in these long-haul developments could provide a boost to tanker owners this year; however, it is also important to note that this supply diversion will be heavily price dependent".

He concluded by noting that "as the major importers in Asia have long standing relationships with OPEC's Middle East suppliers, a fundamental change in buying patterns may prove hard to push through, despite some refiners' eagerness to diversify supply. Prior to the November meeting the tanker market witnessed OPEC's efforts to protect market share, the question now is whether members will be prepared to potentially lose market share in 2017 in attempt to raise prices further?"

## **Trump's Immigration Ban and Its Implications for the Maritime Industry:**

President Trump's Executive Order on immigration and travel to the United States has immediate implications for ships calling at U.S. ports, particularly those ships with crew members hailing from any one of the seven countries whose citizens are banned under the order, P&I clubs are warning.

As the Executive Order bans entry into the US for citizens from Syria, Yemen, Sudan, Somalia, Iraq, Iran and Libya for the next 90 days, crewmembers aboard ships entering US waters who are citizens of these countries will be denied entry to the US during this time, says The Standard Club, a specialist marine and energy insurer. The club is telling its members to anticipate that shore leave will be denied for those crewmembers and that enhanced security of the ship, including the use of armed guards, may be ordered by local immigration officials while the ship is in a U.S. port.

At this time however, it is not believed that ships carrying crew from these countries will be denied entry into U.S. ports, The Standard Club said.

The UK P&I Club offered similar guidance to its members.

"For the next 90 days crewmembers from Syria, Yemen, Sudan, Somalia, Iraq, Iran and Libya, whether or not they hold visas, will be denied entry to the U.S.," the UK P&I Club wrote in a alert to members. The club is warning members to avoid crew changes in the United States for those citizens of the seven countries targeted by the order.

Regarding medical emergencies, both the UK P&I Club and The Standard Club say if a crewmember from Syria, Yemen, Sudan, Somalia, Iraq, Iran and Libya requires emergency medical treatment while in the United, there is an exception under the order that MAY allow the crewmember to be removed from the ship for medical treatment.

The Executive Order says that the Departments of State and Homeland Security (CBP) may determine on a case by case basis to issue visas or other immigration benefits to nationals of countries for which visas and benefits are otherwise blocked. Therefore, government authorities may be able to use the exception to allow the crewmember to be treated in the U.S. if there is a true medical emergency.

At this time it is unclear how many ships and crew members may be impacted by the Executive Order.

Both the UK P&I Club and The Standard Club say they will continue to monitor the situation and update its members with any developments.

In addition to banning citizens from the seven countries for 90 days, the Executive Order also bars the entry of refugees from Syria indefinitely and stops admission of all refugees to the United States for the next four months, among other things.

## **NYK PCTC Rescues Sailors Off Coast**

**Bermuda:** Hercules Leader, a pure car and truck carrier (PCTC) operated by NYK, rescued six yachtsmen in distress off the coast of Bermuda on January 19.

While Hercules Leader was sailing from the U.S. port of Jacksonville to Gibraltar, a British colony south of Spain, the vessel received a request from the United States Coast Guard (USCG) to assist a yacht that had become stranded off the coast of Bermuda.

The ship immediately set a course for the yacht and rescued the six sailors around noon. The following day, on January 20, the yachtsmen disembarked from Hercules Leader into a rescue boat off Bermuda, as directed by the USCG.



Afterward, NYK was offered appreciation by the USCG in writing.

## **Human Traffickers Arrested in New**

**Jersey:** The master and chief engineer of a Turkish container ship will face human smuggling charges in Pennsylvania after U.S. Immigration and Customs Enforcement raided their ship in Port Elizabeth in New Jersey on January 30.

Captain Özcan Köse, 36, and his brother Oğuz Köse, 35, have been accused of taking \$25,000 each to smuggle two illegal Turkish passengers into the U.S. on the Marshall Islands-registered Niledutch Osprey.



Local Turkish media report that, according to a criminal complaint filed, authorities were alerted to the smuggling network founded by the brothers after a Turkish secret witness, who was smuggled into the U.S. in May 2013, was caught by the police in April 2016 and became an informant.

The informant paid the two ship's officers \$25,000 each and passed through a Turkish security check with a fake ID. He then hid on the ship for the 18-day voyage. He said that the officers told of other people they had smuggled into the U.S. and Canada and that they helped him pass through U.S. security.

A few months later, he was contacted via Facebook to see if he knew of anyone else that wanted to make the trip to the U.S.

The Hürriyet Daily News notes that there has been no connection drawn in the case to Fethullah Gülen, reportedly sought by the Turkish government for alleged involvement in the 2016 coup attempt in Turkey and currently living in Pennsylvania.

## **USS Enterprise Decommissioned:**

The aircraft carrier, USS Enterprise (CVN 65), was decommissioned during a ceremony held in the ship's hangar bay on February 3.

The ceremony not only marked the end the ship's nearly 55-year career, it also served as the very first decommissioning of a nuclear-powered aircraft carrier.

Enterprise was the eighth naval vessel to carry the name. It was built by the Newport News Shipbuilding and was



christened September 24, 1960 by Bertha Irene Franke, wife of former Secretary of the Navy William B. Franke. The ship was put to sea in 1961 and safely steamed more than one million nautical miles on nuclear power over its entire career of more than 50 years.

Enterprise went to sea for the first time as a commissioned ship for her shakedown cruise, on January 12, 1962. During this underway period she began fleet flight operations, when Commander George C. Talley, Jr., Commander Air Group (CAG), Carrier Air Group (CVG)-1 (Tail Code AB), made an arrested landing and catapult launch in a Ling Temco Vought F-8B Crusader (BuNo 145375) from Fighter Squadron (VF) 62 on January 17.

**How many combat deployments did Enterprise**

### **make in support of the Vietnam War?**

As 1966 began, Enterprise had been on deployment for about a month - the first nuclear powered ship to engage in combat operations. That 1966 deployment would be the first of six combat deployments to Southeast Asia in support of the Vietnam War. Some of the stories from these deployments are truly hair-raising and in many cases heroic by all measures.

### **During her 51 years of active service, how many Sailors served aboard Enterprise?**

When the ship returned to its homeport of Norfolk, Virginia, from its final deployment November 4, 2012, she had deployed a total of 25 times and participated in every major conflict since the Cuban Missile Crisis and had become the home to more than 100,000 Sailors. Enterprise has been homeported in both Alameda, California and Norfolk, and conducted operations in every region of the world.

### **What was the first aircraft carrier to deploy with the F-14 Tomcat?**

Of course, it's Enterprise! On August 12, 1973, Enterprise entered Puget Sound Naval Shipyard in Bremerton, Washington. Among projects completed during her extended selected restricted availability were repairs and alterations to enable the ship to operate Grumman F-14A Tomcats. Equipped with AIM-54A Phoenix air-to-air missiles, Tomcats could engage targets up to 100 miles out.

### **How does an aircraft carrier pull a Houdini?**

With a little help from her friends. During the Cold War Enterprise, like many large Navy ships, was nearly always shadowed by sometimes troublesome Soviet spy ships.



In February 1977, a Soviet rocket cruiser was making a nuisance of himself when Enterprise and USS Long Beach (CGN 9) teamed up to give the bear the slip for three days. The secret to their success? Complete reliance on satellite communications and maintaining a strict emissions control posture.

### **On April 28, 1983, while returning home from deployment, CVN-65 ran aground. Who was the Enterprise helmsman onboard the ship that day?**

Lt. Cmdr. Hikaru Sulu, Starfleet. Okay trick question! But it's true: Actor George Takei, who portrayed the helmsman of the fictional starship Enterprise was aboard that day, but he was not at the helm. The accompanying photo is of a die cast model of the starship, which is one of many Star Trek related artifacts collected by the ship for which the starship is named. The model became a part of the artifact collection of the Naval History and Heritage Command in 2006. Oh, and the grounding was temporary, and the ship got underway a few hours later as the tide rose. During the cruise, the ship's air wing, CVW-11, had flown approximately 29,000 hours and recorded over 11,000 traps.

### **In what decade did Enterprise become the first nuclear powered aircraft carrier to transit the Suez Canal?**

The 1980's. Beginning at 3 a.m. on April 29, 1986 Enterprise became the first nuclear powered carrier to transit the Suez Canal. When she exited the north end of the canal 3:14 p.m. when she entered the Med for the first time in almost 22 years.

### **In what year did Enterprise receive its first local area network (LAN)?**

1993, during which Enterprise was entering her third year in overhaul. One of the most important changes to Enterprise during that time was the installation of a LAN, involving the running of thousands of feet of cable, both coaxial and fiber optic. The ship still had more than a year of overhaul to complete before leaving the shipyard on September 27, 1994.

### **How many pounds of ordnance did Enterprise aircraft drop on Iraq in the four days Operation Desert Fox?**

692,000 pounds. Operation Desert Fox was a coalition air campaign against Iraq December 16-20, 1998 in response to that country's failure to cooperate with United Nations resolutions. Enterprise launched more than 70 Navy and Marine Corps strike and strike support aircraft. Targets included weapons facilities, security sites and forces, integrated air defense and airfields, and Iraqi command and control infrastructure. Direct hits ripped apart an Iraqi military intelligence center, and four of the five barracks housing a Republican Guard H.Q. were demolished. There was no opposition from Iraqi aircraft. Enterprise launched and recovered 297 combat sorties during 70 hours of operations, with CVW-3 aircraft dropping 200 precision guided bombs, more than 30 free-fall weapons and more than 80 anti-radiation missiles.

### **Where was Enterprise on September 11, 2001?**

She had just left the Arabian Gulf, only two days earlier having conducted strikes against Iraq as part of Operation

Southern Watch. She was headed south to Capetown for exercises with the South African Navy. Upon learning of the attacks on America, she turned around and charged north to a position 100 miles south of Pakistan. She was quickly joined by a large force of American and coalition ships and just a few weeks after the attack, she went into combat once again completing the final few weeks of her deployment before heading home.

During that time, the ship flew around the clock for 18 consecutive days, dropping more than 829,150 pounds of ordnance on al Qaeda and Taliban targets. The ship completed 10,111 incident free launches and arrestments. A total of 13,624 sorties (8,182 day and 5,442 night) were flown from the deck of Enterprise in 2001, resulting in 28,262 flight hours (17,495 day and 10,767 night). By the time she returned home to a grateful nation on November 10, 2001, she had steamed 90,426 nautical miles, conducting six moorings, 22 anchorages and 48 underway replenishments.

**Companies Join Forces To Fight Against Illegal Weapons Sharing In The Indian Ocean:** ASKET and PCA Maritime are collaborating in a new venture to further support Legal Compliance amongst Private Maritime Security Companies by the Monitoring of Weapons in the Indian Ocean

Working together, ASKET and PCA Maritime have developed a process that provides much greater certainty that a PMSC is using only weapons licenced to that company, with appropriate EUCs in place, thus ensuring compliance and eradicating liability for the ship operator and flag State.

The ASKET and PCA Maritime procedure allows flag States to ensure the validity of the a PMSCs EUCs prior to contractual agreement via our newly developed database.

Weapons Monitoring and Equipment Checking has been a standard service to our shipping clients since ASKET first began to broker transits in 2013, during this time



we have uncovered various illegal practices including Weapons Sharing and Renting, and breaking of UN Sanctions, for example a case in Sudan which would put the vessel owners at risk of and likely invalidate insurances.

A UK Company was also removed from our approved providers list as they were knowingly taking UK Licenced weapons into Sudan which is a UN Embargoed country, this practice saved them money as they should have disembarked and reembarked in the Red Sea before the vessel entered port. putting the vessel at risk of detention and likely invalidating the insurances.

Through the improved secure data base the ASKET Compliance team in cooperation with PCA Maritime not only monitors Weapons and Equipment movements on a transit by transit basis, but also provides oversight on other issues such as Floating Armouries usage, equipment suitability and the competency of individual PCASP.

In BIMCO's updated GUARDCON guidance notes issued on 1st November 2016 the emphasis for validating End User Certificates (EUC) is placed on flag States:

"ship's flag state needs to see the EUC and verify its authenticity prior to issuing letters of authority (to allow the ship to have the weapons on board). Owners should be aware that this is a legal obligation on flag states and that they should be sighting and verifying EUCs as a matter of routine. The consequences for owners whose flag state fails to verify the authenticity of firearms EUCs before issuing letters of authority could mean significant delays to the ship or even detentions."

**European Ship Owners Top the List of Global Dumpers:** The list of all ships dismantled around the world in 2016, which the NGO Shipbreaking Platform has compiled and analysed, shows no improvements of the shipping industry's management of its end-of-life vessels. Far from it: the Platform today releases data that indicate an increase in the number of ships sold for polluting and unsafe shipbreaking on the beaches of South Asia. In 2016, a total of 668 vessels were broken on tidal beaches, that is as much as 87% of all tonnage dismantled globally.

"The shipping industry is nowhere close to ensuring sustainable ship recycling practices. Last year, we saw not only an increase in the market share for dangerous and dirty shipbreaking, but also a record-breaking number of EU-owned vessels on the South Asian beaches.

A jaw-dropping 84% of all European end-of-life ships ended up in either India, Pakistan or Bangladesh. Beaching yards are not only well known for their failure to respect international environmental protection standards, but also for their disrespect of fundamental labour rights and international waste trade law," says Patrizia Heidegger, Executive Director of the Platform.

A higher number of ships beached means that workers, the environment and local communities in South Asia are exposed to ever increased hardship. 2016 saw the worst catastrophe in the history of the industry: on 1 November, at least 28 workers were killed instantly and more than 50 injured when an explosion and a massive fire shook a tanker beached in Gadani, Pakistan. The death toll in



the Bangladeshi yards, which the Platform was able to document, reached 22 in 2016, with another 29 workers having suffered serious injuries. Whilst accident records in Indian shipbreaking yards are kept a secret, the Platform was informed of at least two fatal deaths in Alang.

### DUMPERS 2016 - Worst practices

It may seem a big surprise for a country whose industry is proud of green technology and engineering solutions, but GERMANY is responsible for the worst shipbreaking practices amongst all shipping nations when one compares the size of its fleet to the number of ships broken irresponsibly. German owners, banks and ship funds had a staggering 97 ships rammed up on the beaches of South Asia out of a total of 99 vessels sold for demolition: 98% of all obsolete German ships ended up on a beach! That not being enough, close to 40% were broken in Bangladesh, where conditions are known to be the worst. Amongst the most irresponsible owners are Hansa Mare with 12 ships, Alpha Ship, F. Laeisz and Peter Doehle with 7 each, and Dr. Peters, König & Cie, Norddeutsche Vermögen and Rickmers with 6 each.

The German shipbreaking practices come with a high death toll. During the breaking period of the RENATE N. at Seiko shipbreaking in Chittagong, Bangladesh, three workers were killed and three more injured (see "Accidents" in the Platform's South Asia Quarterly Update).

The vessel owned by Neu Seeschiffahrt had been traded through cash buyer Wirana. Even the UN Special Rapporteur on Toxics and Human Rights expressed serious concerns in a submission to the German Government, criticizing the substandard practices of German owners. In November, another Bangladeshi worker was killed during the demolition of the only 10 year-old, loss-making container ship VIKOTRIA WULFF.

"It is not the first time that shipbreaking workers pay with their lives for the failed business practices of German ship owners and their ship funds. Due to numerous bankruptcies resulting from short-sighted and high-risk investment, insolvency administrators appointed by the

courts quickly trade the unprofitable ships to the beaches of South Asia, and the bill for the shipping industry's greed is paid by people and the environment", comments Patrizia Heidegger.

GREECE was responsible for the highest absolute number of ships sold to South Asian shipbreaking yards in 2016: 104 ships in total. Since the Platform has started to compile data in 2009, Greek shipping companies have unceasingly topped the list of owners that opt for dirty and dangerous shipbreaking.

Backed by the Greek government, they continue to refuse liability for the damage done to workers and the environment. A Greek ship beached in Pakistan in December 2016 caused the death of five workers in January when a fire broke out on the GAZ FOUNTAIN owned by Athens-based Naftomar.

The worst corporate dumper prize goes to the UK-based ZODIAC. The company is operated out of London and owned by Eyal Ofer, son of late shipping magnate Sammy Ofer. Zodiac alone has sold 12 ships for breaking on the beaches in 2016, mostly to Bangladesh, and the company has been linked to severe accidents. During the demolition of Ofer's ship SNOWDON, beached in Pakistan in October, a worker was killed in January this year.

Eyal's brother Idan, owner of the QUANTUM PACIFIC GROUP and holder of a controlling stake in the ISRAEL CORPORATION, received the worst dumper award in 2015 for selling most of his end-of-life vessels to Bangladesh breakers - a more than dubious practice for a family that wants to be known for its philanthropy.

"It is scandalous that the burden to deal with Europe's profit-greedy shipbuilding boom is shifted to communities and workers in South Asia: first the shipping industry creates a large overcapacity on the market, and then it fails to find responsible solutions for its obsolete ships," says Heidegger. In 2016, also Maersk decided to take a U-turn on its previously progressive ship recycling policy: the Danish container ship giant decided to go back to the shipbreaking beaches of India where it is offered higher prices for its unwanted ships.

Being one of the catalysts of the overcapacity on the shipping market itself, Maersk has to get rid of 75 - 100 ships in the coming years. "This move to boost profits does not only help to rubberstamp the beaching method, but, very regrettably, it is also stalling real progress and innovation in India to move ship recycling to the next level - off the beach - to modern ship recycling facilities," says Heidegger.

The data compiled by the Platform also show that ship owners continue to shield themselves from responsibility through the use of cash buyers such as GMS and Wirana. These scrap dealers reflag end-of-life vessels to last-voyage flags of convenience, such as Palau, Comoros and

St Kitts and Nevis, and sell them off for the highest price offered by the worst yards.

"Looking at the flags used at end-of-life, it is clear that legislation based on flag state jurisdiction will not be able to bring substantial change to the current practices: who believes that a non-compliant flag and a cash buyer benefitting from the worst conditions will enforce improvements in shipbreaking yards?," says Ingvild Jenssen, Policy Director and founder of the Platform. "The global shipbreaking crisis can only be solved through measures that go beyond flag state jurisdiction. That is why we call on the EU to demand a ship recycling licence from all vessels visiting EU ports."

In 2017, the EU will publish a list of ship recycling facilities around the world that comply with high standards for environmental protection and workers' safety. The list will be the first of its kind and an important reference point for sustainable ship recycling. German container line Hapag-Lloyd has already committed its end-of-life ships off the beach, and has announced that it will only use EU listed facilities. A financial incentive affecting ships trading with the EU is however needed to ensure that irresponsible ship owners are directed towards the facilities listed as approved by the EU.

A proposed Ship Recycling Licence scheme is now being discussed. The many scandals involving European shipping companies are also a driver behind the strong interest that various financial institutions have started to show in ship recycling: to ensure responsible business practices some are now setting criteria for shipping companies they finance while looking at the EU Ship Recycling Regulation for guidance.

**Major Ports Of India To Go Green:** The Ministry of Shipping, as a part of its 'Green Port Initiative' has been emphasizing on use of renewable sources of energy to power Major Ports across the nation. The Ministry aims to set up 91.50 MW of solar energy capacity at the twelve Major Ports and 45 MW of wind energy capacity by the two Major Ports of Kandla and V. O. Chidambaranar. Major Ports have started the process of setting-up renewable energy projects by investing Rs.704.52 crores (Solar-Rs. 412.02 Cr and Wind-Rs. 292.50 Cr) in these projects.

When completed, these renewable energy projects will help in the reduction of carbon dioxide emission by 136,500 MT annually. These projects will also help to reduce cost of power purchased by utilization of renewable energy for power generation, resulting in estimated saving of Rs 75 crores annually, when fully commissioned.

The wind energy projects will be executed by two Major Ports namely Kandla Port and V.O. Chidambaranar Port. The total capacity of the wind energy projects is 45 MW out of which 6 MW has already been commissioned by Kandla Port.



A total of 15.20 MW of solar projects has also been commissioned with Visakhapatnam Port leading the way with 9 MW, while the other ports in which solar projects have been commissioned are Kolkata Port (0.06 MW), New Mangalore Port (4.35 MW), V.O. Chidambaranar Port(0.5 MW), Mumbai Port (0.125 MW), Chennai Port(0.1 MW), Mormugao(0.24 MW) & JNPT(0.82 MW). The remaining solar power projects will be commissioned phase wise and is expected to be completed by 2018.

It may be recalled that a MoU was signed between Indian Ports Association (IPA) and Solar Energy Corporation of India on the 15th of October, 2015 for the development of solar power projects at Major Ports. This is a new initiative by Major Ports which has been taken in line with the 'Green Port Initiative' policy of the Government of India.

### **First Ever Direct Container Service Between Saudi Arabia And India Launched:**

Qatar Navigation (Milaha), a maritime and logistics conglomerate based in Qatar, has signed an agreement with the Kandla International Container Terminal (KICT) in India, to start the first direct common carrier feeder service between Saudi Arabia and India.

The frequency of the first-of-its-kind service will be weekly and will connect the Gujarat port of Kandla directly with Jebel Ali in Dubai, and Dammam and Jubail in Saudi Arabia.

Commenting on the launch of the new service, Milaha's President and CEO Mr. Abdulrahman Essa Al-Mannai said: "After our successful entry into the Indian market in March 2015 with the launch of the first direct service between Qatar and India, we have been exploring various options to further enhance our presence in the country. After careful evaluation of trade patterns and feedback from our very supportive customers and partners, we decided to launch this service especially since a large proportion of agricultural produce cargo to Dammam is exported through the ports in Gujarat. We are proud to be part of this historic moment which will certainly bolster trade ties between the Gulf region as a whole and India,



as well as further broaden our feeder network within the Gulf and the Indian Subcontinent."

The service, named KDX (Kandla Dammam Express), will provide rice exporters in North India with a cost effective solution for their supply chain as KICT will provide a direct train link between Northern India's inland container depots and the container terminal. At the other end, petrochemicals exporters in Jubail will have the advantage of a direct service to Kandla, and the convenience of connecting through to any North Indian inland container depots from Kandla.

The weekly service will be operated with 2 vessels and will have the following rotation with a 14-day round-trip: Kandla - Jebel Ali - Dammam - Jubail - Jebel Ali - Kandla. The first vessel call of this service will be M.V Oshairji on 4th February 2017 from Kandla.

Milaha is represented by M/S Poseidon Shipping Agency Pvt. Ltd. In India.

**MOL Teams Up With Five Other Companies On Joint Study Of LNG-Fueled Capesize Bulker:** Mitsui O.S.K. Lines, Ltd. today announced that it has reached an agreement to launch a joint study of a liquefied natural gas (LNG)-fueled Capesize bulker with five other companies- BHP Billiton, DNV GL, Rio Tinto, Shanghai Merchant Ship Design and Research Institute (SDARI) and Woodside Energy. The parties signed a letter of agreement at a ceremony held in Singapore on January 20.

The joint research project, called "Green Corridor," aims to reduce merchant vessels' emissions of NOX and SOX (\*) in advance of international treaties calling for stricter emissions standards, and will examine the technological and economic feasibility of an LNG-fueled bulker.

The MOL Group continually takes a proactive approach to developing and adopting technologies that contribute to reducing environmental impact and enhancing safe operation, while providing safe and reliable transport services.

(\*) SOX emissions from vessels are addressed in the International Convention for the Prevention of Pollution



from Ships (MARPOL) Treaty Annex VI (prevention of air pollution), and vessels are required to use bunker fuel with a sulfur content of 0.1% or less in Emission Control Areas (ECAs) such as North America. In general sea areas (all excluding ECAs), the treaty is expected to reduce the maximum sulfur content of bunker in use from the current standard 3.5% to 0.5% in 2020. The regulation will be applied to vessels already in service.

## **Corruption In The Judiciary & Parliament: The Way Forward:**

### **THE WAY FORWARD**

We have the eerie feeling that the ruling party may have engaged the services of Anas, to come up with a scandal that will be so serious in its implications for national security and scathing in its indictment of judicial corruption, as to bury the public din resulting from the seeming rife of political corruption associated with the ruling party. This is just a convenient hypothesis, by the way. However, we draw on Amidu's public claims that Anas may have handed over his corpus of investigative work on parliamentary corruption to the Mahama Administration, to cover the latter's back, that is the spate of corruption allegations rocking the country. If this is true, then, we want to imply some degree of clandestine collusion between the sitting government and Anas, an unhealthy arrangement that may, in the long run, be counterproductive to reforms in the legislature.

Unfortunately Amidu did not provide verifiable collaborative evidence for his wide-ranging assertions and pontifications. He claimed to have done this to protect the privileged provenances or sources of his wide-ranging moralistic assertions and public pontifications. So we are still waiting. Notwithstanding our reservations with regard to the methodological contestations between Amidu and Anas, it still does not take anything away from what should be done to deal with some of the issues we have raised thus far, as implied in the public tensions between the two activists.

Electoral reforms are high on our laundry list. The Electoral Commission (EC) and state institutions, through the power of constitutional oversight impose and then enforce such hypothetical instruments dealing with statutory caps placed on political parties' and their

monetization of electioneering campaigns and other electoral activities on the national landscape. This is important as there is also a tendency for foreign governments and corporations to exert undue influence on Ghanaian politics and politicians by offering financial support to political parties.

Financializing politics this way does not augur well for Ghana's budding democracy and national security. Bribery and money laundering from illicit drug activities and other corrupt practices which are the hallmarks of Ghana's partisan duopoly and, if we may add, the blatant use of state properties particularly by incumbency, are now part of the normative landscape of Ghanaian politics. The latter, however, grossly disadvantages small political parties and the main Opposition. Let us be clear: We are not saying political parties do not have the necessary internal oversight structures in place to deal with these questions. What we are saying, rather, is that we want to see certain internal operations of political parties brought under a limited oversight of the EC.

We may even have wished, for instance, if the EC could monitor and regulate intraparty monetization of election procedures and practices, since so much corruption goes on in electing persons to national executive committees, fielding parliamentary candidates and presidential candidates and so on, corrupt practices that eventually go on to reflect badly on the character of national politics in matters of general elections and electioneering campaigns. This may, nevertheless, appear to be asking too much of the organizational constitution of the EC and, possibly, of encouraging or promoting unlawful contravention of the wide range of freedoms, including questions of internal organizational autonomy, which the national Constitution grants political parties and their teeming supporters.

We make the foregoing assertion on the basis of a layman's understanding of Article 55, Clause 5 of the 1992 national Constitution, as well as on Article 55, Clause 14. It is quite possible to deal with some of these problems if the electorate will learn to address its franchise to competence voting, rather than to heaven-like electioneering promises based exclusively on a model of political communication which is, in turn, skewed more toward a rhetoric of political ethnocentrism, ethno-regionalism, economic apocalypse, and regularized instances of panacean psychologizing about the end of economic apocalypse.

## **FINAL THOUGHTS**

It is crucial that the electorate make competence voting part of their voting psychology, in addition to prospective voting and retrospective voting, and not rely on irrelevant valuation indices such as candidate image and other nonverbal variables of presidential hopefuls as some are wont to do.

Competence voting is based on a suit of issues that

directly affects citizens and their security, future, economic and biological survival, and health; national development; strong national currency and functional institutions; environmental cleanliness and ecological balance; national pride; improved standard of living and quality of life; their country's progressive national projection in global affairs; etc., and which of their leaders, in that connection, can actually deliver on these issues. But their leaders are epitomai of corruption and of everything that is apparently wrong with the political psychology of modern state management. For the most part, the masses themselves are not exempt from this general negative characterization as the entrenched corruptibility of politicians somehow reflects the moral depravity of social psychology in the Ghanaian context.

What sort of a country is Ghana where the President and literally hundreds of public office holders are exempted from paying tax, yet millions of the country's poor citizens are expected to do otherwise? Here is a country whose non-patriotic leaders habitually pay lip service to public sentiment on the need to make open to the public ready access to asset and liability declarations on the part of parliamentarians and other public office holders prior to and at the end of their terms of office, an easy task for the Auditor-General to handle, only for these public officials to amass wealth during and after their terms of office? Parliamentary standing committees are just as useless. We are also not too sure if the constitution of the Council of State is inclusive enough of ideological and partisan diversity. What do our parliamentarians got to say the Production Sharing Agreement (PSA) versus the Ghana Hybrid System (GHS)?

What is the leadership of the judiciary saying about the high level of corruption among its ranks, and whether it is just enough not to prosecute those criminal jurists caught in Anas' exposé by simply dismissing them, and sending them to prison when found guilty? What about the failure to pass the Freedom of Information Bill (FOIB)? What are we also doing to bring in an independent prosecutor to replace the Attorney-General who also doubles as a Minister of Justice? Have we given serious thought to how the role of the Attorney-General in matters of prosecutorial adjudications may itself be undermining judicatorial fairness as well as the political and moral crusade being waged against public corruption, given that the Attorney-General has now and then capitalized on prosecutorial discretion as a tactical avenue of escape for political criminals?

How do we expect to achieve appreciable levels of regional development when the Metropolitan, Municipal, and District Chief Executives (MMDCEs) are the drooling dogs of the executive presidency, yes-men whose rise to privileged positions in the hierarchy of the party organization of incumbency is largely beholden to the political patronage of the executive presidency and to an expressly loose political expenditure of executive fiat.

The appropriate authorities should look into the mouth-watering freebies given to parliamentarians and other public office holders whether they are deserving of them. The idea of MMDCEs going to school while in office is troubling indeed. One wonders if this does not undermine their productivity and add to bureaucratic inefficiency.

Why these are so is not too difficult to fathom. Plus, we have already said elsewhere that it is in the collaborative efforts between the executive presidency and the legislature under the guise of constitutionality in the execution of the national interest, where the latter institution constitutes a numerical majority from the party of the executive presidency, that the constitutive powers of executive exceptionalism and the political muscularity of executive dominance are most felt. In other words where the executive presidency's gridlock of decisional authority is derived from a quorum based on its party's numerical majority in parliament, we clearly see a constitutive imposition of executive dominance on the body politic, a practice that may not, in and of itself, be a bad thing.

It is only bad when it succeeds in subverting the national interest and handing it over to the political vampires of corporate statism and duopolistic dictatorship. Corporate statist and duopolistic dictators come in various shades and characters as those whose Orwellian khakistocratic brothers and sisters set up the Azu Crabber Commission of Enquiry (1967), which came up with the grandiose canard that Kwame Nkrumah stole millions and hid them in foreign banks, a shameful canard which has not stood the test of time.

Questions? Where is judicial patriotism? Executive patriotism? Parliamentary patriotism?

### **BOB MARLEY, POLITICAL CONSCIOUSNESS, & POLITICAL WICKEDNESS**

Bob Marley may have had these corporate statist and duopolistic autocrats in mind when he included the following memorable line, "They were all dressed in uniforms of brutality," in the iconoclastic track "Burnin' And Lootin'." Then in the revolutionary track "Ambush In The Night," Bob sings:

"See them fighting for power... But they know not the hour... So they bribing with their guns, spare-parts and money, trying to belittle our integrity now... They say what we know is just what they teach us; And we're so ignorant...'Cause every time they can reach us... Through political strategy... They keep us hungry... And when you gonna get some food... Your brother got to be your enemy... Well, what we know...Is not what they tell us...We're not ignorant...I mean it...And they just cannot touch us...

While Marley says politicians capitalize on their subjects' ignorance to abuse them and cheat them out of the national pie, that is, what is rightfully theirs, he also implies this abuse can only go so far. He says also that

there is a tipping point where the same ignorant subjects will rethink their plight and in that connection rise against their wicked political overlords. Thus, the ignorance of the masses is not a permanent birthmark. Change and time probably are. The gathering momentum of critical mass for positive change in social, political and economic dynamics is just a matter of time. The masses are not ignorant and foolish as politicians think their long-suffering and largely de-conscientized subjects are!

Please go and listen to the rest of Bob for the full story...And then Sarkodie's "Dumsor," Wanlov the Kubolor's "FOKN Country" (Fucking Country)," Fela Kuti's "Coffin for Head of State"...Fela's particular song speaks to the strategic uselessness of African leadership in terms of the question of policy mis-prioritization concerns and of the creeping part political theology plays in undermining clear, focused, and strategic thinking on the part of African leadership. The focus is on Nigeria, but the song's rich lyrical content offers an empirical case study on the crushing failure of African leadership. Listening to this radical political song, however, we get an implied fair sense of what Fela expected of African leadership in terms of the delivery of quality leadership!

**USMMA Reinstates Sea Year:** On Friday, the Department of Transportation announced that it will fully reinstate the United States Merchant Marine Academy's Sea Year training program aboard commercial vessels.

The department suspended Sea Year last June, alleging a pattern of shipboard sexual assault, sexual harassment and intimidation. The suspension drew emphatic protests from alumni, students and parents, many of whom viewed the suspension as a threat to the academy's continued existence. With leadership from the school's alumni foundation, these stakeholders called for the full reinstatement of Sea Year, and on Friday outgoing secretary of transportation Anthony Foxx heeded their concerns.



timeline.

The decision to fully reinstate Sea Year comes alongside a new plan to combat sexual assault and sexual harassment (SA/SH) on campus, with actions based on the findings from a new external study. Like previous reviews of USMMA's management challenges, the plan recommends filling vacancies in key positions and

strengthening the academy's leadership. In addition, it calls for new victim-protection policies to reduce retaliation and reprisal, and for a renewed emphasis on USMMA's core values of strength, self-sacrifice, discipline and teamwork.

Whether the plan is implemented under the incoming Trump administration remains to be seen. Trump has selected Elaine Chao, former secretary of labor under George W. Bush, to replace Foxx; critics allege that under Chao, the Department of Labor shifted its emphasis away from advocacy for victims, a charge she strongly denies.

**Eight Fishermen Killed by Pirates Off Mindanao:** On Monday night, eight fishermen were shot and killed by pirates in the vicinity of Siromon Island, near Zamboanga City.

According to survivors, armed men in speedboats boarded the fishing boat and ordered the crew to move towards the bow. The attackers opened fire, killing eight and forcing five others into the water. Police photos (not suitable for reproduction) show that the deceased were bound together in a manner indicating execution.

Zamboanga, on the southwestern tip of Mindanao, is in an area plagued by pirate attacks by the Islamist militant group Abu Sayyaf. The violence of Monday's attack, however, differs from recent Abu Sayyaf incidents, which have uniformly involved the kidnapping of crewmembers for ransom. Police suspect extortion or an inter-group rivalry as the motive behind Monday night's assault.

"We consider this a piracy attack. If these were Islamist militants, they would have been taken captive and held for ransom," said Coast guard spokesman Commander Armand Balilo, speaking to Reuters.

**Piracy falls worldwide, but kidnappings rise:** Piracy reporting center IMB released its annual report for 2016 on Tuesday, and the top-line news for mariners is good: the number of reported pirate attacks last year fell to 191, the lowest level in almost 20 years. However, the growing trend towards kidnapping is worrisome, and the number of abductions was the highest in a decade. In total, 151 crew were taken hostage aboard and 62 were kidnapped from their vessels last year, up from only 19 kidnappings in 2015. Most of this year's surge in abductions is attributable to the targeting of crew in the Gulf of Guinea and to Abu Sayyaf-related attacks in the Sulu Sea.

If Manila succeeds in its aims, maritime kidnapping numbers in 2017 will be much lower. The Philippine military has orders to destroy Abu Sayyaf on shore within six to twelve months, according to recent statements by Defense Secretary Delfin Lorenzana. On Monday, the secretary hinted at "innovative" plans to stop Abu Sayyaf and to recover two dozen hostages. Only time will tell



if his goal is realistic: previous large-scale assaults have not succeeded in dislodging the insurgent group, which will soon enter its 26th year in operation.

**BIMCO Experts: Maritime Crimes on the Rise:** Industry security experts have concluded that maritime crime will not be stopped any time soon - and that cyber incidents would continue to expand in frequency and severity. This was the consensus at BIMCO's first ever Maritime Security Seminar in Copenhagen yesterday.

There was further consensus that regional instability in the Horn of Africa confirms the need to retain legacy systems such as the Maritime Security Centre - Horn of Africa (MSCHOA) and the Shared Awareness and Deconfliction (SHADE) initiative to continue to deter piracy.

The seminar gathered together a large cross section of leading stakeholders involved with the maritime security domain to address a broad range of topics focusing on piracy, terrorism and other illegal maritime activities, including attacks on cyber systems. Representatives from the shipping industry and their CSOs had the opportunity to discuss key security issues with the interested and supporting government agencies from the US, France, the UK, Denmark, Liberia, the Marshall Islands and Norway. The discussion ranged across insurance, legal, military, flag state, private security and intelligence worlds, focusing on current threats and the most pressing issues.

A key note address was given by Jim Bergeron, the Political Advisor to the Commander NATO Maritime Forces at a reception hosted by the Secretary General of BIMCO, Angus Frew.

Giles Noakes, Head of Security at BIMCO, said: "It was extremely valuable to gather leading security experts together at BIMCO to discuss these global issues."

The message was clear: the maritime industry must not take short cuts when implementing security procedures.

It's crucial to keep sharing information to encourage all stakeholders to maintain maritime domain awareness and to train personnel to recognise threats - this will reduce the severity of future incidents.

**Ferry Fire: Twenty-Three Dead:** A ferry fire in Indonesia on New Year's Day has left 23 people dead and at least 17 injured.

The Zahro Express was en route from Muara Angke Port in Jakarta to Tidung Island when it caught fire.

The boat manifest listed 100 passengers, but Jakarta search and rescue spokesman Ramli Prasetyo said 247 passengers had been rescued so far. An unknown number may still be missing. The Zahro Express had a maximum capacity of 280 passengers.

All those rescued so far have been Indonesian, but the 20 bodies found on the ferry have been badly burnt, making it difficult to identify them.

Local media report a witness saying that the fire started in the engine room about 20 minutes after the ferry left port. The ferry quickly filled with black smoke. People panicked and jumped overboard, some fighting for life jackets. The ferry is said to have then exploded.

Police have detained the captain of the ferry amid allegations he was the first to abandon ship. Five other people, including three crew members and two port authority staff, are also being held in police custody.

Indonesia has a poor ferry safety record. The National Transportation Safety Commission reports an increase in the number of accidents due to extreme weather and human error. The number of incidents increased from 15 in 2015 to 28 in 2016, according to local media.

At least 54 people died in November when an overcrowded speedboat carrying Indonesian migrant workers struck a reef and sank on its way from Malaysia to Batam. Last September, two people died and 18 were injured after an explosion on a ferry travelling between East Bali and the Gili islands. In June 2015, 25 passengers were injured in a fire on a fast ferry travelling between Lombok and Bali.

### **Wärtsilä Repowers Italian Ferry Moby Zaza:**

The Italian ferry company Moby S.p.A has chosen Wärtsilä to carry out the repowering of its passenger ferry MV Moby Zaza. Wärtsilä was chosen as a partner because of its ability to provide the fastest delivery of the complete system and thus minimising the downtime of the vessel. Moby Zaza is the last one in a series of successful repowering projects that started with MV Moby Corse and continued with MV Moby Kiss.

The scope of the agreement covers equipment as well as commissioning and systems integration. The Wärtsilä equipment provided include four new auxiliary generating sets with digital automatic voltage regulators, seawater systems with complete cooling circuit that allows operating in high sea water temperatures, exhaust gas system silencers and fuel systems. Wärtsilä's efficient delivery, installation, start-up and commissioning of the equipment ensure that the passenger ferry is in



commercial operation on an expedited schedule.

The new, state-of-the-art equipment will extend the lifecycle of the installation. As the existing 30-year-old equipment is replaced with new Wärtsilä products, the vessel's environmental footprint is considerably reduced. The Wärtsilä equipment complies with the most stringent environmental regulations. Wärtsilä will provide technical support to the yard in the equipment installation and systems integration phase as well as in the on-site commissioning and sea trials to ensure that all systems perform optimally.

"Wärtsilä is a key partner of our group. Their competence and quick reactions capability will allow us to have the vessel back in service with minimum downtime," says Vincenzo Onorato, Chairman of Moby S.p.A.

### **Secured uptime with increased efficiency**

"Maximising uptime is naturally one of the highest priorities of a ferry company," says Serge Begue, Vice President Services South Europe and Africa, Wärtsilä. "Wärtsilä is happy to update MV Moby Zaza's installation with modern, more efficient equipment, which is also more environmentally sustainable. We value our partnership with Moby S.p.A. and look forward to continuing our cooperation."

The Milan based company Moby S.p.A. is part of the Italian Onorato Group, one of the most prominent players in the Mediterranean ferry business, owning a fleet of more than 60 vessels under the brands Moby, Tirrenia and Toremar. The RoRo ferry MV Moby Zaza was built in 1982, with 288 passenger cabins and capacity for transporting 480 cars.

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“Maritime Group” knows as to what we are, not forgetting that we are here to share our valued flow of thoughts, inter-changed with quality of expression exchanged, is to arrive at a QUALITY consensus, since “MARINE NEEDS A MULTI-DISCIPLINARY APPROACH - Do something instead of killing time or else, time will be killing you.”

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In case of Emergency seek Help, while in Indian waters / Indian EEZ, Contact: INDIAN COAST GUARD Dial City Code, followed by 1554.

*For example from Chennai, 044-1554*

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