

# MARITIME DESTINATION

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Vol. 6 | Issue 10 | August-2022 | Page 32 | Price - ₹ 100

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## Synergy Group Mumbai's sportsman spirit highlighted





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- ◆ Ordinary Seaman (III/4) ◆ Oiler ◆ Wiper (III/4)
- ◆ Chief Cook ◆ Messman

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- ◆ Pumpman

##### Container

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## MARITIME DESTINATION

RNI NO: MAHENG/2017/75666

**Published by** Mr. Gagan Kumar Pandey, **Printed by** Mr. Gagan Kumar Pandey, **Owner's Name** Mr. Gagan Kumar Pandey. **Printed at** Kiran Enterprises at Opp. Amber Apartment, Bhagat Kanwarram Chowk, Ulhasnagar-421003, Dist. Thane (M.S.). **Published From:** Office No-110, 1st floor, Shankar Palace, Chikanghar, Near Chatri Bungalow, Opp Mangeshi Sahara, Kalyan (West), Dist. Thane (M.S.) 421301. **Editor:** Mr. Gagan Kumar Pandey.

# EDITORIAL

## Celebrate I-Day by fighting corruption

The 75th Independence Day is a matter of excitement. The Govt. has named the celebrations, held by it, as 'Azadi Ka Amrit Mahotsav'. On this happy event the maritime industry too proudly hoists the national flag and remembers the struggle and fight for justice by our freedom fighters.

But one must remember that the country cannot progress without honesty and integrity. They are the two stepping stones for the success of the country as well as all the industries. And the shipping industry is no different!

Corruption, however, has become rampant in almost all industries, including the maritime industry.

Bribery and corruption undermines the confidence of a person. It also destroys the notion that an industry is clean or transparent. Demands for bribes in ports, in particular, pose a threat for the maritime industry. This malaise is an international phenomenon, not confined to any one country.

Doing a yeoman service for the maritime industry, The Mumbai branch of the Institute of Marine Engineers India and the Company of Master Mariners of India held a seminar on "Business Integrity and Anti-Corruption-Imperatives and Way Forward in the Maritime Industry".

The seminar revealed that almost everyone was aware of the prevalent corruption and was keen to solve this problem. It may be mentioned that the Maritime Anti-Corruption Network (MACN) was making efforts towards solving this problem.

There is little doubt that maritime corruption has a negative effect on the industry, impedes social and economic development and contributes to security risks in ports and onboard ships. It also endangers the well-being, health and safety of seafarers.

Research done by International Maritime Organization (IMO) has identified that seafarers may be subjected to corrupt demands, such as unlawful requests for payments to allow ships to enter and depart the port or disproportionate penalties applied for minor errors. This can lead to

interruptions to normal operations, delaying ships and creating a risk to navigation and seafarer safety.

Mr. Kitack Lim, secretary general of the International Maritime Organization, has gone on record, stating that The Maritime Anti-Corruption Network's (MACN) anonymous reporting mechanism has collected close to 40,000 reports of corrupt demands globally. This is most certainly a cause for concern.

Lack of transparency in the maritime industry has made it vulnerable to bribes particularly in the lucrative maritime contracts segment. IMO believes that large shipping and commercial vessel companies often pay bribes to large scale manufacturers/exporters to gain contracts, affect quota allocations or influence tenders.

Every day, vessels and cargos enter ports and clear customs, involving numerous stakeholders across several jurisdictions. This scenario creates huge opportunities for corruption.

There are ample segments where corruption is prevalent. Take the case of marine surveyors. They are supposed to conduct inspections, examine marine vessels to assess and report on the condition of the vessel and the cargo onboard. There are allegations that favourable reports are made if one bribes the surveyors.

There are also claims against some clearing agents.

It must be realized that corruption is a cancer and it is our rightful duty to challenge it both individually and collectively to create an impartial, safer, and brighter future for the generations ahead.

MACN is making efforts to tackle this issue and all of us have to collectively support it. If we do not stand up against corruption now, the industry will continue to fall victim to its damaging effects. It must be realized that fighting corruption cannot be an individual effort. Everyone in the maritime industry has to make a collective and altruistic effort to make the world a safer place.

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# FOSMA & MASSA felicitate Capt. Jayakumar on superannuation



**C**apt. K.P Jayakumar, Nautical Advisor to Government of India was felicitated by The Foreign Ship-owners Representatives and Ship Managers Association (FOSMA) and Maritime Association of Shipowners, Ship Managers and Agents (MASSA) on his superannuation.

Paying tributes to Capt. Jayakumar at the farewell event organized by FOSMA and MASSA, on 4<sup>th</sup> August 2022, Captain Mukesh Sharan, Vice-Chairman of FOSMA said that Captain Jaykumar had always been helpful to the shipping industry by way of understanding the nature of operations . He added that



the captain always displayed empathy towards seafarers, especially during the Covid-19 period.

Capt. MP Bhasin, Chairman of MASSA, highlighted Capt. Jayakumar's string of academic and professional achievements. Crediting him with many firsts, Capt Bhasin



thanked him for the Extra Master Mariner's competency course. He said that Capt. Jayakumar had invoked, for the first time in India, the vision of one convention.

Capt. Bhasin said that MASSA was grateful to Capt. Jayakumar for his continued support to the entire shipping industry and associations, including MASSA. He also

presented a memento to Captain Jayakumar on the occasion.

Captain Rakesh Singh, Honorary Secretary of Indian Coastal Conference Shipping Association, while thanking Captain Jayakumar for his constant support, wished him a happy second innings. He also disclosed that he had many interactions with Capt. Jayakumar.





Industry stalwarts and other eminent personalities from the industry appreciated Captain Jayakumar's journey by

citing the high-points and the challenges he met throughout his tenure.

Capt. Jayakumar thanked FOSMA, MASSA for organizing the felicitation event. He stated that he was touched by the kind words spoken by all speakers for him. Turning nostalgic, he recalled how four decades ago he had commenced his journey in the shipping industry and was privileged to work both in private as well as Government sector. He mentioned how his experience in the private sector made him learn to keep ships moving at all times and that was quite a herculean task. He described his tenure in the maritime industry as well as





in the maritime administration to be a very enriching one. Captain Jayakumar said he learnt many new things and also narrated instances of how he tackled bureaucratic challenges such as red-tapism. He also shared interesting anecdotes from his academic journey and made changes in the current exam format understanding the actual requirements of candidates appearing for those exams. For the Extra Master Mariners exam format, he said it was customised as a futuristic one by putting in lot of research into the various aspects of the course aiming at continuous professional development.

Capt. S.M. Halbe, CEO of MASSA, proposed the Vote of Thanks.

# MACN launches awareness campaign against corruption

**T**he Maritime Anti-Corruption Network (MACN) held an event both, online and at the Hotel ITC Grand Maratha, Mumbai, on July, 27, 2022, to announce the launch of their work in India .

Mr. Deepak Shetty, Former Secretary to the Government of India, Director General of Shipping and currently Advisor to MACN's India chapter, Dr. (Ms.) Sujata Naik Tolani, President of the Indian National Shipowners Association (INSA), Mr. Pramod Kumar Agrawal, Principal Chief Commissioner of Customs



(Government of India) and Mr. Rajiv Jalota, Chairman of the Mumbai Port Trust

Authority were present as the Guests of Honour at the event.

Mr. Kumar Sanjay Bariar, Additional Director General of Shipping, was the chief guest on the occasion.

Mr. Jonas Soberg Erlandsen, Senior Lead, South Asia, MACN welcomed the guests.

Mr. Deepak Shetty initiated the proceedings by unveiling what MACN stood for and its plans over the next two years. The issues of accountability, transparency, business integrity, anti-bribery were of utmost importance he said. He added that MACN provided an institutional platform for Govt. entities and the private sector players to collaborate and ensure that they come together as a force.

He stated that good governance should not be confused with Corporate Social Responsibility (CSR). He averred that there was an emanating perception that there was a sort of risk-assessment attached to good governance but the downside of not complying with good governance was obvious.

He stressed that the industry had awakened to the reality of ill-effects of corruption and this must be a driving force for changing channels for the maritime sector.

He disclosed that the recognition of this malaise was made possible from a FAL circular (A Facilitation Convention Circular) issued by the International Maritimer Organization on 1st of June 2022. This FAL circular has been christened as the guidance to implement and adopt procedures against maritime corruption.

The Former DG Shipping was happy to note that recognition has been given to MACN for reporting of incidents of corruption and bribery in the maritime domain and more specifically on the seaside. He said if one looked at the United Nations Sustainable Development Goals (SDGs) one found that

there it laid special focus against anti-bribery.

Mr. Shetty disclosed that as of now Pre-Arrival Notification Systems (PANS) will be lodged in the MACN systems. He also informed that a number of help-desks, with Captain Raymond Shroff as in-charge, had been set up which would bring to light any incident of corruption

Mr. Sanjay Kumar Bariar stated that the work of the Denmark based organization is in sync with the United Nations Sustainable Development Goal 16 target 16.5 which also aims to substantially reduce corruption and bribery in all their forms. He added that MACN will partner with stakeholders and help identify channels of grievances. The process for this would involve use of digital and analytical tools and data mining to study what leads to corruption.

The Additional Director General rooted for faceless interactions and a well-designed, tamper-proof and

fool-proof e-governance system which is always a work in progress.

Citing the importance of service at sea as an important aspect of maritime industry, he drew attention to cases of bogus entries in the CDC (Continuous Discharge Certificates) by unscrupulous elements. Besides, punitive action, he said there was a need to deliberate upon the feasibility of electronically enabled sign-ons and sign-offs. He believed that even the position of chips via website and an e-CDC could work better to check such corrupt practices.

He disclosed that in India they had pioneered an e-learning exit exam along with an e-certification system which is undergoing constant upgradation along with integration of Artificial Intelligence to combat hackers. He stated that during the two years of pandemic they had issued around 800 thousand electronic certificates of course-completion and all

of them were 100% STCW compliant

According to estimates from the UN, he informed that corruption can add costs upto 10% or even more to the cost of doing business internationally. Mr. Bariar urged that lack of transparency be eliminated from the industry thoroughly and exhorted all stakeholders to come together in this initiative by MACN.

Dr. Ms. Sujata Tolani-Naik, while expressing sorrow at the existing corruption narrated an excerpt from her father, Dr. NP Tolani's autobiography, where he had proudly observed shipping as corruption-free. She recommended digitization and ethics classes along with maritime education as a solution to end corruption .

Mr, Rajiv Jalota while lauding the anonymous reporting system of the MACN, said that the MbPA is willing to undertake a pilot-project. He disclosed that it had a full-fledged vigilance department of

whistle-blowers. The MbPA he said takes cognizance of any corrupt practices and any instances are dealt with severe punishment.

Capt. M.P Bhasin Chairman of MASSA, Captain Sankalp Shukla, Chairman of FOSMA, Captain Subroto Khan, Director of T.S Chanakya & IMU, Captain Anuradha Jha, Managing Committee Member of the IWSF who shared their valuable insights on the evils of corruption in the industry also lent their support to the MACN initiative.

The meeting ended with a panel discussion about corruption in maritime and how to curb corruption, moderated by Mr. Anil Devli, CEO of INSA. The panelists included Captain V.K Jain, President IMEI, Captain Ram Iyer, Chairman MANSa, Ms. Nafeesa Moloobhoy, MD, A.S Moloobhoy Pvt. Ltd., Ms. Sanjam Sahi Gupta Chairperson, Emeritus, WISTA (INDIA) and Capt. Gyanendra Singh, Treasurer of the CMMI.



# THE INSTITUTE OF MARINE ENGINEERS (INDIA)

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2. Assessment, Examination and Certification of Seafarers Course Id – 1062 (OFFLINE) – (11 Days) – Commencing on 12th Sept.2022
3. Advanced Trg. for Ships using Fuels covered within IGF code (OFFLINE) – Commencing on Sept. 2022
4. MEO Cl. I (FG) : 2- months course (OFFLINE) - 1st Aug. 2022 / 1st Sep 2022 / 1st Nov 2022 / 2nd January 2023 (followed by Simulator course)  
Discount on combined bookings of Class I with Simulator
5. MEO CLASS III (NCV\_CEO) Upto 3000kW – STCW 2010: 2 month course (OFFLINE) – 1st July 2022 / 1st Nov 2022 / 1st March 2023
6. MEO Cl. III (NCV\_SEO) Part-A - STCW 2010: 2-month course (OFFLINE) – 2nd January 2023
7. MEO Cl. III (NCV\_SEO) Part-B - STCW 2010: 4-month course (OFFLINE) – 1st Sept. 2022 / 1st March 2023
8. MEO Cl. IV (NCV) - STCW 2010 - 4 months course (OFFLINE) – 2nd January 2023
9. MEO CL. II (FG): 4-month Course (OFFLINE) - 1st Sept 2022 / 1st Oct 2022 / 1st Nov 2022 / 1st Dec 2022 / 2nd Jan. 2023 / 1st Feb.2023 / 1st March 2023  
Discount on combined bookings of Class II Courses with Simulator)
10. REFRESHER & UPDATING TRAINING (RUT - 3 DAYS) COURSE FOR REVALIDATION OF COC FOR ALL ENGINEERS AND ETOs (OFFLINE) Course Id – 1118 - 10th Aug. 2022 / 22nd Aug 2022 / 5th Sept.2022 / 14th Sept.2022 / 27th Sept. 2022
11. ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (3 DAYS) COURSE FOR MEO CLASS I (OFFLINE) – 28th July 2022 / 22Aug. 2022
12. ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (5 DAYS) COURSE FOR MEO CLASS II (OFFLINE) – 8th August 2022 / 1st Sept. 2022 / 26th Sept. 2022 / 3rd Oct. 2022
13. ENGINE ROOM SIMULATOR OPERATIONAL LEVEL (3 DAYS) COURSE (OFFLINE) – 16th August 2022 / 12th Sept. 2022
14. MEO Cl. IV(FG) non mandatory course (ONLINE) – 2 months duration – 16th August 2022 onwards
15. 2 weeks Induction course for Naval candidates – 2nd Jan. 2023

**Discount on combined bookings of Class I and Class II Courses with Simulator**

# Synergy Group Mumbai's sportsman spirit highlighted



**09th July 2022, a beautiful Saturday morning was chosen for the Box cricket tournament for Synergy Group, Mumbai. After a**

**series of takeovers and the last two years of physical distancing, the Box cricket tournament was just the right way of instilling**

**togetherness and camaraderie at the workplace.**

The tournament connected employees and acted as a big unifier for our people having a game together. We at Synergy believe in



Diversity & Inclusion and the same was visible in our employee engagement program as the tournament brought diverse people together as equals, irrespective

of their designations and the tournament was about inclusion field for its female employees who turned out to be cricketing stalwarts.

The event became a platform for everyone at the company to know and understand each other in a much more open and personal manner

# News

## JNPA partners with BoB to digitize the Port Authority's payments, collections and liquidity management



**J**awaharlal Nehru Port Authority (JNPA), India's best performing Port, in association with Bank of Baroda (BoB) has signed an agreement whereby Bank of Baroda will provide JNPA with Baroda DigiNext Cash Management Services and digitize the port authority's payments, collections and liquidity management.

Being one of the leading Container Ports of the Country and ranked 26th among the top 100 Global Ports, Digitization plays a pivotal role in JNPA's three-pronged approach to ensuring the Ease of Doing Business. JNPA had recently implemented SAP for bringing in efficiencies in its operations.

To help JNPA realize the full benefits of its digital

transformation, Bank of Baroda has successfully integrated Baroda DigiNext with SAP. In the first phase, this will help JNPA digitize and automate its accounts payables.

The status of all payments will be updated in JNPA's ERP system with payment advice and SMS alerts being sent directly by Baroda DigiNext to beneficiaries of payments. Being at par with the global standards, technological advancement at the JNPA and operational efficiency is at the core of JNPA.

Mr. Sanjay Sethi, IAS, Chairman, Jawaharlal Nehru Port Authority stated, "The SAP system installed at JNPA is aimed to drive business innovations for faster execution of all business

transactions. To further enhance it we have collaborated with the Bank of Baroda to avail their 'Baroda DigiNext Cash Management Services' to take digitization at JNPA to a broader aspect and make JNPA's business more organized, automated, and efficient. As a part of digitizing activities and Ease of Doing Business."

Some of the key features of Baroda DigiNext Cash Management Services include:

- Host to Host Integration with JNPA's ERP system for automated payments
- Payment advice with invoice details
- SMS alerts to beneficiaries.

# Shipping Minister launches FIATA Bill of Lading in India at FFFAI Convention

The Federation of Freight Forwarders Associations in India (FFFAI), in its 24th Biennial Convention, held from August 12-14 in Chennai, introduced the FIATA Bill of Lading (eFBL) in India.

This was formally launched today by Sarbananda Sonowal, Union Minister of Ports, Shipping & Waterways and Minister of AYUSH, who attended the Convention as Chief Guest to inaugurate the Business Sessions in presence of Shankar Shinde, Chairman, FFFAI; AV Vijayakumar, Immediate Past Chairman, FFFAI; Dushyant Mulani, Chairman-Elect, FFFAI; PK Agrawal, Pr. Chief Commissioner of Customs, Mumbai Zone – I; other eminent dignitaries and more than 600 delegates from across India and overseas countries.

The FIATA Paperless Bill of Lading allows the freight forwarder to easily issue secured eFBL through their everyday tools (TMS and other software),



Mr. Sarbananda Sonowal

facilitating the issuance process by removing double data entry. Freight forwarders can then decide in which format they wish to share the document with their stakeholders: as a secured printed document or in digital format.

Established over 30 years ago, the Negotiable FIATA Multimodal Transport Bill of Lading is a trustworthy and reputable trade document, mainly thanks to its Terms and Conditions, which includes

the necessity for the document issuer to be a valid FIATA/National Association member and to have a valid liability insurance.

It is the only truly multimodal Negotiable Standard Bill of Lading, set up by FIATA for use by Freight-Forwarders acting as Multimodal Transport Operators (MTO). The ICC logo, visible on the top right of the document, demonstrates its conformity with UNCTAD/ICC rules for Multimodal Transport Documents.

The FIATA Paperless Bill of Lading is based on Blockchain Technology and hence provides the much needed transparency, security and accountability in the supply chain.

Each paperless FBL is registered with a unique hash on a private ledger and provides for an audit trail which is accessible to all stakeholders interacting with the document, by simply scanning the unique QR code

– thereby ensuring security in the supply chain. The FIATA paperless Bill of Lading solution is open source and can be implemented by any interested software provider.

Introducing the eFBL, Shinde stated that FFFAI, one of the members of the International Federation of Freight Forwarders Associations (FIATA), has signed an MoU with the parent entity to implement the same in India to benefit Indian customs brokers/freight forwarders and significantly improve Ease of Doing Business, in view of the rapid change in the entire logistics/supply chain industry owing to digitalisation.

Minister Sonowal also stressed upon the growing importance of an IT-driven logistics industry for faster movement of cargo from manufactures to consumers across the globe. And FFFAI's initiatives in this regard through services like eFBL would make Indian products to reach out global markets with reduced transaction times and costs, which in turn make Indian products competitive in International markets.

In a study done by the Digital Container Shipping Association (DCSA), the estimated savings if 50% adoption of the E-Bill of

Lading is achieved, will result in a US\$4 Billion saving annually across the globe.

Key Benefits of eFBL:

- To save time and money – Issue electronic documents within seconds and save money by avoiding costs generated by paper documents.
- To optimise the processes – Issue paperless FBLs directly from your TMS and avoid double data entry.
- To improve trust and security – Give the possibility to your stakeholders to verify at any time: the validity of the eFBL, your identity as well as the document content integrity.
- To achieve sustainability goals – Embrace a green solution, help saving paper and unnecessary courier services.
- To provide flexibility of format – Decide in which format you want to share your FBL with your stakeholders: in a paperless format (PDF) or you can always print it if needed.

The Convention, mega logistics event was the first such large gathering in the this post-COVID pandemic period.

With the theme “Logistics-Reshape, Embrace & Surge, In

the Digital Era”, the Convention had seven Business Sessions on various topics concerning the fast-changing logistics industry eco-system.

A galaxy of eminent and domain expert speakers from industry stake holders as well Government deliberated on the following topics: Customs - Regulator to Facilitator; Industry perspective & expectation of Customs; TFA - An important initiative; IFCBA - International Best Practices / Digital Global Customs; IT EXPERT - Innovation & Disruption; Digital Transformation for Business Enhancement; Customs- Leading Digital Changes; Importance of Digital platform - backbone of efficiency; Research in Logistic; Planning supply chain with skill and research; Association and Chamber connect for Strengthening Logistics Talent; FFFAI initiatives for Skill Development; PM Gati Shakti-MMLP New Horizon New Dimension; Unified Logistics Interface Platform (ULIP); Digital Aggregation of Business; Asset Based Models - New Perspectives; New Age Financing Model; Overcoming Disruption; Global Supply Chains; Port Infrastructure; Gift City New Paradigm for foreign trade; Aviation Industry for the future; Next Generation and Youth in Industry, etc



## PSA Mumbai achieves historic landmark of handling 4 millionth TEU

**P**SA Mumbai achieved a significant Milestone, since the start of the Terminal's operations in Feb 2018,

of handling 4 Millionth TEU on 22nd July 2022. .

The key Milestone of 4 Millionth TEU was handled on Maersk Genoa Vessel. PSA Mumbai is further expanding the Terminal capacity from 2.4 Million TEUs to 4.8 Million TEUs by the 1st Quarter of 2025 to be well ahead of the demand.

"We would like to convey our heartfelt gratitude to all the Shipping Lines, Customers,

Statutory Bodies & all the Stake holders for overwhelming support in achieving this major Milestone," informed a recent communiqué from PSA.

PSA Mumbai serves the important industrial and manufacturing centres and cities in Northwest India, as well as India's largest hinterland with a population in excess of 400 million. The development of PSA Mumbai,

JNP's fourth Container Terminal, will cater to the ever-increasing demand for container handling capacity, boost export / import trade and increase economic

activities between India and other countries.

When PSA Mumbai is fully completed, it will have a berth length of 2,000 metres and the deepest berths in JNP to handle large super post-panamax vessels.

It will also be equipped with the latest technology and equipment to offer customers fast turn around of their vessels. PSA Mumbai is well-connected by major highways and rail networks to key markets in Maharashtra, Gujarat, and the National Capital Region of India.

## JNPA stakeholders' meeting highlights the Sagarmala projects



Jawaharlal Nehru Port Authority (JNPA) organized a stakeholders' meet chaired by Mr. Sanjay Sethi, Chairman, JNPA, on the completion of seven years of Sagarmala - the flagship programme of the Ministry of Shipping initiated by the Government of India in 2015.

The Sagarmala initiative has successfully enabled the Indian ports to handle large volumes by making them more efficient and reducing the turnaround time of containers. Numerous projects have been undertaken across various categories such as port modernization, rail, road, cruise tourism, RORO, ROPAX, fisheries, coastal infrastructure and skill development. Due to the immense potential in Maharashtra's coastal region, 131 projects worth Rs. 1.05 lac crore have been proposed to be implemented in Maharashtra.

Expressing gratitude to stakeholders, Mr. Sanjay Sethi,

Chairman, JNPA, said, "All the stakeholders play a crucial role in JNPA's landmark achievements. They are an integral part of the port. Stakeholders' views and opinions on various ongoing projects are valuable to us. I want to take this opportunity to thank all the stakeholders for the proactive and constant support in maintaining the country's growth and ensuring seamless trade."

"JNPA continues to be one of the leading destinations for investment in the country, especially in the port and maritime sector. The port's growth story is self-explanatory for port's operating efficiency and handling capacity with international standards," he added further.

"Acting as the major catalyst for the trade and shipping industry, JNPA's projects like the fourth container terminal, JNPA SEZ, Dry Ports at Wardha and Jalna,

additional liquid cargo jetty, and many more will foster port's ease of doing business and take Indian Export Import to greater heights," he added further.

During the conference, a video and presentation on the numerous projects undertaken by JNPA under Sagarmala Programme were presented to the media, followed by an interactive session with the Chairman. An interactive session with the Chairman followed the discussion

Maritime infrastructure plays a vital role in the nation's economy; aligning with the Maritime India Vision 2030, Sagarmala initiatives will further boost infrastructure and drive investments to improve regional connectivity to aid trade. The Sagarmala initiative will further enable the ports to meet global standards and play a crucial in bolstering the nation's economic development.

## French Transport Minister visits JNPA; strengthening cooperation discussed

The French Minister of State for Transport & Ecological Transition, Mr Jean-Baptiste Djebbari, visited Jawaharlal Nehru Port Authority (JNPA), as part of his three day strategic visit to India for elevating Indo-French relations in land, air and sea transport with sustainable solutions. He discussed the contribution of French companies in developing Indian ports and the logistics value chain, along with the execution of the joint master plan on the blue economy.

Mr Unmesh Shard Wagh, Deputy Chairman, JNPA, gave a traditional welcome to the French Minister and his delegation.

The French Minister Delegate for Transport, the French Ambassador to India Emmanuel Lenain, the official delegation and members of the French Embassy in India took part in this visit and were welcomed by Atit Mahajan, Managing Director of CMA CGM India.

While interacting with the French Transport Minister and other delegates, Mr Wagh said, "JNPA promotes and emphasises on the sustainable solutions and land and sea transport systems, enabling meaningful participation in social and economic activities. JNPA provides multimodal facilities and several projects that enable ease of operation that gives the finest experience to our customers and stakeholders".

Talking about Indo-French relations, he added, "India and

France are interested in progressive advancement in maritime domain and port sector and are also both enthusiastic trading partners".

The delegation was shown a presentation giving them a glimpse of the projects at JNPA. Later, they were taken for a port visit and shown the overall functioning of the port and the latest development works.

Mr Djebbari appreciated JNPA's green port initiatives and the steps taken towards sustainable development.



Recently, India and France had, together, participated in the "One Ocean Summit", dedicated to the protection of the oceans, and organized in February by French President Emanuel Macron. During the summit, Mr Narendra Modi, Prime Minister of India, supported the initiative of a "high ambition coalition on



bio-diversity beyond national jurisdiction", and reiterated India's commitment to eliminating single-use plastic and promoting the cleanup of plastic waste.

Mr Rodolphe Saadé, Chairman and CEO of the CMA CGM Group, announced during the summit, that from June 1, 2022, the Group would no longer be transporting any plastic waste aboard its ships. Removing plastic waste is a major priority for oceans and for conserving biodiversity.

The CMA CGM Group is stepping up its efforts to make conserving biodiversity one of the priorities of its CSR policy and to develop trade that is more responsible and fair for everyone and for the planet. In India, the Group is involved in various sustainability actions which include forest, land and animal welfare programs.

The CMA CGM Group is also committed to achieving Net Zero Carbon by 2050 and intends to accelerate the energy transition for transport and logistics. To achieve this goal, CMA CGM is taking concrete actions by adopting the best available solutions. The Group has already deployed 27 "e-methane ready" vessels and will have a total of 44 such vessels by the end of 2024.

## National Time Release Study 2022 shows improvement in cargo clearance times



As per the National Time Release Study (NTRS) 2022, conducted by Central Board of Indirect Taxes and Customs, (CBIC), there has been further improvement in the average cargo release time for all the four port categories in 2022 over the corresponding period of the previous year: by 2 per cent for ICPs to significantly higher 16 per cent for ACCs. For sea cargo cleared through the sea port or inland container depots, average release time has improved by 12 per cent. With this improvement, the ICPs have already achieved the National Trade Facilitation Action Plan (NTFAP) target release time for 2023, whereas the other three port categories have reached 75 per cent of the NTFAP target, highlighted a Ministry of Finance release.

A set of Time Release Studies (TRS) was released by Mr. Vivek Johri, Chairman of CBIC.

TRS are essentially a performance measurement tool for assessing

the cargo clearance process of the international trade, as recommended by the World Trade Organization (WTO) under the Trade Facilitation Agreement (TFA) and the World Customs Organization (WCO). It adopts average cargo release time, i.e. the time taken from the arrival of the cargo at the customs station to its eventual release for import or export, as the case may be.

The National Time Release Study (NTRS) 2022 covered 15 major Customs formations, including four port categories – seaports, air cargo complexes (ACCs), inland container depot (ICDs) and integrated check posts (ICPs), which handle about 80 percent of the bills of entry (imports documents) and 70 percent of the shipping bills (export documents) and is based on the sample period between 1st – 7th January 2022.

The NTRS 2022 has reported

further improvement in the average cargo release time for all the four port categories in 2022 over corresponding period of the previous year: by 2 percent for ICPs to significantly higher 16 percent for ACCs. For the sea cargo cleared through the sea port or inland container depots average release time has improved by 12 percent. With this improvement, the ICPs have achieved the National Trade Facilitation Action Plan (NTFAP) target release time to be achieved by 2023, whereas the other three port categories have reached 75 percent of NTFAP target.

NTRS 2022 and the Custom House level Time Release Studies, which have been conducted using the same data set, obtained from the customs automated system and following the same methodology, have found strong affirmation for the four-fold 'path to promptness', namely:

- Advance filing of import documents enabling pre-arrival processing,

- Risk based facilitation of cargo,
- Benefits of trusted client program – Authorized Economic Operators, and
- Direct Port Delivery (DPD) facility.

In case of Exports, the Study noted that the documentary clearance of export consignments, measured by the time taken from arrival of the goods at the customs station to grant of Let Export Order has been significantly minimized, ranging from 4:04 hours in

the case of ACCs to 47:41 hours in the case of ICDs. This time is within the differential NTFAP target for the four port categories. However, the studies have found that on account of various logistics processes, the time taken in the eventual export after the regulatory clearance, takes long time – accounting from 60 percent of the total time in the case of integrated check post to 92 percent in the case of air cargo.

It may be mentioned that JNCH was the first major Custom House to initiate annual

TRS beginning in 2017, and NTRS 2022 shows that the average import cargo release time has been halved since then. NTRS 2022 and local TRSs have also made certain recommendations to further reduce the average release time targets to meet the targets set out in the NTFAP and improve the trade facilitative eco-system in the country.

NTRS 2022 is available on the CBIC website and other Time Release Studies are being made available on the websites of the respective formations.



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## JSW Infrastructure commission its 1st Container Terminal at NMPT

JSW Infrastructure, the ports company of the JSW Group, has commissioned its first Container Terminal at New Mangalore Port Trust (NMPT).

“The commissioning of the Container Terminal at NMPT marks JSW Infrastructure’s diversification and foray into the container cargo business. The Container terminal at NMPT will aid the company’s plans to increase its diversified product portfolio and improve share of third-party cargo handled across its operations,” said a statement.

“It was a conscious call to get into the Container business,” Arun Maheshwari, Joint Managing Director and CEO of the port operator said recently.

“Because so far JSW has been into dry bulk cargo for the last two decades. Setting up a new ecosystem for containerised cargo would be a challenge. So we thought of getting into a place which already has an ecosystem. This opportunity came our way two and a half years back. There is a good hinterland. The infrastructure behind it is getting developed very fast.”

The facility now handles 150,000 TEUs of containerised cargo annually but will cross its full capacity of 240,000 TEUs within two years, and 400,000 TEUs to which the capacity will be



expanded by FY24) in 5 years, he said

JSW Infrastructure has a 30-year concession agreement with NMPT for this Container Terminal on Design, Build, Finance, Operate and Transfer (DBFOT) basis. This container terminal has a quay length of 350 meters and a backup storage area of 15.5 hectares.

JSW Infrastructure’s mechanized container terminal at NMPT will support the inland water-based infrastructure and regional development of the Mangalore SEZ. It is expected to provide impetus to the growth of cargo business in Karnataka’s hinterland regions including Hassan, Shimoga, Mysore, Bengaluru, South Karnataka and surrounding industrial hubs. JSW Infrastructure’s container

terminal at NMPT is designed to handle mainliner cargo vessels at port of up to 9,000 TEUs. The mechanized container handling facility and increase in vessel size will provide inland water-based logistics support to boost hinterland trade in key hinterland markets, the statement said.

NMPT is an all-weather, lagoon type port situated at Panambur, Mangalore in Karnataka and is one of the Major Ports playing a key role for the economic development of Karnataka. Container traffic at NMPT has been growing at a CAGR of 15 per cent since 2016 as compared to Indian container traffic growth of 7 per cent.

Mr. Maheshwari said that at the group level, there is also a “thought process” to manufacture containers but there is no firm plan as of now.

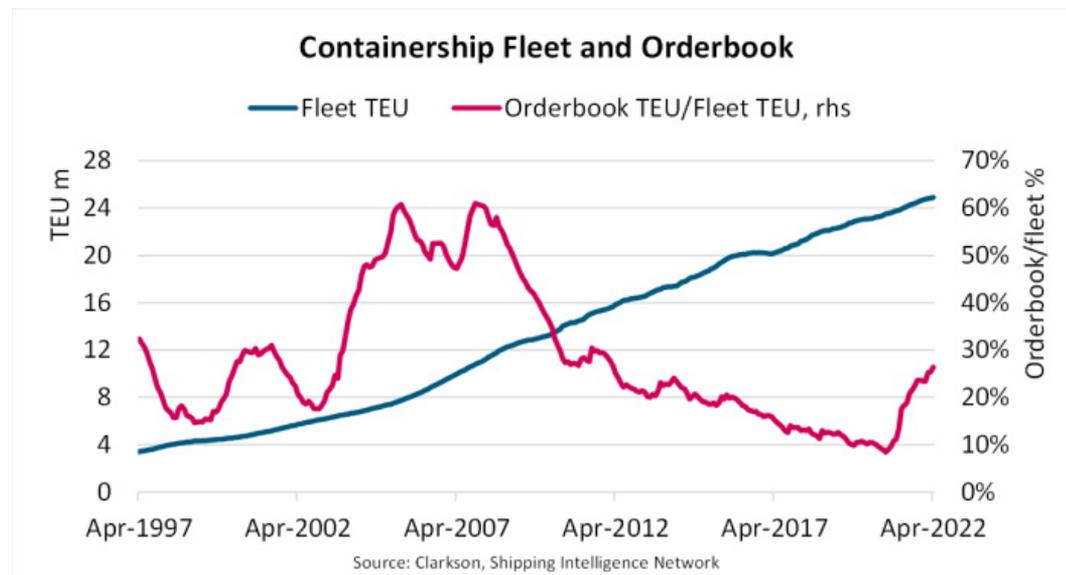
# Container Ship orderbook hits 6.5m TEU for the first time since 2008

The container ship orderbook hit a post-financial crisis low just below 2m TEU in October 2020. In the eighteen months since then, liner operators have seen record profits and a large percentage of these have been poured into newbuilding contracts.

“In just eighteen months, 6m TEU of newbuilding contracts have been added to the container ship orderbook,” says Niels Rasmussen, Chief Shipping Analyst at BIMCO, adding: “This has taken the orderbook past 6.5m TEU for the first time since late 2008.”

The orderbook is now 26% of the fleet size for the first time since 2014 and, combined with YTD 2022 deliveries, 6.2m TEU are now scheduled to be delivered during 2022-2024.

“In addition to the newbuilding deliveries, we must expect that congestion problems around the world will eventually begin to ease. This could release as much as 2m TEU effective supply on top of newbuilding deliveries, and the total additional supply appears to be on target to exceed 8m TEU between early 2022 and early 2025, representing 33% of the current fleet size in just three years,” says Rasmussen.



In the meantime, on the other side of the supply equation, demolition and sailing speed are very likely also headed for substantial changes. A share of the fleet will not be able to comply with EEXI targets without retrofits or introduction of Engine Power Limitation (EPL). Some vessels may, however, have no good path to compliance while remaining commercially attractive and will be demolished.

The vessels that do achieve EEXI compliance will also be faced with CII introduction on 1 January 2023 as well as shipping's likely inclusion in the EU's Emission Trading Scheme (ETS). This will add further pressure on reducing GHG emissions and some vessels may simply be considered uneconomical to keep in

operation. Others may have to slow down further to achieve the desired CII rating.

“Most owners probably already have plans in place for their individual vessels. However, accurately estimating the impact of EEXI, CII, and ETS on the entire fleet is extremely difficult,” says Rasmussen.

“All that seems certain is that we will see more vessels demolished and others reducing speed. Because of the reduced speed, liner operators may have to add an additional vessel to several services. Still, unless demand surprises on the upside it appears unlikely that all the capacity being delivered and released from congestion can be absorbed without damaging the supply/demand balance in the coming years.”

## OOCL's 2021 Profit rises more than 7 times to US\$7.13bn

Orient Overseas (International) Limited (OOIL), now a Cosco unit and holding company of Orient Overseas Container Line (OOCL), has logged its highest yearly earnings with a profit attributable to equity holders of US\$7.13 billion for 2021, compared to a profit of \$902.7 million in 2020.

The company also reported its highest ever revenue and liftings figures for OOCL, its core container shipping and logistics business, that surpassed even the outstanding outcome for 2020. The financial results, it said, were achieved in a context that is entirely without precedent.

The group's revenue for the calendar year reached \$16.83 billion, more than double its income of \$8.19 billion in 2020. Liner liftings also grew to 7.59 million TEU, up from 7.46 million TEU in 2020.

"Since the middle of 2020, our industry, indeed the entire supply chain, has been battling the same confluence of factors. After global economies began to reopen after lockdowns driven by the pandemic, levels of demand consistently outperformed expectations, especially, but not only, on routes from Asia to North America," the company said.

"Our relationships with our customers are key to our success. We have consistently worked to assist our customers through these challenging times, honouring our contractual commitments, seeking new



ways to co-operate with them on an end-to-end basis, helping them navigate the challenges of schedule changes and congestion, and adding extra capacity where possible.

"We look forward to continuing to deepen and extend our relationships with our customers in this way."

As the company looks forward through the rest of 2022, it believes demand will remain resilient and congestion and disruption will continue to put pressure on the global supply chain.

"It seems unlikely that this situation will change materially during the first half of 2022, but we will continue to pay close attention to key leading indicators and to the forecasts and expectations of our customers," OOCL said.

Some of OOCL's operational highlights from the last year include the company launching its first multimodal container service from China to the US East Coast, to help meet customer demand.

The "innovative" product is a combination of the "Chang

An" China-Europe block train service from Xian to Kaliningrad, Russia, with onward feeder to Bremerhaven, and then with OOCL ocean services from Bremerhaven to various ports on the US East Coast.

Back in November, the group also introduced its China Straits Service 3 (CSS3), strengthening its China to South-East Asia service network.

The launch of this new service aimed to supplement CSS1 and CSS2 which were launched in 2020.

Meanwhile, in 2021, The Cosco-owned firm placed orders for ten 16,000 TEU vessels, for a total cost of \$1.58 billion, for delivery between the fourth quarter of 2024 and the fourth quarter of 2025.

"These vessels are added to twelve 23,000 TEU container ships that we already have under construction, for delivery during 2023-2024," said OOCL.

The company also praised the efforts and sacrifices made by its seafarers during the year by keeping "world trade flowing during this pandemic, and we all owe them a special debt of thanks".

## Cross-industry collaborations essential to strengthen the sustainability of the maritime industry and supply chains



The Maritime International Advisory Panel (IAP), chaired by Minister for Transport and Minister-in-charge of Trade Relations Mr S Iswaran, held its inaugural meeting on 5<sup>th</sup> and 6<sup>th</sup> April during the Singapore Maritime Week 2022. The Maritime IAP was set up by the Ministry of Transport (MOT) and the Maritime and Port Authority of Singapore (MPA) and comprises global business leaders from the maritime sector and adjacent industries. It aims to seek global perspectives on key trends that will shape the maritime industry, and how the maritime sector and adjacent industries can collaborate to enhance the connectivity and resilience of the global maritime industry and supply chains.

Over the two days, the Maritime IAP held insightful discussions with Singapore's Deputy Prime Minister and Coordinating Minister for Economic Policies,

Mr Heng Swee Keat, and Mr S Iswaran on the future of the global economy, trade and supply chains. They also visited the Port of Singapore and had a deeper discussion with Mr S Iswaran on the critical factors as well as the stakeholder collaborations needed to build connected, resilient and sustainable supply chains.

### Global Trends

The Maritime IAP highlighted three key trends that would shape the future of a resilient and sustainable supply chain:

- (i) Reconfiguration of supply chains through diversification, regionalisation and disintermediation, due to growing emphasis by countries and companies on the need to enhance resilience and flexibility amidst the COVID-19 pandemic and geopolitical developments;
- (ii) Technological advancements, such as digitalisation and

automation, which would improve productivity and end-to-end visibility of supply chains; and

- (iii) Growing importance of sustainability as countries, corporations and consumers demand a decisive response to climate change.

### Enabling More Connected, Resilient and Sustainable Supply Chains

Shipping is a critical conduit for global trade. In response to the three trends, the Maritime IAP emphasised the important leadership role of maritime hubs around the world, including Maritime Singapore, in enabling more connected, resilient and sustainable supply chains.

The Maritime IAP underscored the need for inclusive collaboration among governments, the maritime industry, and adjacent sectors

across the global supply chain to accelerate solutioning and scale up efforts; thereby complementing and reinforcing the efforts undertaken by the International Maritime Organization (IMO).

The Maritime IAP identified the building of digital corridors and green corridors as two areas for collaboration.

### Digital Corridors

Companies and countries are increasingly seeking end-to-end visibility across supply chains to enable better management, responsiveness, and optimisation of complex supply chains. The emergence of technologies such as Internet of Things technologies, digital twins, blockchains and predictive analytics can drive accurate and timely data flows to enable better integration of supply chains and more agile responses to disruptions.

The Maritime IAP stressed the importance of advancing digital solutions to strengthen supply chain resilience. In particular, the panel recommended the following areas for collaboration with the aim of improving visibility across supply chains:

(i) Data sharing particularly of non-commercially sensitive data can be facilitated via common platforms.

(ii) Data standardisation and interoperability can be enhanced to facilitate access to reliable and real-time data.

(iii) Data security can be strengthened to safeguard the use of data across the supply chains from the potential risk of increasing cyberattacks.

By focusing on these areas, digital corridors among the industry, adjacent sectors and governments can be developed to enable trusted, secure and seamless information flow across global supply chains.

### Green Corridors

The Maritime IAP noted that there was urgency to tackle carbon emissions in shipping. On the shipside investments required, the Maritime IAP recommended further engagement with shipyards and engine makers to explore modular development of vessels that would provide flexibility.

Given that significant investments will be required to build infrastructure to support future fuels bunkering, the Maritime IAP noted the need to balance between narrowing down and catering for a few viable fuel solutions in the nearer term, and retaining flexibility to respond to technological advances in this area. The Maritime IAP noted the global shipping industry's proposal to the IMO to establish a fund to accelerate decarbonisation financed through mandatory financial contributions for marine fuel oil consumed. This would provide funds to accelerate research and development in low- and zero-carbon fuel solutions and incentivise the transition

to greener shipping while supporting capacity-building for development countries' climate action. The Maritime IAP discussed that Singapore, as a major transshipment hub and bunkering port, could play a role in development and piloting such a funding mechanism. The pilot would complement the work of the IMO.

The Maritime IAP viewed the availability of green financing for shipping as important to support decarbonisation. To encourage the development of green financing, the Maritime IAP suggested a finance ecosystem to bring together players with the funds and match available projects based on their risk levels. To enable better assessment of the risks, specialised players from the legal and accounting services sector can be involved to plug the knowledge gap.

The Maritime IAP suggested that coalitions of the willing can shape the future of decarbonisation by establishing green corridors. Such green corridors would serve as pilots to demonstrate how key ecosystems, including regulatory sandboxes for new fuels, green financing, information sharing, and carbon accounting mechanisms, can be brought together to provide practical ways to decarbonise the maritime industry.

The Maritime IAP agreed that the development of such initiatives should complement the work done at the IMO and be inclusive to ensure that the maritime

sector could make the green transition together. Bold action at the multilateral, regional and bilateral fronts amongst stakeholders such as maritime and port authorities, industry players, and research institutions was necessary to accelerate decarbonisation efforts. The Maritime IAP viewed that Maritime Singapore is well placed to foster such collaborations across ecosystems, sectors and borders by leveraging Singapore's position as a hub of hubs for maritime, aviation, trading, finance, talent, and innovation.

### Critical Role Played by Seafarers

The Maritime IAP underscored the critical role seafarers played in keeping global supply chains flowing and delivering essential goods to the world. The Maritime IAP expressed the hope that countries around the world continue to support seafarers out at sea.

Mr S Iswaran said, "We thank the IAP members for their valuable insights on how we can collaborate to bolster the connectivity, resilience and sustainability of global supply chains. As a trusted global maritime hub, Maritime Singapore will continue to drive collaborations with like-minded partners so as to create a digital and green future of maritime together."

## Attention not paid to land port development after Independence, but good progress in last 10 years: Amit Shah



Union Home Minister Amit Shah has said that while the land port development had been ignored in the country since Independence much progress has been seen in the past 10 years, boosting the strength of the economy.

Shah, speaking on the occasion of the 10th Foundation Day of the 'Land Ports Authority of India', said that while India should have focussed on improving road transport and land port after Independence but the due priority was given in the last 10 years following which unprecedented positive changes have been seen.

"In the last 10 years, the Land Ports Authority of India has overseen unprecedented developmental work," said Shah.

He also stated that "India faces different challenges and opportunities at land borders with seven neighbouring countries"

Shah underlined that India's trade corridors are very essential. "We face different challenges and opportunities at our land borders with seven countries (China, Pakistan, Bhutan, Myanmar, Afghanistan, Nepal & Bangladesh). We have strong relations with Bangladesh and it is reflected in the trade corridor with the neighbouring country. Our trade relations with Bangladesh are evolving," said Shah.

He added, "Almost 600 years ago, India and China had trade relations across the world."

The Home Minister said, "The developmental work initiated by the Authority in the last 10 years is being appreciated by everyone." Shah also stated that "the feature of the Authority is not only to check bill of lading for business activity but promote the economic activity without comprising the security of the country".

# Supply chain crisis compounds inflation in 2022 : DP World

New research reveals that supply chain issues are exacerbating inflation. The study commissioned by DP World, the leading provider of smart logistics solutions, found that during 2022 trade is expected to expand further, due to a 16% increase in exports during 2021 and imports by 12%. Production levels have been unable to keep pace with demand leading to supply shortages and will limit import growth in 2022.

Commenting on the report's findings, DP World Group Chairman and CEO Sultan Ahmed bin Sulayem said: "The report is evidence that rising freight rates, and low production levels, coupled with a volatile social-economic situation in Europe, will keep inflation high in 2022 as companies navigate a risky trading environment. But supply chains are adapting, and executives are positive about the future of trade, which will prove durable in the near to medium-term despite any inflationary fears."

The survey of 3,000 respondents, produced in partnership with Economist Impact captured perspectives of company leaders across the world. In addition to rising inflation, geopolitical tensions

between the US and China continue to concern executives with 30% claiming that ongoing trade war between the US and China is the top reason to be pessimistic about global trade.

Despite the apprehension, and low production levels limiting imports, international revenue expanded for 68% of companies exporting freight in 2021, compared with 42% in 2020. 35% attributed that growth to an expansion of



exports into new markets, as companies took advantage of new trade routes created by the pandemic.

To cope with the pandemic and ease inflationary pressures, companies are also changing their strategic outlook. 48% now said diversifying their



supplier base is their primary reconfiguration strategy, with efforts focussed on sourcing raw materials (24%) and managing shipping lines and logistics (21%). The highest cited reason for optimism for global trade was the growth of technology to ease supply chain issues, particularly the adoption of 5G to increase connectivity.

Digitalisation can also streamline operations and increase efficiencies in trade. 67% of companies in the industrial sector are already using digital platforms for supply chain management. Businesses now have greater flexibility to move cargo faster, track progress in real time and automate customs clearance processes, helping address non-tariff trade barriers.

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