



Guiding Spirit to Shipping Industry

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PAGE - 5

Shipping emissions rise 4.9% in 2021



PAGE - 9

VOC Port Tuticorin handles 26 million tons of cargo



PAGE - 13

WTO lets China impose tariffs on US in Obama



PAGE - 14

New school provides seafarers' children

Solving crew-change crisis requires a better vaccination programme

The industry must aim for a 100% vaccination rate for seafarers and receiving booster shots is among the next must-do tasks.



Kishore Rajvanshy- MD Fleet Management Ltd.

THE new variant of corona virus has presented fresh crew-change challenges that can only be solved by better seafarer vaccination programmes, according to Fleet Management managing director Kishore Rajvanshy.

The highly transmissible Omicron strain has made the already fluid operational and regulatory environment even more unpredictable, he told Lloyd's List.

"The goalposts are changing so frequently and so drastically that you have to constantly keep on amending your procedures," he said.

One example is the increased risks of sign-on crew getting infected on their way to their ships. Several transits are now required for them to arrive at the destination port with direct flights decimated by the pandemic-induced travel restrictions worldwide.

Despite testing negative before departure, a few of them will still contract the virus upon arrival. Should that occur, the entire team must be isolated before their results turn negative and they are allowed to embark.

Meanwhile, the vessel will be waiting at the port unless the owner decides otherwise with the consent of the existing crew on board to continue sailing and be relieved a week or 10 days later, when their replacement is ready.

Such an incident previously emerged every five to six trips for the incoming crew, said Mr Rajvanshy.

"But now because the Omicron variant is so infectious, the frequency of this happening has become far more than what it used to be."

Meanwhile, with the new variant, governments have also tightened up the control over entry of seafarers. In China, for example, rotation of foreign crew has been largely banned for nearly two years since the onset the pandemic.

The restrictions have become stricter during the past few months as part of the precautionary measures amid the sporadic outbreak in different Chinese cities and the need to ensure a successful Winter Olympics, being held next month in Beijing.

Several provinces in China have imposed extra restrictive rules to curb the import of omicron cases, according to Mr Rajvanshy.

"So even for Chinese crew to join the ship, sometimes they have to do quarantine when they are traveling from one province to another," he said, adding there are hopes that the ban on foreign crew change might relax after the Olympic Games. Courtesy Lloyd's List: <https://lloydslist.maritimeintelligence.informa.com/>

IRS strengthens focus on safety of Inland Waterways



Indian Register of Shipping (IRS) is forging ahead with a drive to enhance inland vessel safety throughout India to aid the country's economic growth. It played an integral role in the drafting of the Inland Vessels Act 2021 which was passed by the Indian parliament.

Based on new IV Act 2021, IRS has drafted ten different rules in consultation

with Ministries, State Governments, and various other stake holders. The draft Rules and Regulations for Construction and Classification of Inland Waterways Ships are ship type specific to ensure safety of cargo, assets, environment. The draft Rules cover requirements for Passenger vessels, including Ro-Ro & Ro-Pax, tankers, gas carriers and dry cargo vessels. The rules also cover aspects of insurance, wreck & salvage, limitation of liabilities and other administrative provisions.

Once the rules are presented in

Turn to page -2 >>

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