



# Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E - Paper

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## CMMI Conducts Annual Seminar on "Skilling-Up The Maritime Sector In The World Of Digitalization"

The Company of Master Mariners of India (CMMI) conducted its Annual Seminar on **Skilling-Up The Maritime Sector In The World Of Digitalization** at The Lalit Hotel on 28th June 2023. A large number from the maritime industry attended the Seminar.

Mr. Shyam addressed Maritime India Vision 2030 and the challenges of reduction in carbon footprints. He requested patrons and stakeholders to visit his office, handhold, guide, and be part of the collaborative journey to take the maritime sector to higher glorious heights, in the service of the nation. He thanked the CMMI for the invite and conveyed his best wishes for the deliberations at the annual conference.

also he proudly announced the CMMI members holding many key positions in various maritime sectors.

He briefed on today's seminar and said that by the end of today's seminar, to prepare the white paper

on what India should do to adopt the system to sink with the future of shipping. He welcomed the galaxy of speakers and conveyed special thanks for participating in the seminar and declared the Seminar as Open.

Thereafter the **Release of the Book ceremony, Edited by Dr. (Capt.) Vivek Jain** was conducted.

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Capt. M. P. Bhasin



Capt. K. V. Pradhan

Capt. M. P. Bhasin Secretary General CMMI welcomed the Chief Guest Mr. Shyam Jagannathan, IAS, Director General of Shipping (Designate), and with his brief introduction, warmly greeted with a bouquet of flowers by CMMI Dy Master Kaustubh Pradhan.

Capt. Kaustubh Pradhan, Dy Master CMMI, in his opening speech, briefed on the CMMI foundation, the membership growth of over 3,800 with 16 Chapters all over India and 3 Chapters overseas in Singapore, Hong Kong & Dubai, and a new Chapter in the UK is in the pipeline. He also briefed on the various activities being conducted by CMMI and which include Extra Master's course, Masterclass for Directors, and collaboration with NITIE to start a special Executive program / MBA shortly and



Mr. Shyam Jagannathan



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## CMMI Conducts Annual Seminar on “Skilling-Up .... From Page : 1



Release of Book on Maritime Skills by Mr. Shyam Jagannathan, IAS DG Shipping

Mr Ashok Advani from Sagar Sandesh, the publisher and marketing promoter of the book gave a short brief on Editor Dr Capt Vivek and on the Book's contents. The Book was released by the hands of Mr. Shyam Jagannathan along with CMMI Team Capt. Bhasin, Capt Pradhan, and Mr. Advani. The Book- Maritime

**Skills on Vessels & Shore – the STCW Convention's Relevance & Recommendations is available on Amazon's online store.**

Mr. Shyam Jagannathan, IAS, Director General of Shipping (Designate) was honored with a memento as a gesture of appreciation.



Memento being honored to DG Mr. Shyam Jagannathan



Session1-Progression in Maritime Digitalization & Impact on Skilling, Chaired by Capt. S. Kishore, Speaker Vaishakh Chavan & Gaurav Bajaj

The inaugural Session came to an end and the Seminar then moved to

hardcore topics with **First Session** on Progression in Maritime Digitalization & Impact on Skilling, Chaired & Moderated by Capt. S. Kishore, Professor of Practice, IMU and Speaker Vaishakh Chavan, Project Head, Anglo-Eastern; and Speaker Gaurav Bajaj, Director, Simulation Projects, ARI.



Session1- Memento being honored to Speakers

Capt. Kishore gave overall outlines on the progression in Maritime Digitalization in shipping. Mr. Vaishakh with Electro Technical strong background took the audience on his detailed

presentation briefing on the electrical devices being used for automation from earlier days to now and for the skilling of students who are taking sea career, to familiarize these areas as a minimum standard, he advised.

Automation has been gaining traction among shipowners as an enabler of greater efficiency and cost savings. However, the industry is still a long way from exploiting its great potential.

Having a centralized data server on a ship is an essential step, as this collects information from the different vessel systems and communicates them to the shore-based owner. However, because there are several systems on board – and all of them speak different data languages and have different

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## CMMI Conducts Annual Seminar on “Skilling-Up ....From Page : 2

interfaces – there needs to be an automated server that would work as the concerned system of the ship. If you manage to sort out all the data collected in a clever way, you can then create new services that shipowners will have the benefit of, in the future. His presentation slides covered optimizations ( Technical, weather/Speed, and Trim )and he closed his presentation with the wonderful quote “**Patience is a virtue, But impatience get things done**” ( By Chelsea Clinton).

**Capt. Gaurav**, the man with a passion for simulation projects spoke on autonomous ships and autonomous technology. His presentation covered the slides showing how fast the technology is moving presenting the example of two vessels built in Cochin shipyard, India ready to undergo trials with the reduced crew building up the vessel’s autonomous capability. IMO MSC is drafting a new MASS (Maritime autonomous surface ship) code for adoption as

early as 2025. Covering 4 Degrees of MASS and Drivers of autonomy in shipping, he also touched on the challenges of automation (HMI, Training & skill requirements, Situation awareness & Decision making, Trust & Acceptance, Communication, and coordination ) and Challenges associated with autonomous ships ( Safety & Reliability, Cyber Security, Regulatory framework, Legal & liability issues, Technology limitations, and Human Machine Interaction).

The session ended with Questions from the audience which were well responded to by the Panel. **The Panelists were honored with the memento as a gesture of appreciation.**



Dr. (Capt.) Suresh Bhardwaj- Session 2



Mr. Lars Lippuner- Session 2

**The second session** was devoted to **Challenges for Maritime Education and Training in Skilling for the Future** that was Chaired & Moderated by **Dr (Capt) Suresh Bhardwaj** and the main presenter was **Mr Lars Lippuner, Director of Warsash Maritime School, Solent University, Southampton, UK.** Both covered the topic in detail as mentioned hereunder:



Memento being honored to Dr. Capt Suresh Bhardwaj



Memento being honored to Mr. Lars Lippuner

It was noted that the Industry 4.0 paradigm is involving a substantial innovation in the value-creation approach. And this is happening throughout the supply chain with the application of digital enabling technologies like the Internet of Things (IoT), Big Data Analytics (BDA), and cloud computing – which are no more just ‘buzz’ words!!

This is thus expected to have a disruptive impact on maritime transport and shipping sectors, where

smart ships and autonomous vessels – at various levels of autonomy of course will be part of a new and fully interconnected maritime ecosystem.

Specific hardware components and processors will be embedded in the ship’s key systems in order to provide valuable information to increase the efficiency, sustainability, and safety of maritime transport.

More efficient business models will also develop where digitized information will be effectively employed to strengthen the value chain.

### So what is the impact on seafarers’ skilling???

Seafarers who are in education today - embark on a career during which the industry will undergo striking change. The combined effects of - decarbonizing the industry along with high levels of automation, all the way to Degree 4 MASS **at least in some parts of the sector, will bring a step-change to the sector that in its magnitude is more akin to the massive change from sail to steam.**

### So what does that mean for the education of tomorrow’s maritime workforce?

In a time where technological innovation outstrips the pace of regulatory adaptability, the maritime education sector can no longer rely on the comfort to wait for internationally recognized model courses to appear.

**H i g h - q u a l i t y institutions will, therefore, have to conduct their own research to explore the skills required from the future workforce and adapt its curriculum to allow for research-led teaching that produces work-ready and future-ready graduates.**

An excellent case study is the research project **IGNITE** (Intelligent Ship

Care) by the Warsash Maritime School (part of Solent University Southampton) which has created a testbed for remote operations by combining its sector-leading simulations center with its manned model ship handling center 10 miles away to explore the skills required by future remote operators and indeed those who will serve on ships in a changed environment.

**Mr. Lars Lippuner**, as a Principal Fellow of the Higher Education Academy, is passionate about leveraging the power of education and research to unlock the career potential of students and to accelerate innovation, with a particular focus on the decarbonization of the maritime sector.

He is the chair of the International Association of Maritime Institutions IAMI, He is also a member of the Merchant Navy Training Board MNTB that define the curriculum for all Merchant Marine Education in the UK and is working closely with the Maritime & Coastguard Agency and other policymakers to effect lasting change.

### Analyses of Knowledge and Skills Needed to Manage and Operate MASS.

In terms of horizontal structure, the development of MASS **will bring about the adjustment of seafarer type structure....no more Deck, Engine, or Electrical.**

**In higher levels of MASS**, the seafarers will not be classified according to the workplaces, and ship control personnel will be divided into two types: "shore-based" personnel and "shipboard crew". The shore-based personnel will be responsible for the navigation of ships by remote control, and the shipboard crew will undertake multiple tasks such as navigation and machine maintenance.

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## CMMI Conducts Annual Seminar on “Skilling-Up ....From Page : 3

### Impacts of MASS in Different Levels on the Requirement of MET.

Different levels of MASS have different impacts on the future of maritime education and training.

#### 1) At degree 1 – Ships with process automation and decision support

Little impact really, but new requirements will be put forward for the knowledge system and training method of education training.

#### 2) At degree 2 Impacts of Remote-control ships with crew on board

In addition to the traditional maritime knowledge, navigators should master new knowledge and technology related to MASS or/ and apply them in practice to different degrees, (as seen with Wasash Research) such as network information knowledge, automation knowledge, information physical system knowledge, big data knowledge, autonomous navigation

and collision avoidance technology, remote control knowledge etc,

This will have a considerable impact on the future MET, requiring to include the above new knowledge and technology in addition to the traditional maritime knowledge.

#### 3) At degree 3 - Impacts of Remote-control ships without crew on MET

These ships are completely dependent on the operation of the qualified personnel on shore. Therefore, the qualified personnel on shore will need to have a deeper understanding of the knowledge of network information technology and automation technology, as well as an extensive knowledge reserve to cope with the remote and changeable marine navigation environment.

#### 4) At degree 4 - Impacts of fully autonomous ships on MET

Here, the decision-making for ship operations is completed autonomously.

There is no crew on the ship. Control personnel on shore also - mainly play the role of monitoring the ship's navigation performance, & when necessary, can get involved in controlling the ship.

Higher requirements will be there for suitable personnel of fully autonomous ships. The supervisors need to be proficient in all the knowledge and skills of Key Technologies for MASS.

MET has to closely track and follow the development of MASS, forecast the supply and demand for seafarers, dynamically control the scale of maritime talent education, reshape the curriculum system, renew the teaching content, promote innovation of the education mode, and improve the educational quality of maritime talents to adapt to the development of MASS.

**What types of skills and competencies are required to perform**

### shore-based operations of unmanned and autonomous ships?

They will have to be ex-seafarers. They should be like master's license holders at the minimum because they need to know exactly, just like you are controlling the ship, they need to know when to take over. They should be just like a master taking over the maneuvering.

It will be critical to diminish the focus on mechanical and electrical training and focus more on electronics in the short term and on artificial intelligence and machine learning in the future, that is the real future.

They will still need traditional seafaring skills. In addition, they will need the basic skills of how to operate a computer, computing skills, and gaming skills. Also, they will need to understand the environment, they will need to understand cargo and stability, they will need to understand all of the engineering.

Future operators in shore-based will need to

have high cognitive skills, which will allow them to deal with large amounts of information on the screen displayed in shore-based stations. They should be very sound, theoretically.

Leadership, communication, decision-making, information management, risk analysis, and task allocation are also among the soft skills that will be needed by shore-based operators in order to effectively do their job.

*Only ex-seafarers should be trained to operate autonomous and unmanned ships – is quite established.*

With regard to the specific certification that future shore-based operators should hold. It is suggested that a smart ship's (i.e. autonomous/unmanned ships') license could be added above the traditional license. **Maybe we can call it a smart ship operator's license.**

Both sessions were excellently presented and applauded.

**TO BE CONTINUED on 10th July 2023 Publication....**

## SEAFARER NEWS

**A** voice of the Indian shipping industry and Mr Amar Singh Thakur former General Secretary Maritime Union of India recently met Mumbai Port Trust Chairman Mr Rajiv Jolata to discuss shore leave-related problems faced by Indian seafarers.

The Union's senior functionaries, Mr Abhijit Sangle and Mr Sanjay Pawar too were present in the meeting between Mr Amar Singh Thakur and Mr Rajiv Jalota.

India's leading shipping association, The Maritime Association of Shipmanagers and Agents (MASSA) too has endeavored to address the shore leave problems faced by Indian seafarers in India through representations and deliberations with the Ministry of State for Ports, Shipping and Waterways of India.

## Indian industry pledges to solve shore leave problems for the seafarers



MASSA Chairman Capt Girish Phadnis had a fruitful discussion pertaining to Indian seafarers' shore leave problems with the Union Minister of State for Ports, Shipping and Waterways of India, Mr Shripad Naik during his recent visit to Mumbai.

“MLC 2006 empowers every seafarer to get shore leave at the ports. The importance of shore leave hence cannot be undermined,” said Mr Amar Singh Thakur.

Seafarers working without adequate shore leave are more vulnerable to mental exhaustion which gravely affects their work efficiency aboard the cargo ships. Confined spaces and the monotonous routine of seafarers aboard cargo vessels lead to acute boredom. Living constantly under such circumstances often results in stress, depression, and homesickness. The mental health of seafarers is thus boosted through the shore leaves.