



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Weekly Thrice E - Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Monday, July 10, 2023 | Voyage 12 Wave 063

Published & Released on Every Monday, Wednesday and Friday



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India Japan
Joint Maritime
Exercises
commence in...



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Another liner
service skips
call at East
coast ports ...



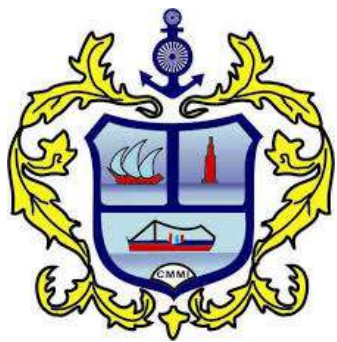
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Gujarat, Tamil
Nadu Ports
Set to Develop
Hydrogen Hubs



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Rs 50,000 crore
tunnel road
option to Ease
Bengaluru's....



CMMI Conducts Annual Seminar on “Skilling-Up The Maritime Sector in The World of Digitalization”

Continued from 7th July 2023
publication...

The **Third Session** topic discussed was the **Impact on Related Sectors and Skilling Needs**, which was Chaired & Moderated by **Capt. Kapil Dev Bahl, Fellow, CMMI**, and Speaker **Mr. R. Srinivas, VP & Sr. Principal Surveyor, IRS**, and Speaker **Capt. Hari Subramaniam, Regional Head, Business Development-Shipowners Club, Singapore, Warden CMMI**

On the Insurance premium side, the ships without crew may attract a higher premium towards H&M due to an increased risk of collision/oil spill and the added factor of Cyber security, **Capt. Hari** said highlighting the extent of accidents being actually prevented with the presence of human elements. Club, being a non-profit organization, currently moving with industry norms and maintaining premiums at a reasonable level for currently built autonomous small vessels operating in inland waters, he added.

On the Ship Opex side, about 60% of the cost is seen incurred on Crewing; would there be saving on Autonomous ships? this

legal entity are yet to be defined. Therefore the approach on MAAS degree 2 and moving on to MAAS degree 3 would bring a lot of input to take the industry forward in the direction of meeting challenges on fully autonomous ship operation in international water but this will take a long, was concluded.

Very interesting questions were raised by the audience and the same were well responded to by the panelists. **The Panelists were honored with the memento as a gesture of appreciation.**

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Session 3- Impact on Related Sectors and Skilling Needs- Chairperson Capt. Bahl and Speakers Capt. Hari & Mr Srinivas

Mr. Srinivas and Capt. Hari shared their views. On the cost advantage, ships without crew vs with crew, it was hard to conclude as the progress made on this has been at a very raw level.

was debated with no conclusion arrived as other factors involved in the operation of autonomous ships are still seen in a very very initial stage and the functional approach and regulation approach/

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CMMI Conducts Annual Seminar... *From Page - 1*



Panel discussion-
Chairperson & Moderator-
Capt. Y. Sharma



Panel discussion- Panelists Capt. Panda,
Capt. Deboo, Capt. Bhasin & Capt. Viraf

Panel Discussion

thereafter was Chaired & Moderated by **Capt. Y. Sharma**, Fellow CMMI with panelists **Capt. K. N. Deboo**, Director & Principal AEMTC; **Capt. M. P. Bhasin**, MD MSC Crewing India and Secretary General, CMMI; **Capt Viraf Chichgar**, GM, Fleet Management Training Institute, India and Special invitee **Capt. L. K. Panda** former Nautical Advisor GOI, DG Shipping.

Capt. Sharma addressed the Basic understanding of digitalization and digitalize enterprise giving the characteristics namely the decisions being data-driven, lean vs agile to be able to move efficiently, to be innovative, to be collaborative, and to leverage all the digital tools to communicate, then he moved on to the strategies involved in transforming an organization to the

digitalization enterprise covering important points namely to align businesses with IT team, to develop the agile mindset and managing change, to hire tech-driven talent, selection of IT system and importantly focus on Training The People. He mentioned 2 interesting Quotes relevant to Seminar Topic:

“When digital transformation is done right, it’s like a caterpillar

turning into a butterfly, but when done wrong, all you have is a really fast caterpillar” (by George Westerman, MIT Sloan).

Quote from John Hagel, Deloitte **Most of the executives I talk to are still very much focused on digital largely as a way to do “more of the same,” just more efficiently, quickly, cost-effectively. But I don’t see a lot of evidence of fundamentally stepping back and rethinking, at a basic level, “What business are we really in?”**

After setting the tone, he moved on to a panel discussion, and here were the takeaways:

All shipping companies are moving towards Digitalization, and no one is playing out, this was evident. Capt. Bhasin shared statistics of MSC on E Bill of Lading 55K issued globally and 25K from India and Smart Containers.

Capt. Panda shared on the administration side the steps taken on digitalization.

Capt. Deboo addressed the existing workforce, the seafarers and shore especially the team which connects with ship operations in the maritime sector, require to be up-skilled to meet the demand of the digitalized sector. It was also highlighted to delete/ obsolete non-required training from the current STCW. On the recruitment side, currently, the new generation is seen as more computer savvy, they have a head start in digitalization but they need to marry IT with OT to be able to operate the equipment on board using the digital system. For new entrants, we require to review the intake background, **Capt. Deboo** added.

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CMMI Conducts Annual Seminar... *From Page - 3*



(L to R) Capt. Almeida, Capt. Rangnekar, Capt Gajanand, Capt Sharma, Capt Halbe, Capt Panda, Capt Pradhan, Capt Bhasin, Capt. Viraf & Capt Deboo

On the standardization of equipment in shipping, the takeaway was that standardization will not be seen because standardization kills innovation which the shipping sector will not support.

The whole crux of skilling up the maritime fraternity in a world of digitalization depends on the implementation timeline of MASS (Maritime Autonomous Surface Ships), added by Capt. Viraf. While most of the industry expects that it will be decades

before its implementation, one must understand that there are four degrees of MASS and these will not be ship-specific but nature of voyage-specific. For example, a vessel could increase reliance on automation during oceanic voyages, thereby leading up to reduced man-hour and manpower requirements. The benefits expected, include not just a reduction in OPEX, but also other benefits like reduced emissions, improved fuel economy, reduction in personal injury claims,

etc. The technology for the same has been tested to various degrees and now the residual challenges will be creating a regulatory framework and more importantly, creating a well-trained pool of human resources, at sea as well as ashore!

With increases in technological advances in autonomous and semi-autonomous technology in our day-to-day life, (e.g., ADAS in cars, or extensive use of robotics in Amazon's supply and logistics chain) it is only a matter of time before there will be a heavy commercial investment and as result, amplified progress



Capt. Kamal Chadha

in MASS Technology.

India is in an extraordinarily strong position because it has the dual advantage of a large pool of young seafarers as well as a huge pool of IT talent. It has the backend resources for training in both segments. The industry is therefore urged to start thinking of merging these backgrounds and taking a head start in training our existing and upcoming pool of seafarers in not just maritime but also other necessary skills related to IT, AI, Robotics, and automation. The future is closer than we all think, and India is in the best position to turn the upcoming challenges into a golden opportunity. But to do so all stakeholders

must act jointly and proactively now to change the existing Maritime Education and Training Standards and go beyond the 'minimum.' If we wait for 'minimum regulatory standards' to change with the upcoming STCW it may well be a case of 'too little, too late'! We need to act now, Viraf added.

The Panelists were honored with the memento as a gesture of appreciation.

The Seminar features a very interactive panel discussion and questions from the audience. The Very Informative Seminar came to an end with a warm & unique Vote of Thanks from Capt. Kamal Chadha, MD Marex and Warden CMMI.

India-US Navy's Joint operation for disposal of explosives



The Seventh edition of Indian Navy - US Navy (IN - USN) Salvage and Explosive Ordnance Disposal (EOD) exercise, SALVEX was conducted from June 26 to July - 06 at Kochi. Photo credit-Press release by PIB

NEW DELHI
Sagar Sandesh News BUREAU

The Navies of India and US have been participating in joint Salvage and Explosive Ordnance Disposal

exercises since 2005. The exercise saw participation from both the navies which included the ships – INS Nireekshak and USNS Salvor in addition to Specialist Diving and EOD teams.

MARINE NEWS

Spanning over 10 days, the Diving teams of both the countries shared experiences on Maritime Salvage and trained together in various facets of EOD Operations on land as well as at sea. SALVEX also saw conduct of joint training exercises towards enhancing interoperability, cohesiveness and gaining from best practices mutually in Maritime Salvage and EOD operations.

The constructive engagements on operational terms enhanced the skill-sets of the Diving teams in a number of diverse disciplines such as mine detection and neutralization, wreck location and salvage.



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SAGAR SANDESH - Maritime Tabloid English Weekly Thrice E-Paper
Published by Dr R Lakshmiopathy (Owner) on behalf of
Professional Publications (P) Ltd, "Sriram", 27, Sathyasai Nagar, Madurai - 625 003.
Published at "Lakshmi", 21, Sathyasai Nagar, Madurai - 625 003, Tamilnadu.
RNI No. TNENG/2012/41759.