



# Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E - Paper

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## National Maritime Day celebration across the country



Capt M.P. Bhasin, Chairman, MASSA in Q&A session

**National Maritime Day Celebration (Central) Committee (NMDC)**, under the aegis of Directorate General Of Shipping, Ministry Of Ports, Shipping and Waterways, Government of India celebrated merchant navy week across the country between 30th march to 5th April 2022

The theme adopted for this year's celebration was "Propelling India Maritime to Net-Zero"

First Seminar Theme was "Covid Pandemic – Challenges and Opportunities". The Seminar held on 1st April 2022 – 1530hrs at SCI auditorium, Nariman Point in hybrid (phygital) mode.

The function was presided over by **Shri Kumar Sanjay Bariar (Add. Director General of Shipping)**. The Seminar was moderated by **Capt M.P. Bhasin, Chairman, MASSA (On Site)** and **Capt Mahesh Yadav, Director- Training, FOSMA (Online)**.

The panelists were from various domains of the maritime industry. Following were **Key Speakers** to discuss the theme of "Covid Pandemic – Challenges and Opportunities":

- 1) **Mr. P. K. Gangopadhyay**, Director (P&A) Shipping Corporation of India
- 2) **Dr. Sanjay Bhavnani**, Director & COO, MMS Maritime( India) Pvt Ltd.
- 3) **Capt. K. N. Deboo**, Director &

Principal, Anglo Eastern Maritime Training Centre

- 4) **Capt. Anshul Rajvanshy**, Managing Director, Synergy Maritime Recruitment Services Pvt. Ltd.
- 5) **Mr. Abdulgani Serang**, General Secretary, National Union of Seafarers of India (NUSI)
- 6) **Mr. Amar Singh Thakur**, General Secretary, The Maritime Union of India (MUI)



Mr. P. K. Gangopadhyay, Director (P&A) SCI

**Mr. P. K., Director (P&A), SCI** was asked by the moderator to

speaking on Trade issues and Business Development with Owner's perspective on Vessel Operations and to enumerate the operational trade challenges which indeed affected the shipping.

In line with the theme of webinar, Mr. Gangopadhyay first explained the Impact of Covid-19 on trade and vessel's operation. He further elaborated on following operational

challenges, the operators encountered viz.

- o Difficulty in providing physical access to statutory bodies/ inspectors/ surveyors/ shore officials including superintendent's attendance in dry dock
- o Disruptions in operations due to unavailability of spares/ stores/ provisions
- o Effect on machinery health due

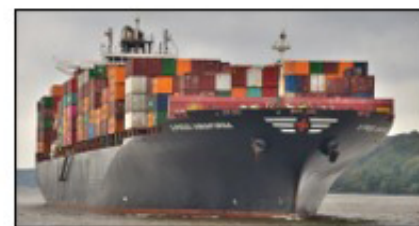
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## MARINE NEWS



"Failure is a lesson learned; success is a lesson applied."

## National Maritime Day celebration..... FROM PAGE : 1

to delays in bunker & lubes analysis

o Dispute between Operator & Charterer for lay time/other commercial settlement

The On Site moderator, **Capt. Bhasin** asked him what opportunities did the industry look at as far as trade and operations are concerned.

**Mr. Gangopadhyay** enumerated following opportunities for operations resulted after covid pandemic:

o Shipping companies' focus has shifted to

becoming more agile and creating adaptable processes/systems

o Business Continuity with a strong emphasis on robust IT infrastructure and digital channels of work (Machine Learning; Artificial Intelligence; Block chain Technology, etc.)

o Remote inspections by surveyors/inspectors can become the norm wherein physical intervention is not required

o Easy access to superintendents for

routine inspections and during dry-docks

o Increase in use of remote pilotage during River & Channel transit

He further expressed his views on business opportunities which were grabbed by the operators:

o Digitalization is a key for customs automation, transparency, and transit.

The dematerialization of processes helps both, make them faster and more transparent, while at the same time avoiding personal contact and the spread of the virus.

o Contango led to a

sudden surge in demand for bigger oil tankers such as VLCCs and Suezmax tankers. It was an opportunity to the Ship Owners as Oil companies stored the oil on tankers.

o Supply of New built ships restricted due to Covid 19 lock down. Non addition of new tonnage helped the tanker's freight rates to sustain

o Port Congestion in most of the ports due to non-availability of Labour lead to scarcity of tonnage which further lead to increase in the freight rates

o Firming of The dry

bulk market- a) Sharp economic recovery & in particular high commodity b) China's import of coal from farther regions such as Canada, US & Russia c) Strong US-Asia grain trade

**Other panelists also expressed their point of view pertaining to their domain on challenges and opportunities observed due to covid pandemic.**

The seminar continued for nearly 2.5 hrs. At the end, **Dr. P K. Raut**, IRS, DDG (Training Branch / MTT / NMDC / Coastal / E-Governance) delivered **vote of thanks.**

## Maersk on course to full green fuel fleet by 2040

NEW DELHI  
Sagar Sandesh News Service

Denmark-based global container logistics giant Maersk will achieve net-zero carbon emission status by 2040 when its entire fleet will be green fuel enabled, said Christopher Cook, Managing Director, Maersk UAE,

**Our entire fleet will be green fuel enabled by 2040**

"As we scrap old vessels, the new ones that are coming in will be green fuel enabled. Our entire fleet will be green fuel enabled by 2040. Then we will be net-zero," he said at a recent press conference to launch Maersk Kanoo



**Our entire fleet will be green fuel enabled by 2040. Then we will be net-zero**

UAE's first Integrated Logistics Centre in Dubai.

To power these vessels,

Maersk had signed strategic partnerships with six companies for sourcing at least 730,000 tonnes/year of green methanol through projects in China, North and South America.

The first vessel is scheduled to be operational at the beginning of 2024.

Zawya Projects had reported on 11 March that Egypt's Suez Canal Economic Zone (SCZone) and Maersk are in discussions to implement green methanol and green

ammonia projects in the country.

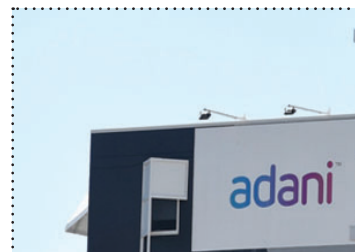
**Ocean freight rates**

Cook said there is limited impact on Maersk's customers. "There were certainly significant increases in freight rates, but almost two-thirds of our customers are not seeing that sort of increase, because they have long term fixed rate contracts and they enjoy stable rates throughout the year," he said

## International Holding Company to invest USD 2 billion in Adani Group's green portfolio

NEW DELHI  
Sagar Sandesh News Service

International Holding Company PJSC (IHC), the Abu Dhabi based conglomerate, will invest USD 2 billion as primary capital in three Adani portfolio companies – Adani Green Energy Ltd (AGEL), Adani Transmission Ltd (ATL) and Adani Enterprises Ltd (AEL) – which are all listed on Bombay Stock Exchange (BSE) and National stock Exchange (NSE) in India, through



**A start of a wider relationship between The Adani Group and IHC**

the preferential allotment route. Earlier today, the boards of AGEL, ATL and AEL met and approved the transaction. The investment is subject to shareholder and regulatory approvals

and shall comply with SEBI regulations.

**This is a landmark transaction**

Mr Sagar Adani, Executive Director, AGEL, said "We are delighted to commence this inter-generational relationship with IHC. We are deeply committed to the shared vision and values of investment in sustainable infrastructure, green energy and energy transition. This is a landmark transaction

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