



Guiding Spirit to Shipping Industry

Sagar Sandesh

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ATPI Hosts The Evening At Gallops Mumbai

A TPI India, one of the largest crew travel companies in the world, hosted an evening of 26th March, 2022 for their clients – a first since the onset of the pandemic 2 years ago. The who's who of the marine industry graced the occasion and witnessed facilitation of Capt. JC Anand who turned 100 on 04th March 2022.



Capt. Khuman felicitating Capt. J.C. Anand

Capt. JC Anand, the living legend and one of the founding members of CMMI (Company of Master Mariner) thanked all those present for their kind words, and said he was overwhelmed and was short of words for the love shown by ATPI and all the other people of the Shipping Industry. He thanked God for the courage and strength he gave to spearhead growth of India's Shipping and Maritime Industry. He humbly stated that he was just a member of an organization/company that was part of Master Mariners, Marine Engineers and Naval Architects. He shared his

experience as sailing master with a British officer, meeting of P&I club officials and starting it in India, as ship-owner and Indian Register of Shipping. He concluded by thanking his colleagues, without whom he would not have been able to do what he did.

Capt. Khuman Executive Chairman spoke about ATPI, which is one of the most experienced and long established travel management companies in the travel industry, with parts of the business trading since 1919.

The ATPI Group as it is known today was formed in 2002 by joining the forces of various separate trading companies in the UK and the Netherlands. Led by Graham Ramsey, the management continued to acquire and integrate various businesses into the Group with the purchase of Newhaven Travel in the USA (2003) and MTV in France (2005). In 2006 they acquired the majority stake of ATP Netherlands, opened offices in Norway, and re-branded



Capt. Nitin Hardi

the travel group as Advanced Travel Partners. After a successful management buyout in 2006, the Group continued its buy-and-build strategy. In 2009, it acquired Instone International, a marine specialist business travel agency

with an international network of offices. The Group rebranded as ATPI with four brands serving specialist sectors of travel in 2009.

In 2010 ATPI began to develop

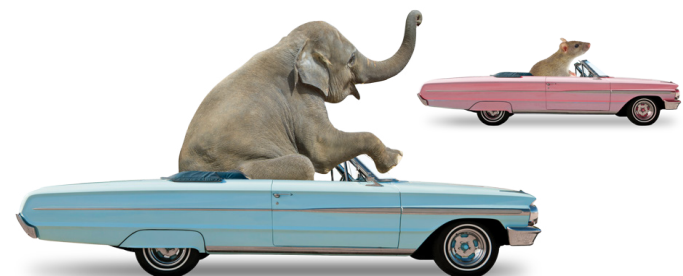
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MARINE NEWS



“Failure is a lesson learned; success is a lesson applied.”

ATPI Hosts The Evening..... *From Page - 1*



Felicitations to Capt Prashant Rangekar

its international network of franchises and partners which had expanded to over 70 offices around the world. A wholly-owned office in Sydney, Australia was opened for the first time, and the Group also acquired a Singapore-based company, Pathfinder Travel.

In January 2014 ATPI completed the acquisition

of Voyager Travel, the leading independent travel management company in Australia, with offices in Melbourne, Sydney and Perth.

Continuing their growth strategy, during November 2014 the management acquired Griffin Travel, a specialist travel management company with an operation

of wholly owned offices in 13 countries, adding 6 new cities to the Group's network.

In September 2017, the ATPI Group announced that the company had joined forces with Direct Travel, a leading provider of corporate travel management services, to form Direct ATPI – a



Qatar Airway Team appreciating ATPI and Industry.

solution for multinational organisations.

Capt. Khuman expressed his happiness that during Covid 19, ATPI along with Qatar Airways could help India's seafarers join and sign off with SOP made by the Director General of Shipping in association FOSMA and MASSA.

Capt. A. S Khuman announced that he is stepping down from all operational responsibilities



ATPI Team

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MARINE NEWS



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

ATPI Hosts The Evening..... *From Page - 3*

of ATPI and handing it over to the Managing Director Capt. Nitin Hardi.

Capt. Nitin Hardi, gave a vote of thanks to Capt. Khuman and also

introduced Qatar Airways as ATPI's Global Airline Partner and shared their business prospects.

The function began with opening statement by Mr.

Bharat Mehrotra, Branch Head, ATPI Delhi.

Besides Capt. J.C. Anand, others who were felicitated on the occasion were Capt. Vivek Bhide,

Ex Director, Teekay; Capt. Ajay Bhasin, Ex-Director Eastern Pacific Shipping; and Capt. Prashant Rangnekar, Ex-Chief Operating Officer, India Operations, Elegant Marine Services Pvt. Ltd who had retired from

their active role and for their contribution to the industry.

The guests enjoyed retro and latest foot tapping songs presented by Dr. Rahul Joshi and his team of talented singers and musicians.

Russian flagship sinks under tow after reported missile strike

NEW DELHI
Sagar Sandesh News Service



Russian warship Moskva [File phpto: mil.ru/Wikimedia]

The NGO Human Rights at Sea says that Russian attacks on merchant ships are war crimes. One Russian warship that won't be taking part in any more such attacks any time soon is the flagship of its Black Sea Fleet, the guided missile cruiser Moskva.

Ukrainian sources say that it was struck 13 April

by two Neptune missiles and incurred severe damage.

The Kremlin version of what happened was put out by the state-controlled TASS news agency.

"The cruiser Moskva

of the Black Sea Fleet was seriously damaged as a result of detonation of ammunition that occurred as a result of a fire, the crew was evacuated," TASS cited the Russian Defense Ministry as saying.

The ministry said the cause of the fire is under investigation.

Earlier 14 April TASS reported the ministry as saying:

"The fire on the guided missile cruiser Moskva has been localized. No open flames are seen. The explosions of ammunition have been stopped," the ministry said, adding that the cruiser has retained buoyancy and its main missile systems are not damaged.

"The crew has been evacuated to other Black

Sea Fleet ships in the area," the ministry said. "Measures are being taken to tug the cruiser to port."

Sinks under tow

Subsequently TASS reported the ministry as saying: "During the towing of the Moskva cruiser to the designation port, the ship lost stability due to hull damage, sustained during the detonation of ammunition because of a fire. Amid the heavy storm, the ship sank."

Russia faces drop in cargo traffic, container deficit

NEW DELHI
Sagar Sandesh News Service

Russia is bracing for a sharp decline in cargo flows and a deficit of containers after major

international container shipping lines halted operations in the country due to Moscow's military campaign in Ukraine, two Russian executives said.

Maersk, CMA CGM and MSChave suspended their bookings to and from Russia causing major decline in shipments

The world's three largest container shipping lines, Denmark's Maersk, France's CMA CGM and Swiss-based MSC, have suspended their bookings to and from Russia after Moscow sent troops into Ukraine on Feb. 24, sparking a flurry of Western sanctions.

The exit of major container shipping companies — which transport most manufactured goods around the world and are essential to international trade — is expected to cause a major decline in shipments if no alternatives to these firms are found soon, according to the head of Delo Group, Russia's largest container operator.

"We expect the drop in shipments (to and from Russian ports) in the northwestern region to be around 90% to 95% starting in May if no alternatives appear on the market," said Delo Group CEO Dmitry



Delo Group CEO Dmitry Pankov said ports in the Russian Far East, the Black Sea and Sea of Azov would suffer less from the exit of major container shipping companies

Pankov. He was referring to container terminals at Russian ports including those in St. Petersburg and Ust-Luga.

Delo Group owns Global Ports, which operates terminals in northwestern Russia and in the Russian Far East, as well as terminals in the Black Sea port of Novorossiysk. It also controls TransContainer, the country's largest freight container operator.

Ports in the Russian Far East, the Black Sea and Sea of Azov would suffer less from the exit

Pankov said ports in the Russian Far East, the Black Sea and Sea of Azov would suffer less from the exit of major container shipping

companies because their share of cargo traffic was smaller than that of northwestern Russia and because new players in those regions were beginning to emerge.

"The market will need to find a replacement for some 300,000 twenty-foot equivalent units (TEU)," said Isurin. TransContainer expects about 30% of containers on the Russian market to be withdrawn from circulation.

Isurin suggested Russia might have no choice but to work with smaller regional container shipping companies new to the Russian market.



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