



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Weekly E-Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, June 17, 2020 | Voyage 9 Wave 20

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Mitigating the Effects of Covid19 : Mr. V. K. Jain Chairman Mumbai Branch, IME (I) and Partner, Nutech Maritime Services



Mr. V. K. Jain

The suddenness and the severity with which the virus struck, has left the whole world reeling. There are hardly any sectors which remain unaffected by the pandemic.

Shipping, fortunately, still remains one of the few sectors which have continued moving during this pandemic. However, the impact of the virus has slowly shown its effect in the Maritime Sector as well.

Cruise liners are in doldrums, Bulk and Container shipping has seen a major hit due to the economic crisis that has reduced trade across the world. With oil rates plummeting, the Offshore Sector is no longer viable for oil exploration and is therefore severely impacted. Although the negative prices of oil had resulted in a spike of Tanker rates due to usage for storage in March, however, they are expected to correct due to the low off

take and reduced oil production across the world.

This period of lockdown across the globe has also opened up opportunities for different organisations

However, this period of lockdown across the globe has also opened up opportunities for different organisations. Companies engaged in Consultancy, the pharmaceutical sector and those in the digital space amongst others, are all suddenly witnessing an increased volume of business.

Those Companies not in the digital space are rapidly transforming themselves to adapt to the new normal. Online classes, eSeminars, eClasses, Banking and other financial transactions on the net, social interaction online,

gaming and online meetings to name a few, are all flourishing.

IME(I) initiatives towards mitigating Covid effects

At the Institute of Marine Engineers (India) – IME(I) we have engaged ourselves during the last couple of months in organising most of the above. Conclaves and Webinars on the internet, conducting interviews online on a freshly

launched series called iTalk, Antakshari and Yogic Meditation sessions, conducting value added courses, starting a Facebook page, holding meetings on different online platforms, launching a YouTube channel and planning for technical sessions on topical subjects are all being carried out by the Mumbai Branch of the IME(I).

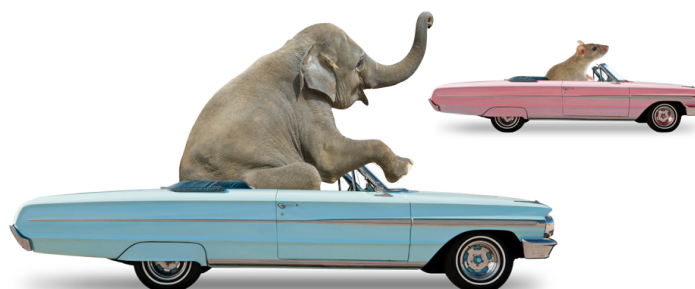
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Private Ports in Gujarat gain Market Share in May 2020 in Container Volumes



Mundra and Pipavav reported decline of 14 per cent (30 per cent decline in April 2020) and 21 per cent (12 per cent decline in April 2020) respectively, As a result, Private Ports have gained a bigger market share in May 2020

NEW DELHI
Sagar Sandesh News Bureau

The Container Volumes of the state owned Major Ports declined by 28 percent in May year on year to one million teus. This is against 34 per cent drop observed in April both on account of the nationwide lock down imposed by the Central Government.

The volumes at JNPT having four container terminals declined by 38 per cent during May

The volumes at the Jawaharlal Nehru port (JNPT) the largest Container Port in India having four container

terminals declined by 38 per cent during May. There has also been substantial drop in Containers ports of Chennai, Kamarajar and Tuticorin ports during the same period.

The Private Ports however did not see such a sharp drop in container handling during the same period. The Private Ports which do a roaring business only in Gujarat, have fared better last month compared to April. Mundra and Pipavav reported decline of 14 per cent (30 per cent decline in April 2020) and 21 per cent (12 per cent decline in April 2020) respectively, As a result, Private Ports have gained a bigger market share in May 2020

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SAGAR SANDESH - Maritime Tabloid English Weekly E-Paper
Published by Dr R Lakshmipathy (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, Postal Registration No. TN/MA/140/2018-2020.
Licence No. TN/WPP-115/SR/2018-2020.

Mitigating the Effects of Covid19

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Our associations to come together in these difficult times

Similarly, other associations in the Maritime Sector are also innovating and adapting. It is time, perhaps,

for our associations in their various fields of specialisation to come together in different areas which need to be addressed in these difficult times — be it mental health and wellness, mentorship, working for the benefit of

seafarers or debating and discussing ways to improve the business environment in Shipping.

Let us treat Covid-19 as an opportunity rather than a curse, adapt the 'new normal' and forge ahead.

UN Bodies Reiterate Calls for Facilitating Crew Changes, 'Key Worker' Designation



By mid-June 2020 as many as 300,000 seafarers a month will require international flights to enable ships' crew change-over

It's estimated that by mid-June 2020 as many as 300,000 seafarers a month will require international flights to enable ships' crew changeover. About half will travel home by aircraft for repatriation while the other half will join ships. And approximately 70,000 cruise ship staff are waiting for their repatriation.

Over the last several months, however, government-imposed travel restrictions due to the COVID-19 pandemic have been hampering the process, raising serious crew well-being and safety concerns.

"Looking beyond the current situation, UNCTAD and IMO urged governments to pursue collaborative efforts to identify and remove any unnecessary regulatory obstacles to post-pandemic recovery and to facilitate maritime transport and trade in these difficult times," the two agencies said.

"They encouraged pragmatic approaches, such as granting exemptions and waivers where necessary and appropriate. Efforts should be made to facilitate electronic means for ship-shore, administrative and commercial interactions. There should be effective sharing of pre-arrival information and other COVID-19-related reporting requirements for ships, as well as the provision of adequate equipment and resources to customs and border control stations in ports," the statement said.

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NEW DELHI
Sagar Sandesh News Service

The trade and maritime bodies of the United Nations are reiterating calls for governments to facilitate crew changes in order to keep trade flowing unimpeded.

In a joint letter from the UNCTAD and the International Maritime Organization (IMO), said the world's reliance on maritime transport makes it more important than ever to keep ships moving, ports open and cross-border trade flowing, and to support ship crew changeovers.

The agencies also reaffirmed the urgent need for "key worker" designation

The agencies also reaffirmed the urgent need for "key worker" designation for seafarers, marine personnel, fishing vessel personnel, offshore energy sector personnel and service personnel at ports.

"Such designation will ensure that the trade in

essential goods, including medical supplies and food, is not hampered by the pandemic and the associated containment measures," the joint statement said.

"We emphasize that, for trade to continue during these critical times, there is a need to keep ships moving, ports open and cross-border trade flowing, while at the same time ensuring that border agencies can safely undertake all necessary controls. International collaboration, coordination and solidarity among all is going to be key to overcoming the unprecedented global challenge posed by the pandemic and its longer-term repercussions," the statement said.

Maritime transport depends on the 2 million seafarers

Maritime transport depends on the 2 million seafarers who operate the world's merchant ships, which carry more than 80% of global trade by volume, including most of the world's food, energy, raw materials and manufactured goods.