



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Weekly E-Paper

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Capt. K.S. Paintal, Managing Director-Elite Mariners Pvt. Ltd. Director & Ex-Chairman-FOSMA

NEW DELHI
Sagar Sandesh News Service

Elite Mariners are the Indian arm of world renowned ship owners, Gearbulk-Norway and KGJS-Norway. Established in 1998, Elite Mariners have been providing dedicated world class crew management services for above mentioned principals. The managed fleet mainly comprises of high class specialized Open Hatch Gantry Craned Vessels. We take pride in our seafarers and strive to provide 100% job satisfaction. Our seafarers reflect total dedication and loyalty and we are privileged to boast of high retention rate of over 98% ever since inception.

At just the beginning of this year, nobody would have ever imagined that the world would be a different ball game all together. The way we live, work, conduct business, socialize and think, would all change drastically. Things that were the norm and taken for granted throughout our living memory would change in a matter of few weeks. At first, most of us thought Corona Virus to be a passing phase (like SARS, MERS in the past) and the world

would bounce back soon, not realizing the mammoth hardships (opportunities for very few) would have to be borne by the living world for uncertain period of time. The world locked down completely almost overnight leaving everything standstill. Billions of people have been suffering from the impact of the global pandemic of COVID-19

Impacts have been on shipping that drives the world by transporting 90 % of the goods by volume. Although cargo ships continue to ply despite reduced trade, the cruise industry had to grind to immediate halt losing billions of Dollars worth of trade in just a matter of weeks. Presently commercial operation of cruise liners is a far cry.

One of the major and most important setbacks of the maritime industry has been the problem of crew changes. While the shipping supply lines continued across oceans, the seafarers got literally 'stuck' on board and also 'ashore'. Most of the world did not wake up to the fact that it was the responsibility of the various governments to ensure that seafarers are brought home after their tour of duty in order that the

world supply lines continue running. Nevertheless thousands of seafarers got stuck on board after completing their tour of duty. This has had serious safety and health issues.

Shipping industry's top constituents, the ship-owners, trade unions, IMO have had several representations to the governments of various countries to make

them aware of the importance to effect crew changes on priority all over the world but this has met limited success. Almost total ban on international flights and other modes of transport/logistics in the last few months have resulted in huge back-log of crew change plans.

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BE A WARRIOR ! LET'S FIGHT AGAINST COVID AND SUCCEED

- Avoid gathering in public places
- Don't go out unless absolutely essential
- Don't hesitate to wash your hands with soap repeatedly
- Eat healthy foods
- Isolate yourselves; Honour social distance
- Be alert, awake to chase and kill the deadly virus Covid -19 (Corona)

Always in service to our motherland and maritime industry

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Voice of Indian Shipping since 2012

Boeing Completes Delivery of 37 Military Helicopters to India



Boeing completes delivery of all 37 helicopters, Apache and Chinook helicopters

NEW DELHI
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New Boeing Helicopters for Defence

In the month of June 2020, Boeing had completed delivery of all 37 military helicopters ordered by the Ministry of Defense for the Indian Armed Forces in 2015. Boeing told this via a news release announcement on its website on July 10th, 2020.

AH-64E Apache Helicopter and 15 CH-47F(I) Chinook heavy-lift Helicopter were among 37 Military Helicopter-22. The last five of the 22 Apache helicopters were delivered to the Indian Air Force at the Hindan Air Force Station in June 2020, while Chinook Helicopters delivery was completed in the month of March 2020.

Union Cabinet Committee's Deal on Boeing Background

The acquisition of the 37 Boeing military helicopters had

been authorized by the Union Cabinet Committee on Security on 22 September 2015. The contract for the purchase of the 37 Military Helicopters was signed a week later, on 29 September 2015. The deal has an order provision that allows India to put an order for 11 more AH-64E Apache Helicopter and 7 additional CH-47F(I) Chinook Military Helicopters besides the 22 Apache and 15 Chinook. New Helicopters Contract Signed in February 2020.

Contract signed during US President's visit to India in Feb 2020

The US President's visit to India in February 2020 marked the signing of a joint USD 3 billion contract for the purchase of 24 MH-60 Romeo Seahawk Helicopter (built by Lockheed Martin's subsidiary-Sikorsky Aircraft) for the Indian Navy at USD 2.6 billion and another 6 AH-64E Apache Combat Helicopters.

COVID-19 Pandemic Era- By Capt. K.S. Paintal

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At present, there are around 200,000 seafarers waiting to be relieved on the merchant fleet all over the world. An equal number have to join to replace them. **We are thus talking about 400,000+ crew changes pending.** This is a humungous task. However, the positive aspect is that despite the continuing restrictions a start has been made.

In India we have been fortunate to have a highly supportive administration, Director General of Shipping, under proactive leadership of Mr. Amitabh Kumar and his team, especially the dynamic Capt. Daniel Joseph who has been working 24/7 to overcome the umpteen challenges in way of crew changes that the RPS companies are facing. These initiatives have been aptly supported by Mr. Subhash Barguzar and also the team in the SEO office. Without such support

and initiative this would not have been possible. In the absence of commercial flights the new norm is to charter planes, the only option for overseas crew change from India. The priority is to bring home our overdue seafarers notwithstanding the very high cost of crew change per person. **Again the credit for charter flights becoming a reality goes to the key actors in this field, the DGS supported by the central ministries, FOSMA, MASSA, ATPI and individual stalwarts like Crew charters of Scorpio and VRM.** Our salute to all those who have been part of these operations that we are able to bring back thousands of seafarers from all over the world since the first week June.

The RPS companies of course are working 24/7 under new norms and I appreciate the dedication and hard work put in by the office staff to cater to the

plethora of documentation and guiding each and every crew in order to follow up on the SOPs.

This has been very well appreciated by our foreign principals and has brought a positive name to the Indian administration and industry.

Due credit to ITF and Indian seafarers unions especially MUI and NUSI for their active support to the ship-owners / managers in representing the cause of the seafarers to the central governing bodies, internally and globally.

I salute our seafarers for their resilience and dedication to keep the world going despite unprecedented hardships

Going forward;

We do hope that the aviation ministry takes further steps to introduce commercial flights for seafarers being key workers and make crew changes convenient for all concerned.

Jai Hind !

Promote Coastal Shipping and Inland Waterways Transportation in a holistic way



Even though, coastal shipping and inland waterways are cost effective and environment friendly mode of transportation, their modal share remains very low due to various constraints

NEW DELHI
Sagar Sandesh News Bureau

The draft national logistics policy which will be released by the commerce ministry shortly emphasizes the need for integration of Inland water transport with Ports ad coastal shipping.

You may increase the sea side capacity building and the vessel handling capacity available at the Ports but cargo evacuation capacity could get choked with poor hinterland infrastructure and thereby impact the sea side performance too

Augmentation of port's hinterland connectivity is important to meet the projected traffic demand

Therefore, augmentation of port's hinterland connectivity is important not only to ensure smooth flow of current traffic, but also to meet the projected traffic demand. Currently, hinterland connectivity of ports is primarily through road and rail with both coastal shipping and inland waterways playing a limited role.

Seamless integration of Inland Water Transport

mode with Coastal shipping is an area where integrated approach towards developing logistics solutions has the potential to bring down logistics cost.

Multiple National waterways such as NW-1, NW-3, NW-4, NW-5 and waterways in Goa, Maharashtra, and Gujarat are directly connected with coastal waters/ Ports and the natural integration of the two modes offers significant potential for reduction in cargo handling requirement and achieve seamless movement.

Even though, coastal shipping and inland waterways are cost effective and environment friendly mode of transportation, their modal share remains very low due to various constraints. Renewed emphasis has been given to the sector in last few years and several projects for the development of infrastructure to promote the IWT sector have been undertaken

Promote Coastal Shipping and Inland Waterways Transportation in a holistic way

Following measures are required to promote inland waterways transportation, namely inclusion of inland vessels under the tonnage tax scheme, remove disparity in GST rates on input/output activities in IW transportation, delineation and modification of customs procedures for transportation of transit goods via inland waterways, Coordinated development of infrastructure with first/last mile connectivity focus and Customized vessel financing scheme for inland vessels.

Containerization of cargo will be promoted and developing systems and incentives for various classes of goods that currently largely not using containers such as coal, fertilizer, cement will be explored.

Road-Rail transport equipment which has been recently inducted by the Indian Railways could also facilitate easier modal shift. RORO on flat rail wagons in challenging terrains will also be explored for cost savings and reduced environmental impact.



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