

Guiding Spirit to Shipping Industry

# Sagar Sandesh

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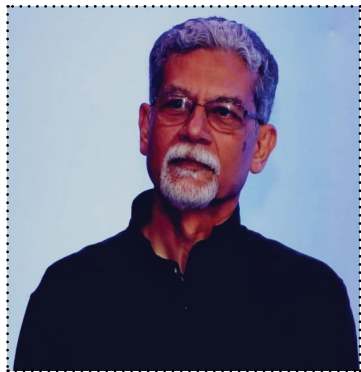


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## Upping to Safety -II, need of the hour in shipping industry

**Dr (Capt) Suresh Bhardwaj, fics,fni,fcmmi**



**Dr. (Capt.) Suresh Bhardwaj**

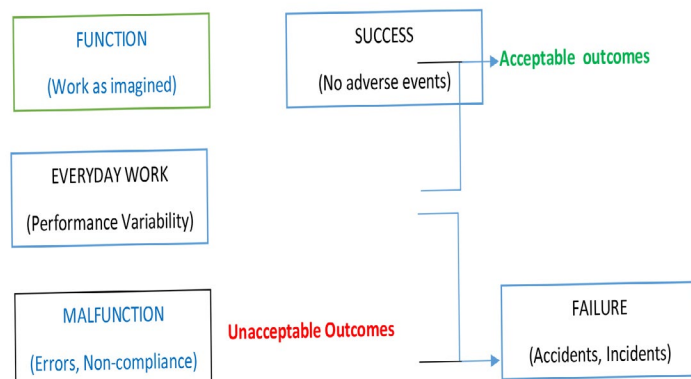
In the last article **Safety Science** moves to **Safety-II** while the **Shipping industry** grapples with **Safety-I**, it was emphasised that **Safety-I** begins by asking why things go wrong and then tries to find the assumed causes to make sure that it does not happen again – which is a very traditional approach. **The alternative is to ask, why things go right (or why nothing went wrong), and then try to make sure that this happens again.**

In the normal course of work, seafarers perform safely because they are able to adjust their work so that it matches the conditions. Seafaring and ship operations by its very nature is made intractable by the bull-headed approach in this worst-case scenario of globalization.

Given the uncertainty, intractability, and complexity of work, the surprise is not that things occasionally go wrong but that they go right so often. Yet as we have seen, when we try to manage safety, we focus on the few cases that go wrong rather than the many that go right. But attending to rare cases of failure

attributed to 'human error' does not explain why human performance practically always goes right and how it helps to meet goals of safe voyages. Focusing on the lack of safety does not show us which direction to take to improve safety.

The solution to this is surprisingly simple: instead of only looking at the few cases where things go wrong, **we should look at the many cases where things go right and try to understand how that happens.** We should acknowledge that things go right because seafarers are able to adjust their work to conditions rather than because they work as imagined. Resilience engineering acknowledges that acceptable outcomes and adverse outcomes have a common basis, namely everyday performance adjustments (see Figure below)



**Figure 1: Things that go right and things that go wrong happen in the same way**

Safety-II is the system's ability to function as required under varying conditions, so

that the number of intended and acceptable outcomes (in other words, everyday activities) is as high as possible. The basis for safety and safety management must therefore be an understanding of why things go right, which means an understanding of everyday activities.

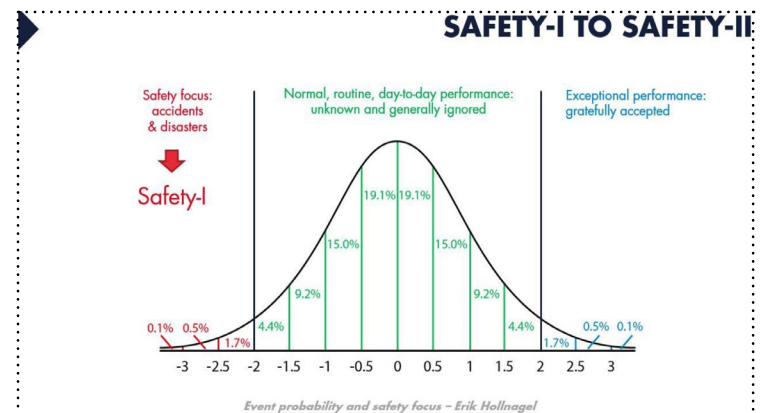
### The Manifestations of Safety-II: Things that go right

In **Safety – II**, safety is defined by what happens when it is present, rather than by what happens when it is absent, and is thus directly related to the **high frequency, acceptable outcomes**. In other words, the more of these manifestations there are, the higher the level of safety is and vice versa.

Even though things go right all the time, we fail to notice

for granted. But since everyday performance is unexceptional, it can be explained in relatively simple terms. For instance everyday performance can be described as performance adjustments that serve to create or maintain required working

conditions, that compensate for a lack of time, materials, information, etc., and that try to avoid conditions that are known to be harmful to work. And because everyday performance variability is ubiquitous, it is easier to monitor and manage.



**Figure 2: Event Probability and Safety Focus**

**The main differences of Safety – I and Safety – II are summarized below:**

	Safety-I	Safety-II
<b>Definition of safety</b>	That as few things as possible go wrong.	That as many things as possible go right.
<b>Safety management principle</b>	Reactive, respond when something happens or is categorised as an unacceptable risk.	Proactive, continuously trying to anticipate developments and events.
<b>View of the human factor in safety management</b>	Humans are predominantly seen as a liability or hazard.	Humans are seen as a resource necessary for system flexibility and resilience.
<b>Accident investigation</b>	Accidents are caused by failures and malfunctions. The purpose of an investigation is to identify the causes.	Things basically happen in the same way, regardless of the outcome. The purpose of an investigation is to understand how things usually go right as a basis for explaining how things occasionally go wrong.
<b>Risk assessment</b>	Accidents are caused by failures and malfunctions. The purpose of an investigation is to identify causes and contributory factors.	To understand the conditions where performance variability can become difficult or impossible to monitor and control.

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# Upping to Safety -II, need of the hour .....

What seafarers do in everyday work situations is usually a combination of Safety-I and Safety-II. The specific balance depends on many things, such as the nature of the work, the experience of the people, the organisational climate, management and time pressures, and other characteristics.

Everybody knows that prevention is better than cure, but the conditions may not always allow prevention to play its proper role.

It is a different matter when it comes to the ranks of policymakers, and management and regulatory activities. Here the Safety-I view dominates. One reason is that the primary

objective of policymakers, managers and regulators historically has been to make sure that there are no accidents. Another reason is that these levels are removed in time and space from the actual operation of the systems and services, and therefore have limited opportunity to observe or

experience how work actually is done. A third reason is that it is much simpler to count the few events that fail than the many that do not—in other words an **efficiency-thoroughness trade-off**.

**It is important to emphasise that Safety-I and Safety-II**

represent two complementary views of safety rather than two incompatible or conflicting approaches. Many of the existing practices can therefore continue to be used, although possibly with a different emphasis. But the transition to a Safety-II view will also include some new types of practices, which will be described in the next paper.

## JNPT starts 2021 on a high note

### Mr Sanjay Sethi, Chairman JNPT

**Jawaharlal Nehru Port Trust (JNPT), India's premier container port, handled 465,084, twenty-foot equivalent units (TEUs) in January, clocking a growth of 9.14% percent over the same month last year, as the domestic economy rebounds with the start of the new year and easing of lockdown.**

The total traffic handled at JNPT during the month of January 2021 was 6.50 million tons a growth of 9.98% as against 5.91 million tons handled in January 2020. This month's traffic includes 0.82 million tons of Bulk Cargo as against 0.59 million tons in the same month of last year, an increase of 38.98%. During the month, 134,713 MT of coastal cement cargo was handled at shallow water Berth,

surpassing the earlier highest of 113,560 MT in the month of February 2019.

The Centralized parking plaza at JNPT Handled 51,163 tractor trailers in January which carried 78,840 TEUs.

**In another major achievement of January 2021, JNPT inducted a tug boat "Daisy Star" having Bollard Pull of 60 MT, that will provide assistance in handling vessels of various sizes, thereby providing more safety during handling larger ships.** Also during the month, JNPT launched Continuous Ambient Air Quality Monitoring Station (CAAQMS) at Port Operation Centre to monitor real-time Air Quality parameters. And became the First Major Port to sign Distribution Franchisee Agreement with MSEDCL.

Shri Sanjay Sethi, IAS, Chairman, JNPT said, "JNPT is trying to reach its pre-Covid performance levels and the numbers reaffirms that JNPT will maintain this growth trajectory. We have taken a number of initiatives that have helped the port in improving its numbers. JNPT is the first port where Port-led SEZ is evolving successfully and we are confident of attracting leading global companies for investing here at JNPT SEZ. The port has also taken steps for the finalization of JNPT SEZ -DPR. JNPT-SEZ is expected to generate Rs 4,000 Crores of investments and create direct employment opportunity for 57,000 persons."

The port has also floated tender, inviting offers for allotment of 16 plots in JNPT SEZ for Setting up Industrial Units and carrying out Authorized SEZ operations through E-Tender cum E-Auction. JNPT is looking forward to investors for participation and is confident of attracting leading global companies for making India a manufacturing hub as the infrastructure development underway



Mr. Sanjay Sethi- Chairman JNPT

in JNPT SEZ is as per the international benchmark.

JNPT will continue to support the country's economic growth and perform its duties to maintain the growth trajectory of the port sector.



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## Seaspan Announces Newbuild Order for Two 24,000 TEU Containerships

### Adds New Size Segment of Ultra-Modern Vessels to the Seaspan Fleet



Seaspan Corporation, a wholly owned subsidiary of Atlas Corp. (NYSE:ATCO), announced on Monday that it has entered into an agreement with a major shipyard for two 24,000 TEU ultra-modern newbuild container ships ("the Vessels") with anticipated deliveries beginning in the first half of 2023.

The two high-quality 24,000 TEU containerships will include industry-leading emissions reduction technologies. Upon completion, both conventional fuel vessels will enter 18-year charters with a leading global liner customer.

The Vessels are anticipated to be financed from additional borrowings as well as cash on hand. As of September 30, 2020, Seaspan's global fleet consisted of 127 vessels and approximately 1,073,000 TEU, with total contracted revenue of approximately \$4.1 billion, and

a weighted average remaining lease period of approximately 4 years. Additionally, in December 2020, Seaspan announced an agreement for five newbuild 12,200 TEU vessels which, together with the two vessels announced on Monday, will add significant new capacity of 109,000 TEU to the fleet over the next two years. These vessels will bolster Seaspan's core 9,000 to 15,000 TEU size category and add a new ultra-large offering.

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