



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 10, 2020 | Voyage 9 Wave 19

**SHIPPING - 5**Blue Economy-
Wave 32....**LOGISTICS - 8**Federation
of Freight
Forwarding
.....**EXIM - 9**Ceramic exports
from Gujarat
.....**PORT - 10**Cargo volumes
at state-owned
ports.....

Two Large Maritime Associations MASSA and FOSMA arrange Charter Flights to effect crew change in foreign ports: By Capt Shiv Halbe, CEO MASSA



Capt Shiv Halbe, CEO MASSA / news

An Old saying: Ships don't move without a crew. However, can ships keep moving with a jaded and overworked crew? Not in my backyard, would be the answer of most countries and ports. However, hardly any effort is being made towards getting the overworked crew relieved and allowed to go home, as majority of the countries have banned crew changes.

Association (FOSMA), the two leading Crew Managers Associations, set forth to repair that situation. There were some outward chartered flights permitted to enable some crew travel out for 'takeovers', where there is no pressure for bringing back any 'returning' crew members, and a few stranded crew members could return using the Vande Bharat flights. However, that was not solving the problem. The two associations then took a bold decision to announce a series of charter flights, for travel up and down to a fixed destination, Doha in this case, from where global connectivity was somewhat available. This would then facilitate setting up a 'rotation' system, and allow for 'planned' reliefs to take place, albeit overdue.



The Maritime Association of Ship Owners, Ship Managers and Agents (MASSA) and The Foreign Ship-owners Representatives and Ship Managers



Once the idea was mooted, the wheels began to turn. There were problems, which at times seemed insurmountable, but due to timely and active intervention of the DG Shipping and its officials at every stage, ironed out the difficulties. In practicing law, it is said: find the facts, find the law, apply it. During this pandemic, the focus has been on 'shutting' down systems to prevent spread of

COVID 19. Whilst, here we were flowing against the tide to 'restart' a system, which, if kept closed, would have had disastrous consequences. At every stage, different sets of officials had to be acquainted with our objectives and the officials found a way out.

Turn to Page - 2 ►►

TOGETHER WE FIGHT TO SAVE LIVES

- 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

Sagar Sandesh
Maritime Tabloid English Weekly E-Paper
Voice of Indian Shipping since 2012

Indian coast ship 'SUJAY' re-based at Chennai from Paradip



The Indian Coast Guard Ship Sujay at Chennai Port

CHENNAI
Sagar Sandesh News Bureau

Indian Coast Guard Ship 'SUJAY' has been re-based under the Operational and Administrative Control of the Commander, Coast Guard Region (East), at Chennai on June 8th. The ship was based at Paradip, Odisha earlier. It is the last of the series of six new Offshore Patrol Vessels (OPV) and it was commissioned on 21 Dec 17 at Goa.

Sujay meaning 'Great Victory' is a projection of the Indian Coast Guard's will and commitment 'To serve and protect' the maritime interests of the nation. This 105 meters Offshore Patrol Vessel has been designed and built indigenously by M/s Goa Shipyard Limited and is fitted with 30 mm CRN 91 Gun and State of the Art Navigational

and Communication equipment, Sensors and Machinery.

The advance features onboard the ship includes Integrated Bridge System, Integrated Machinery Control System, Power Management System and High Power External Fire Fighting system. The ship is designed to carry one twin engine Light Helicopter and five high speed boats including two Quick Reaction Inflatable Boats for swift Boarding Operations, Search and Rescue, Law Enforcement and Maritime Patrol. The ship is also capable of carrying Pollution Response equipment to contain oil spills at sea. The ship has a maximum speed of 26 knots and an endurance of 20 days. ICGS Sujay is Commanded by Deputy Inspector General Anurag Kaushik and manned by 12 Officers and 94 men.

Two Large Maritime Associations ...

From Page -1

It is a belief, at least I had, that Govt does not work on weekends. How wrong I was! The Ministry of External Affairs, Director General of Civil Aviation, Indian Embassy in Qatar and our very own Directorate General of Shipping kept the calendar aside, and moved 'mountains' to ensure that the necessary permissions were granted, where due.

Of particular mention is also the role played by ATPI Travel Partners & Qatar Airways who

'burned' the midnight oil to ensure that there were no hitches, as this was an endeavour not attempted before, during these tough times!

Emboldened by this and the overwhelming response from the companies, the two associations have now sought permission to further extend the flight arrangement till the end of June.

We now are looking forward to seeing the first lot of 'relieved' seafarers returning soon! Best regards

Maersk offers rail solutions to Indian exporters amid trucks shortage



During the lockdown, Maersk has experienced up to 30% increase in movement on rail as compared to times prior to lockdown

NEW DELHI
Sagar Sandesh News Service

Maersk decided to ramp up its rail solutions for its customers including some of India's largest petrochemical companies and automotive manufacturers to help them move their cargo to ports for export. Maersk's solution included moving goods straight from the exporters' manufacturing facilities on rail to the required port or moving the cargo first to the closest Inland Container Depot by road and then loading it on to rail.

During the lockdown, Maersk has experienced up to 30% increase in movement on rail

During the lockdown, Maersk has experienced up to 30% increase in movement on rail as compared to times prior to lockdown. Clearance of import cargo on rail from ports has also helped in releasing a lot of pressure that was building up on the overall logistics infrastructure.

Indian logistics during lockdown

The Indian logistics ecosystem came under tremendous pressure due to the nationwide lockdown implemented to contain the COVID-19 pandemic. Supply chains started slowing down despite logistics and shipping being deemed as 'essential services' which were exempt from all lockdown measures. One of the key factors affecting the supply chains was the severely impacted trucking ecosystem. Trucks were abandoned by their drivers who rushed back to their home towns; dwindling away the movement of cargo.

Several Indian industries faced two troubles mainly: domestic demand plummeting and non-availability of trucks to move goods

Several Indian industries that needed to be kept running owing to their continuous production processes or which opened up after some relaxations in the lockdown were announced, started facing troubles on two fronts: their domestic demand plummeted as their customers had stopped operations and they faced a herculean task of finding trucks to move their goods to ports.

Advantages of rail

The advantages of moving cargo on rail have been more than just overcoming the unavailability of road transport. To start with, the movement on rail is quicker. The reliability offered by rail transport is also higher. From the perspective of the customers, they get most of their logistics needs fulfilled at the one-stop-shop that Maersk is offering by combining ocean and landside transportation and offering integrated logistics solutions. Moreover, in the times of pandemic, it ensures lesser human interference as a single train carries multiple containers as against one container per truck and thus per truck driver

"At Maersk, we want to go all the way in ensuring that our customers have access to products and solutions that meet their end-to-end supply chains. What we have offered to our customers is an integrated solution that spans over landside and ocean logistics," said Steve Felder, managing director, Maersk South Asia.

"At times when customers are hitting a road block, we are reaching out to them to offer wide range of solutions that go beyond the primaries of moving cargo, and also offering other services such as booking management and customs house brokerage."

Digital solutions

Apart from offering solutions for landside movement of cargo, Maersk has rolled out various digital measures that have helped its customers release payments electronically and undertake digital documentation. Maersk has also offered its customers storage options for slowing down their supply chains wherever necessary.



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly E-Paper

In association with R.I. Institute of Nautical Sciences, Madurai, Tamil Nadu.

Mumbai Office

217, Secands Road, Unique Industrial Estate, off Veer Savarkar Marg,
Bombay Dyeing Compound, Prabhadevi, Mumbai - 400025
Ph: 022 - 24211583 / 24210193. Fax: 022 - 2421 2149

Chennai Office

No.6, Ground Floor, Nungambakkam First Lane (Opp. Regional Office, Indian Oil Corporation), Nungambakkam High Road, Chennai - 600 034
Ph: 044-42664408 / Mob: +91 72000 84866

Admin. Office

21 "LAKSHMI", Sathya Sai Nagar, Madurai-625 003. Ph : 0452 437 8300 / +91 72000 84864

EDITOR & PUBLISHER	: Dr R Lakshmiopathy
EXECUTIVE EDITOR	: Dr G.R. Balakrishnan , M.A Phd.,
CONSULTING EDITOR	: Mr M Subramanian , F.I.Mar.E., M.I.E.,

ADVISORY EDITORIAL BOARD

Mr. Ashok C. Advani,
Chief Engineer - Advisor (Mumbai) RLINS, Ex General Manager - Pacific International Lines.

Capt. S.S. Jairam,
Master Mariner, Ex Director- Sealand Management services Pvt Ltd. Ex Chairman - MASSA.

Captain S.M. Halbe,
Chief Executive Officer - MASSA; Fellow of Nautical Institute, London and CMMI, Ex MD- GEM.

Mr. Y. Nath, PFI.Mar.E., F.I.E.,
Chartered Engineer, President, Planmain Quality Consultants (India) Pvt. Ltd.

SAGAR SANDESH - Maritime Tabloid English Weekly E-Paper
Published by Dr R Lakshmiopathy (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.