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Fujiwara Toshiaki
Executive Senior MD
Shoei Kisen Kaisha



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Dr Vijay Z Belani
FOUNDER & MANAGING DIRECTOR, BSMC

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- Oil & Gas UK (OGUK)
- BP Maritime Services

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- BSMC Goa and BSMC Andheri have the unique distinction of **ACCAB accredited inhouse laboratories**, compliant with **ISO 15189:2012**. This confers the prestigious position of the **only two inhouse laboratories in the maritime sector nationwide**, to have the stamp of excellence ratified by over 100 countries.
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Spirit-filled get-together for enhanced ship operations

Shoei Kisen Kaisha and Executive Ship Management organised their first-ever crew management event in the world, in India. Conducted at a scenic location in Khandala hill station, approximately 90 km from Mumbai, close to 50 seafarers were hosted at the Duke's Retreat resort, which offers gorgeous views of the Western Ghats — a chain of mountains running parallel to India's western coast. TradeMaker magazine was the exclusive media presence at the event.



Shoei-Executive Crew Management event, 21-23 February 2023

Considering the long COVID-19 related gaps, which prevented groups to meet even for essential teambuilding purposes, this get-together not only served as a welcome change, but an essential assembly to meet-and-greet, especially when the stakeholders are meeting for the very first time and breaking the ice was imperative.

Introducing the event and welcoming everyone, Capt Anil Raghav, General Manager (Manning), Shoei-Executive Crew Management Pvt Ltd, stated, "Development of bonding and camaraderie amongst ship staff and a professional approach towards ship operations is this event's primary purpose. We appreciate the Company's core values and philosophy. It'll remain our endeavour to develop a professional outlook, attitude, and approach towards work in relation to technical knowledge, regulatory changes and the need for soft skills including managerial effectiveness in ship operations. We have 'Fujiwara San' with us today, which means a lot for all of us, in fact, he's in India specially for this event". Concluding his address, Capt Raghav thanked the seafarers for their presence.

Fujiwara Toshiaki, Executive Senior MD, Shoei Kisen Kaisha, in all humility, acknowledged the warm

welcome. Informing the gathering that he's here specially from Imabari, Mr Toshiaki said, "We have the best talent here. I would like to express thanks for everyone present here". He introduced Shoei Kisen Kaisha and provided a brief about the Imabari Group, which is Number One for newbuilding vessels in Japan, probably with 33% share (in Japan). "This event is all about human relations and teambuilding", he stressed.

Workshop conducted to understand the company, its core values, culture and the Shoei Spirit.

Pawan Kapoor, Founder & CEO, ISF Group, led the workshop, on the first day as well as the second. Mr Kapoor thanked everyone and spoke about the purpose and objective of the event and his team's role. A marine chief engineer himself, Mr Kapoor stated, "We understand your language. When an organisation is created, it's like giving birth to a baby. There is a lot of focus and effort put in for creating and sustaining a company of this stature. How well do we imbibe the company's 'spirits' is quite important. Today, we'll spend considerable time knowing each other, understand the company's procedures.

The first session focused on building trust among team



three key company spirits/mottos. The ISF team highlighted the importance of aligning self-expectations with company expectations to achieve individual and collective success. The team learnt how the company's culture and values align with their personal and professional goals.

Day 2

The event's activities resumed with a beautiful sunrise and scenic view at 0700 hours, providing a serene ambience, enabling a relaxed and peaceful environment. "The Yoga session helped the team relax, release tension and stress, and align their physical and mental state for the day's activities. Yoga is an excellent way to start the day, and it set the tone for a positive and productive seminar", Mr Kapoor stressed.



members — groups of two in each, were formed.

After the trust exercises, a teambuilding activity called 'Squares' was conducted, which emphasized on empathy in the workplace. In this activity, the seafarers were divided into groups of 4-5 each and given sealed envelopes. The task for each team was to assemble 4-5 squares identical in size without communicating with each other. The catch was that none of the envelopes had all pieces of the square. This activity helped the team understand the importance of empathy in building positive relationships and effective teamwork.

Shoei Kisen Spirits:

- Never Allow the Vessel to be Rusty and Dirty!
- Safe Operation (Safety First)!
- Quick and Close Communication!

Soon after, there were presentations to help the team understand the company's core values, culture, and





Yoga activities

Soon after breakfast, the workshop had two very engaging teambuilding exercises and games: Collaboration vs Competition and Desert Survival.



Kanai Atsuro

Through various activities, discussions, and exercises, the participants were able to enhance their communication, collaboration, and problem-solving skills, which are essential for building a strong and effective team.

“The event also provided the participants with an

opportunity to network and bond with their fellow colleagues, creating a sense of unity and teamwork among the team. The lessons learnt and skills acquired during the seminar will undoubtedly benefit the



AMSA presentation



Rio Tinto presentation

participants in their future endeavours and contribute to the success of Shoei Kisen Kaisha.

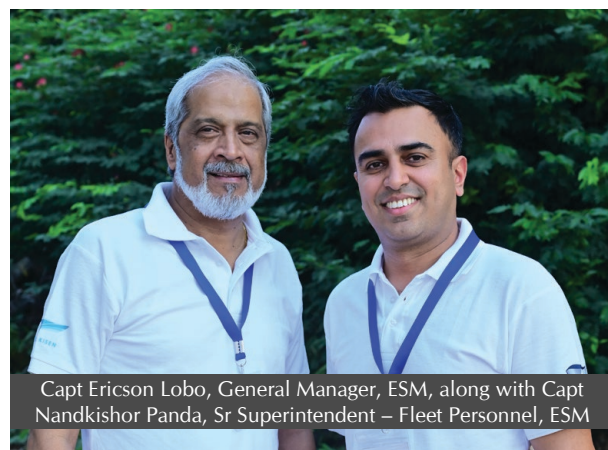
We would like to thank the participants for their active participation and eagerness to learn, as well as



Mr Toshiaki presenting a silver salver to Mr Iyer, commemorating Executive Ship Management's silver jubilee

the organizers for their support and cooperation. We hope that the teambuilding exercises have provided valuable insights and experiences, and we look forward to seeing the positive impact of these”, Mr Kapoor concluded.

The seafarers later had a chance to witness two live



Capt Ericson Lobo, General Manager, ESM, along with Capt Nandkishor Panda, Sr Superintendent – Fleet Personnel, ESM



Mr Atsuro, on behalf of Shoei Kisen Kaisha, thanked the seafarers for their dedication and loyalty

online presentations: by Dilip D'Souza, Principal Regional Port Marine Surveyor, Western Australia, Australian Maritime Safety Authority (AMSA), and by Madhu Thottankara, Principal Advisor (Vetting), Rio Tinto.

Towards the end, Kanai Atsuro, Deputy Manager, Crew Section, Ship Management Department No. 1, Shoei Kisen Kaisha, provided an insightful presentation about the company.

Evening receptions

On the first as well as second evening, the seafarers as well as shore staff got a chance to unwind and network at the poolside over cocktails and dinner.

Day 3: Samundra Institute of Maritime Studies visit

The senior officers visited the state-of-the-art maritime



Shoei Kisen Kaisha & Executive Ship Management team

training institute situated in Lonavala. All trainees and most of the junior level officers on Shoei-Executive vessels are from this Institute.

“It was very important for the officers to interact with the faculty and understand the Post and Pre Sea training facilities. This gives our officers a good understanding of the background and helps in ensuring these girls and boys turn into highly professional marine officers and engineers”, Capt Raghav informed.

TM

Attendees speak

This event was a very good experience for me. It provided insights for management level on developing skills for creating a harmonious atmosphere onboard ships. Importance of teamwork as well as good communication is very important. A good team onboard can lead to better coordination and helps in running a smooth ship.

– **Capt Pranav Roy, based in Delhi**

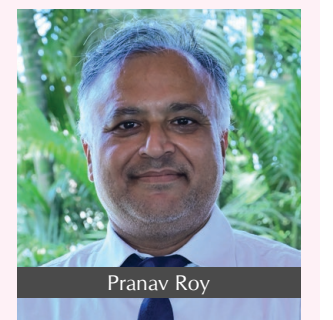


Ranish Shenoy

Refreshing and excellent event to promote and highlight the importance of teambuilding. Efforts by company to keep the connect and hear their seafarers gives a good sense of belonging and encourages staff to keep working and expand together. I joined Shoei-Executive in January 2020 and have always sailed on container ships.

– **Capt Ranish Shenoy, based in Mumbai**

I am associated with Shoei-Executive Ship Management since beginning of 2019 with takeover of yard delivery 20,000 TEU vessel Ever Glory. Prior to this I was working as a Chief Engineer with at least four reputed shipping companies — with various issues



Pranav Roy



Roshan Tirkey

including uncertainties of job security, company closure, only one-way airfare, and long waiting period for joining.

When I was assigned to take over the charge of Ever Glory, it was a memorable moment for me, as never before in my lifetime I had the opportunity of meeting and interacting with the owners and witnessing the ship naming ceremony. Moreover, during the takeover of the vessel, they treated us with great respect and honour. Whenever I recollect my memories of that event, to this day also I am so much excited and feel myself blessed to be part of Shoei-Executive Ship Management.

I am very much proud to be a part of this company. During the time of pandemic when there was uncertainty of signing on/off vessels worldwide, our company

arranged sign on/off efficiently. Even though I receive calls from other shipping companies to join them, I've never thought of leaving this company.

– **CE, Roshan Tirkey, based in Nagpur**

This was an excellent gathering to bond with colleagues from sea as well as shore. Thanks to Capt Raghav, Capt Lobo, Capt Panda, Melissa, and the entire team for organizing this get-together. We look forward to more such events.

– **Capt Vikas Singh, based in Lucknow**



Vikas Singh

The seminar was a commendable cause to bring all stakeholders together. The company highlighted the organisation's spirit, future expectations, and endeavours, as well as the challenges ahead. It also gave an insight to the seafarers to understand the company and bring forth their candid concerns. Indeed, it was a remarkable teambuilding effort by Shoei-Executive Ship Management.

It isn't that life ashore is distasteful to us, but life at sea is better, and that's only because of Shoei-Executive Ship Management, where Indian and Japanese backgrounds synergise on a venture and present the foremost outcome through the devoted, well-trained onboard and shore staff, which works as a family and creates

an environment of togetherness, care, as well as safety.

– **Capt Sumukh Desai, based in Mumbai**



Sumukh Desai

It was an excellent seminar encouraging very positive thoughts about teambuilding. The session with AMSA and Rio Tinto, and communication during the pilotage session, were very informative and beneficial.

It was a very nice experience during my tenure on bulk carriers of Shoei-Executive. The office support was very good in every aspect, starting from vessel joining.

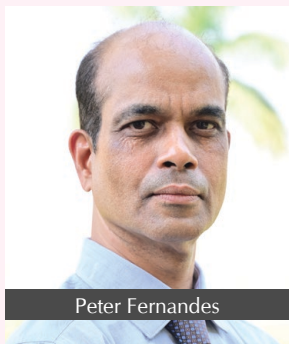
– **CE Manish Singh, based in Varanasi**



Manish Singh

It was an absolute pleasure to be a part of the event and get to know more about the company. I was especially impressed by the innovative approach they take towards problem-solving and their commitment to create a positive impact in the industry. They have a great team and I am sure they will continue to do amazing work in the future.

– **CE Peter Fernandes, based in Mumbai**



Peter Fernandes

This event really helped in knowing one another, presentations were simple and superb. The sessions helped us in teambuilding, and I look forward to meeting everyone again for such seminars. Shoei-Executive is one of the best companies to work with.

– **CE Villuri Murali, based in Visakhapatnam**



Villuri Murali

Interview of Fujiwara Toshiaki, Executive Senior MD, Shoei Kisen Kaisha

Please tell us a bit about your recent visit to India.

I am here specially to attend the Shoei-Executive's Crewing Seminar. It is the first time we have conducted such an event after we started this joint venture.

It was important for me to meet the senior officers personally. I arrived on February 21 and will go back to Japan on February 23.

What's your opinion about Indian seafarers and Indian maritime shore-based professionals?

India has 9.35% share of global seafarers and stands third in the list of the largest seafarer-supplying country to the world. The Indian quality of education has always gone beyond the minimum requirements of STCW, and Indian seafarers are generally very hardworking. Also, they tend to be very ambitious, wanting to climb up the hierarchy quickly. This makes them very interested in their profession. Another very big advantage is that Indian seafarers have done their complete education in English, and this gives them an advantage over other nationalities. Indian seafarers also work efficiently in multinational or multicultural work environments.

Please talk about Shoei Kisen Kaisha's association with Executive Ship Management.

Shoei Kisen Kaisha has given their ship management activities to different companies worldwide. This joint-venture is the first of its kind where Shoei Kisen Kaisha and Executive Ship Management established a crew management company in India.

This company caters to our large container vessels, capesize bulkers, and few panamax vessels.

We have a very long association with Executive Ship Management and in them we find our trustworthy partner for 'safe ship' operations.

What's your association with the Imabari Group and Shoei Kisen Kaisha?

The Imabari Group is our parent company established in 1901. Imabari Shipbuilding is a major Japanese ship building, marine engineering, and services company headquartered in Imabari, Ehime Prefecture.

It is Japan's largest shipbuilder — both in terms of tonnage and sales revenue, with design, research, construction and ship repair facilities in Imabari, Marugame, and at seven other integrated dockyard and manufacturing facilities across the Seto Inland Sea region.

Imabari Shipbuilding's activities include designing, manufacturing, purchase, and sale of merchant ships, offshore engineering, and ship life cycle services.

Imabari also controls various subsidiaries related to the shipbuilding and shipping industries, including one of the largest Japanese ship-owning, managing, and leasing (chartering) companies — Shoei Kisen Kaisha, which manages and provides ships to shipping companies under long-term charterparty agreements.

I have been associated with the Imabari Group for more than 39 years. Presently, I oversee ship management companies and our own Shoei Ship Management based in Japan and Singapore.

What role will you play at this event and what's your message for the Executive Ship Management team?

(Smiles) Capt Anil Raghav and his team have not left any work for me, hence my only 'job' is to meet and interact with our officers and thank them for keeping our ships safe, for having gone through the COVID-19 crisis with resilience, and ensured our ships were always ready for our customers. Most of them went through very tough periods away from home for prolonged periods but maintained their professionalism and always held the Shoei flag high. I am obliged and very happy to be part of this joint venture.



Interview of Capt Anil Raghav, General Manager (Manning), Shoei-Executive Crew Management

Please tell us about the role you play in the company.

I am the representative of Shoei Kisen Kaisha for their crew management activity with respect to Executive Ship Management.

Shoei-Executive is a joint venture company registered in Singapore and India between Shoei Kisen Kaisha and Executive Ship Management.

Please talk about your shore-based experience.

I started my shore career with training, moving to the LPSQ department as a Superintendent, then marine operations, followed by the fleet personnel department. I was involved with manning for seven years before I moved on to a start-up where we created an online platform for recruitment. This was just before joining Shoei Kisen Kaisha.

I have been ashore for 14 years and at sea for 14 years. I sailed on tankers, reefers, bulkers, containers, and car carriers. I commanded car carriers and container vessels.

As a seafarer, what did you encounter in relation to placement and jobs? What are the manning-related changes and approach of management companies developed over the years?

I joined sea in 1994 as a deck cadet for Barber Ship Management, where I worked for Bergesen (now BW Group), and later NYK Shipmanagement. We looked up to our seniors and office staff, and it never ever crossed our minds that we would change our company (for another job). I'm of the opinion that a lot of jobs on offer and the way seafarers behave, is based on supply and demand within that country.

After the International Safety Management (ISM) Code, a lot of training has come into focus and subsequently what is done onboard and ashore needs to be documented for proof. This was never the case before. Due to this we have taken away a lot of authority from our seafarers; this has a deep impact on how seafarers behave with their companies.

What's the mantra of Shoei-Executive Crew Management?

At Shoei, our main goal is to run a happy ship which starts from the office. They are an extension of us and take care of our customers. Manning companies have a very vital role in this supply chain. We ensure that we place the right person on the right ship. If a wrong person is placed onboard, I firmly believe that the manning company should be held responsible. It should not be limited to a technical concern. There needs to be a joint effort between technical and manning, and sharing of that responsibility will ensure we have safer ships.

What are the challenges Shoei-Executive Crew Management face in relation to placement of crew and sustaining them onboard?

Over the last few years, Indian manning has faced two main challenges. The COVID-19 crisis — due to which many ship owners have moved to third-party ship management, and the Russia-Ukrainian conflict.

Indian manning companies are facing a high demand and it has been a herculean task to find competent crew in these circumstances.

I don't think the Indian market has faced this demand crisis ever before. We are fortunate that the Shoei Executive team is managing this competently.

What's your take about seafarers faking their medical tests to join a ship, or not admitting about certain diseases and ailments?

I have not come across seafarers faking their medical tests. I believe seafarers are hardworking people who are out for a purpose: to do their jobs diligently and come back to their family safely.

As they age, having some sort of medical condition is not uncommon, if it is declared and doctors give them 'fit for service', we do not prevent them from joining a ship. Also, each P&I club has its own protocol for dealing with these isolated cases as appropriate.



Please talk about the Maritime Labour Convention (MLC) and Shoei-Executive Crew Management.

MLC 2006 has been a welcome change for streamlining working conditions for seafarers and ensuring a level-playing ground for all ship owners.

These regulations are also under the scrutiny of flag state and port state control via inspection, which ensures all parties comply with this to get the certification.

Any seafarer has the right to formally lodge a complaint against any non-compliance of the regulations. This is a good system, and we ensure there is no victimization to those who complaint. However, we do get few complaints which are frivolous and need to be tackled in a mature manner and proper investigation needs to be done.

What's your opinion about this event?

This was the first event we have had after the formation of this joint venture. The idea was to meet everyone in person especially since most of these ships came under our management over the last three years, which also overlapped with the COVID-19 restrictions period.

The intention was to have the ship and shore staff collaborate with each other for two days. Meeting each other creates a lot understanding, empathy and connection which cannot be replicated or achieved via webinars. Successful and new relationships need bonding, which are forged when people meet face-to-face.

Interview of S.M. Iyer, Director, Executive Ship Management Pvt Ltd

Please tell us about the role you play in the company and your experience.

I have been with ESM for the last 22 years. Presently, as the Director, I oversee all the activities in India. We are celebrating our 25th year since inception and it has not been a bed of roses. During my tenure in this organization, I've seen the company grow from six vessels to over 160. Also, I've been associated with our training institute from Day One. It has been an excellent learning experience under the guidance of our founder members.

As a Chief Engineer, what has been your approach to crew management?

Crew management is neither an Engineer nor a Master's cup of tea. Anyone who can put themselves in a seafarer's shoes, and empathise with them, can be a good crew manager. In my 20+ years of handling crew, I found they are the simplest souls with very less demands unlike the shore lubbers. During the COVID-19 crisis, everyone was clapping for the selfless work done by the medical fraternity but no one recognized the yeoman service rendered by seafarers who ensured that everyone stayed back home safely while they risked their lives away from their families. Imagine being onboard for 8-10 months without stepping ashore and not making any hue and cry. At ESM, we believe that crew is our main asset.

Please talk about Executive Ship Management-Shoei Kisen Kaisha joint venture.

The association between Executive and Shoei goes a long way back. When we were just a new entrant in the ship management business, Shoei entrusted us with one of their new buildings — a bulk carrier — way back in the year 2000! The relationship has grown from strength to strength since then, and in 2017 they again gave us their biggest container vessel to manage. Shoei has seen our commitment to provide the best service to clients. Our dedicated inhouse training ensures that we put the right crew for the vessels who can deliver as per each stakeholder's expectations.

Technical as well as crew, both are important parts of the management business. If you'd to choose only one, what would that be and why?

Each aspect of an industry is important and plays a significant role in the success of an organisation. Similarly, in the shipping industry, both technical and crewing play an important role. Research from Harvard University,



the Carnegie Foundation, and Stanford Research Center, found that 85% of career success comes from having well-developed soft skills and people skills. Hard skills, including technical skills and knowledge, only make up 15% of career successes. So, whether you are in the technical or crewing department, people skills is very important. Having interacted with the seafarers for more than two decades, I would like to continue being a part of the crewing team.

You also oversee the company's training business. What's your take about the point that training remains lower in the hierarchy?

It is true that training was given very less importance in the past. Those days are gone when institutes used to conduct the STCW courses and the minimum standards laid down by the Directorate General of Shipping and other authorities. Today, all stakeholders realise the importance of good, dedicated and value-added training. In facilities like the Samundra Institute of Maritime Studies, where the cadets go onboard ESM vessels, their performance and feedback go back to the Institute, especially for them to do any course corrections if required. ESM encourages the faculty members to go sailing on our vessels to upgrade their knowledge and put it into practice at the academy and they utilize this opportunity. During the COVID-19 crisis when online training had to be implemented, the Samundra Institute was way ahead as in-house online modules were being used to augment the classroom training for many years. With such dedicated training, the stakeholders are assured of getting the best sailing staff for their vessels.

What's your opinion about this particular event and similar events that you've conducted and attended in the past?

Seminars and events like this are an important part of any organization, especially in our industry. This gives an opportunity for the sea staff to interact with the office staff and understand challenges of both sides. Moreover, on this platform, we can jointly discuss our issues and ways to improve our performance by learning from our past mistakes. Even during the COVID-19 crisis period, we kept in touch with our seafarers regularly by conducting webinars as well as celebrating the festivals online with the seafarers' families. It is imperative that we have face-to-face meetings with our invaluable seafarers. To make it more convenient for the crew, we take our seminars to their doorstep and conduct it in our satellite offices around India.



Evening Receptions



Foreign Seafarers as Material Witnesses Modern Day Subjugation?



Multi-cloud platforms in logistics and SCM typically involve using multiple cloud services for tasks such as data storage and processi Worldwide, there are signs and placards throughout airports, train stations, seaports, and bus stops offering assistance to individuals who may be experiencing being held against their will. They often pose a series of questions along these lines:

“Is someone . . . holding your passport or personal documents; threatening you or your family; controlling your movements; and/or forbidding you to go anywhere or speak with anyone you want?”

These are tell-tale warning signs of human trafficking, involuntary servitude, and modern-day slavery. The posted signs are jarring, but they are not just for individuals to reach out for help, but to raise awareness for the public to be on the lookout for distressed individuals in need. There is no dispute that the persons being held against their will is a bad thing and has no place in the modern world.

However, in the United States, there is a government sanctioned regime whereby foreign seafarers are routinely held against their will as involuntary detainees and material witnesses in MARPOL/APPS prosecutions. Pursuant to 33 U.S.C. §1908(e), the Coast Guard (and Customs and Border Protection acting at the Coast Guard’s instruction) can revoke and refuse to reinstate a foreign flagged vessel’s departure clearance until surety satisfactory to the Secretary is posted. Such

“surety” takes the form of an “Agreement on Security,” which requires not only the posting of a financial undertaking by the Vessel’s Owners and Operators, but also requires the removal of seafarers from the Vessel. It is standard for the Coast Guard to insist that the Captain and the entire Engine Room Department be disembarked from their shipboard home, turnover their passports/travel documents, and remain in a hotel within the federal district where the matter is pending for an unknown and unlimited amount of time during the government’s investigation.

The seafarers are not parties or signatories to the “Agreement on Security.” When a seafarer asks to go home or to have his passport returned to him, the government denies those requests. When a seafarer applies to the Court to have his travel documents returned or to have his deposition taken so he may leave the United States, the government opposes the requests. Typically, the government will implement some combination of the following procedure to block a seafarer’s right to departure: 1). Claim that the crewmember is in the United States voluntarily; 2). Argue that there is no right to a deposition because criminal charges are not yet pending; and 3). If all else fails, obtain a material witness arrest warrant pursuant to 18 U.S.C. § 3144 to ensure that a seafarer remains for trial. The purpose of the material witness statute is to secure the presence of a witness who possesses information material to a criminal proceeding.

Some district courts have found that seafarers held pursuant to an Agreement on Security and/or material witness warrants in MARPOL/APPS cases were functionally detained as a result of this arrangement, even if not formally incarcerated, and therefore entitled to have their deposition taken so that they could return to their jobs and families abroad. See, e.g. In re Zak, 2017 U.S. Dist. LEXIS 222937, *17 (D. Me. 2017); United States v. Dalnave Navigation, Criminal No. 09-130, 2009 U.S. Dist. LEXIS 21765, 2009 WL 743100, at *2 (D.N.J. Mar. 18, 2009); Mercator Lines Ltd. (Sing.) PTE Ltd. v. M/V GAURAV PREM, 2011 U.S. Dist. LEXIS 153429, *28-31 (SDAL 2011). However, even in those matters, the seafarers had to complain of detention for many months before the Court took action.

In two (2) recent cases, U.S. Magistrate Judges in the Eastern District of Louisiana and Southern District of California have refused to order depositions, instead finding that the government’s interests in completing charging decisions and live testimony of witnesses was of greater interest than the rights and liberty of the individual seafarers. See, e.g., In re Joanna, 2021 U.S. Dist. LEXIS 114281, (ED La. 2021) (finding that the prosecutors’ subjective intent of the use of the material witness warrant was not reviewable, so long as the warrant was facially valid) (citations omitted). In another recent case, United States v. Evidiki Navigation, et al., in the District of Delaware, the Court finally ordered Rule 15 depositions after the crewmembers were detained for several months by government officials on the basis their testimony would be significant to the investigation and prosecution. When the crewmembers returned for trial six (6) months later, the government shockingly did not call any of the seafarers as witnesses in the case.

The actions of the government is all the more egregious compared to how the material witness warrant statute is routinely used in other criminal matters in the United States. For example, in U.S. v. Whited, the Court found that Christopher Cambron had material information relevant to a pending criminal matter in which the defendant was accused of armed robbery of at least seven (7) businesses. Due to Mr Cambron’s history of drug and alcohol abuse, the government sought a



For representation only

material witness warrant to keep him in custody to ensure his availability for trial. United States v. Whited, 3:21-cr-29, 2022 U.S. Dist. LEXIS 230521 (E.D. Tenn. 2022). The Court agreed and ordered Mr Cambron detained. However, the District Court directed his deposition to be completed within a week and Mr Cambron’s deposition was completed the day after Christmas on December 26, 2022. He was released the next day after spending less than seven (7) days in custody. Similarly, in U.S. border cases, material witnesses are often detained, deposed, and then released within a matter of days. See, e.g., W.D. Tex. Local Criminal Rule 15b (setting out the procedure for deposition and release of material witnesses and requiring release within 24-hours of deposition or 45 days of first appearance in Court, whichever occurs sooner).

So why are seafarers, who are historically recognized as ‘wards of the Court’ to be afforded special treatment and protection, abused by the system in MARPOL/APPS cases? The reason is simple: the crewmembers are pawns utilized by the government as an additional pressure point on the Owner and Operator in these prosecutions. The expense of paying for the total wage salary, per diems, hotel costs, and local travel expenses for the crewmembers detained in the district can reach \$30,000-50,000 per month (or more). Meanwhile, seafarers who most times have done nothing wrong, are forced to miss important life events: births, deaths, anniversaries, family obligations, etc; a result that is all the more inhumane and disproportionate when considering that the US Courts routinely utilize remote appearances and/or video recorded deposition testimony in lieu of live, in-person testimony.

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Article contributed by Chalos & Co, International Law Firm. For more information on the US investigation and prosecution of suspected MARPOL/APPS violations and/or the unfair treatment of foreign seafarers in the United States, contact: info@chaloslaw.com

New Technologies, Nutritional Security, Exports, deliberated at FISHTECH 2023

FISHTECH conference, exhibition, and workshop was conducted at the CIDCO Convention Centre on 2nd and 3rd March. Organized by the Maharashtra Economic Development Council (MEDC) in collaboration with the Department of Fisheries, Government of Maharashtra, National Fisheries Development Board (NFDB), FISHFED, and Bhoomiputra Foundation, the two-day event focused on *Sustainable Blue Revolution: New Technologies, Nutritional Security and Exports*.



The event was inaugurated virtually by Sudhir Mungantiwar, Minister for Forests, Cultural Affairs and Fisheries, Government of Maharashtra. He spoke about the Governments' role in development of fisheries and

the fisherfolk community. Ramdas Sandhe, Former Chairman, Maharashtra Machchimar Sangh, Dr Ashish Paturkar, Former Vice Chancellor Maharashtra Animal and Fisheries University, Nagpur, Ravi Boratkar,



President, MEDC, Atul Shirodkar, Vice President, MEDC, were also present. Meenal Mohadikar, Vice President, MEDC, proposed the vote of thanks.

Around 30 speakers conducted eight different sessions and one workshop during the course of the event. These intellectuals represented esteemed institutes and organizations related to the fisheries sector like the Marine Products Export Development Authority (MPEDA), Central Institute of Fisheries Technology (CIFT), Central Institute of Fisheries Education (CIFE), NFDB, National Bank for Agricultural and Rural Development (NABARD), Central Institute of Freshwater Aquaculture (CIFA), Central Institute of Brackishwater Aquaculture (CIBA), Central Inland Fisheries Research Institute (CIFRI), Central Marine Fisheries Research Institute (CMFRI), Fishmiles, Gadre Marine Exporters, and Taraporewala Marine Biological Research Station.

Target beneficiaries who attended the event included students, fish farmers, members of the FISHFED federation, members of Bhoomiputra Foundation, business professionals invested in fish farming and fish products, individuals from multiple non-governmental bodies, and other fish business enthusiasts.

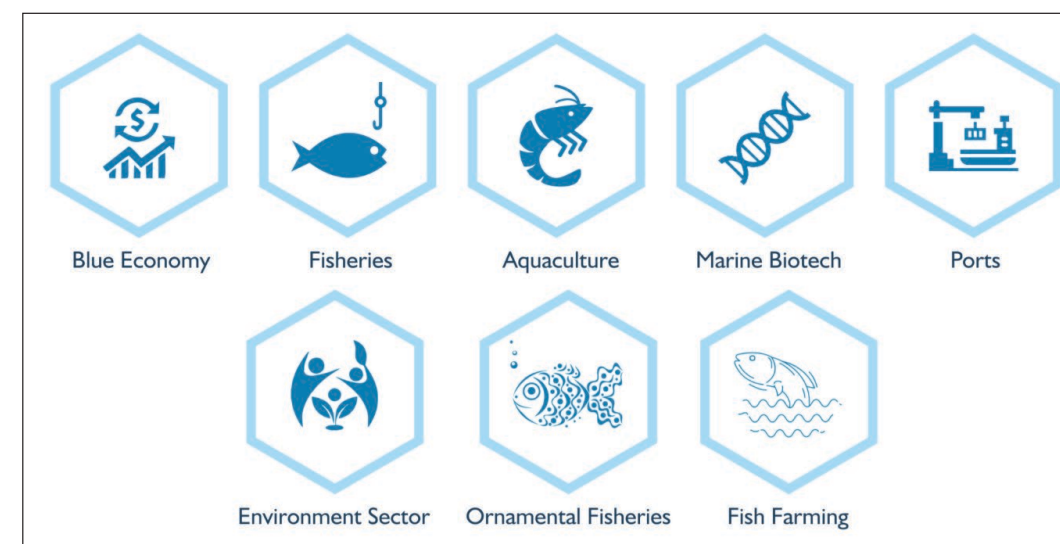
The panel discussions held during the conference were moderated by MEDC Committee members. During these discussions, a wide array of topics were discussed including fish processing with specific reference to packaging, value addition technologies, intellectual property rights in fisheries and aquaculture sectors, institutional finance and credit to the fisheries sector, NABARD financial schemes, finance and credit for blue transformation, improve technology intervention in aquaculture and culture base fisheries for doubling farmer's income, aquaculture and climate change, recent trends and opportunities in aquaculture, alternative livelihood through mangrove conservation.

Some of the important topics discussed during the conference were: Innovative aquaculture systems and practices, Biochar waste sustainable fish farming, Nutrition and feed practices for production enhancement, Aquaculture technologies for livelihood upliftment of coastal community, Ornamental fisheries, Success stories, Trends and opportunities of inland fisheries, Opportunities and prospects of cage fish farming in India, Present scenario of marine fisheries in Maharashtra: sustainability outlook, Post-harvest management in fisheries, Supply chain management in aquatic products, Antimicrobial resistance (AMR) aquaculture and related challenges in sea food export, Development of value-added fish products, Value addition, Branding and marketing, Fish processing and export opportunities of processed fish products, Export scenario of marine products from India, and Development of fish by-products.

Apart from the conference and workshops, there were exhibition booths of the Department of Fisheries, Government of Maharashtra and MPEDA. These exhibits provided insights about the organization and its work. Students from CIFE displayed posters about research work, ideas, pilot level projects, and innovations in the fisheries sector.

Ravi Boratkar, President, MEDC, in his closing remarks, highlighted the initiative of MEDC to organize the conference on the fisheries sector and thanked Ramdas Sandhe for his cooperation, presence on both days of the conference, and his guidance. Mr Boratkar also emphasized on the contribution of various fisheries' institutes and their speakers for sharing their knowledge with the audience and interaction on fishermen's queries. Experts from the private sector focused on success stories and various opportunities available, business checkpoints, and responsibilities for making businesses successful.

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Sustainable Transportation: Key to Aatmanirbhar Bharat takes centre stage at technical maritime event

Sustainable Transportation: Key to Aatmanirbhar Bharat was the theme of the 16th edition of the all-India technical event 'Transtech 2023', conducted at the sprawling campus of Tolani Maritime Institute (TMI) in Induri, near Pune, from 16th to 18th March 2023. The technical 'carnival' was organized by TMI and the Institute of Marine Engineers (India), Student Chapter, TMI, Pune, in association with the Institute of Marine Engineers (India), Pune Branch, and The Institution of Engineers (India), Pune, local centre.



Dr Sanjeet Kanungo



Sanjeev Ogale



Manas Vaid

TMI's Principal, Dr Sanjeet Kanungo, shared his feelings in his welcome address and introduced 'Transtech 2023' as the official platform for the professionals of tomorrow from maritime training institutes and engineering colleges across India to showcase their talent and churn out new ideas for the future of the maritime sector. This was followed by Sanjeev Ogale's address, who is the Chairman, Institute of Marine Engineers (I), Pune, and Abhishek Kumar, Faculty-in-Charge, Institute of Marine Engineers (I), Student Chapter, TMI Pune.

Anirudh Kumar, Convenor for Transtech 2023, addressed the relevance of sustainable transportation and its benefits as he remarked how Transtech seeks to expose the students to such technical programs to generate a quest for knowledge and inspire them to achieve excellence in their professional careers.

The event was graced by various guest speakers: Manas Vaid, Head of Marine Claims in Treasury &

Risk Management, Maersk, who spoke on 'Technological advancements in the area of marine insurance & claims', followed by Capt D.C. Shekhar, Director, AlphaMERS Ltd, who presented his views about 'Innovation from mind to market'.



Capt D.C. Shekhar

Chief Guest Vijendra Jain, President, IMEI(I), released Transtech-2023 — Book of Proceedings and Journal of Marine Science, Technology and Management, followed by his inaugural speech on 'Emerging Technologies'.



Vijendra Jain

The session was followed by two parallel technical paper presentations conducted in presence of judges Anand Thakoor, Anil Bhat, Ajit Shelar, Deepak Saranjame, Gaurav Gupta, and Swapneil Tamhankar, along with session chairs Dr N.D. Junnarkar and Dr Sagar Deshmukh from TMI. 12 papers were presented on various topics by the participants.

Day 2 was also full of enthusiasm and energy. The guest speakers of the day were Cmde Somen Banerjee and Siddharth Mayur. Guest Speaker Cmde Banerjee spoke on 'Changing International Order and Disruption of Shipping Trade'. Guest Speaker Siddharth Mayur shared his knowledge about 'Renewable and Clean Energy Power Generation and Storage Technologies'.

The session was followed by two parallel technical



paper presentations chaired by Dr N.K. Joshi and Dr Manoj Kar respectively. A total of eight papers were presented on various topics by the participants.

The event was followed by the much-awaited Marine Quiz. The quiz had multiple rounds. In the final, four teams, TMI, Anglo-Eastern Maritime Academy (AEMA), Hindustan Institute of Maritime Training (HIMT), and Samundra Institute of Maritime Studies competed with each other with their full potential, skill and knowledge. However, the winner of the Quiz was declared as TMI.

The valedictory function was on the final day. The event began with the welcome speech by Dr Kanungo, followed by the motivational address by Guest Speaker Prashant Gade and Chief Guest Adesh Gokhale. Mr Gade's topic was 'Die empty-handed', while Mr Gokhale spoke on 'Smart Ideation and Innovation'.

Finally, the much-awaited prize distribution function was held in which winners were awarded

certificates and cash prizes. Transtech 2023 Theme Poster winners were Darshan Patidar and Akshay Havalder. Harsh Sharma and Samarth Jogi won the Transtech Videomaking Competition, their graphics



and photography skills were aired on all three days. Winners of the intelligence-testing Marine Quiz were Gautam Saxena and Akshay Havalder from TMI, followed by Abdul Gaffar and Don Baby from AEMA



(second place), and Kumar Srivathsan and Dhanraj Deshpande from HIMT secured the third position. A total of 21 entries were registered for the Model-Making Competition — Bhavesh Sendh from TMI, with his model on Cargo Hold Cleaning Robot, was the winner. This was followed by models by other teams of TMI and AEMA. Out of the 22 potential entries, the winner of the Poster Making Competition was Devendraraj Chavan from IMU Visakhapatnam for his poster on 'A Socio-Economic Solution for Inland Water Transportation'.

The technical paper presentation, being the highlight of the event, had its top three technical papers in the



following order; the third place was secured by Divyam Tiwari, Devesh Nimje, Deepayan Mukherjee from IMU, Kolkata, for their paper titled, 'Potential of Ammonia as a Marine Fuel'. The second place was taken by Nirjhar Sarkar from U.V. Patel, College of Engineering for 'Reduction of Carbon Footprints in Shipping Industry'. Winners of the paper presentation competition were Mohit Shangari, Badrid Dona and Satwik Dixit from IMU, Visakhapatnam for their paper 'Socio-Economic Analysis of Blue Fuel'.

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Transtech presents a common platform for engineering students to present technical papers on varied topics of interest. It encourages the young generation of engineers to delve into numerous activities such as paper presentation and research work, thereby empowering them with a razor-sharp thinking ability. The event has been successfully organized since 2007.

This year's theme focused on the 'Aatmanirbhar Bharat Abhiyaan' (Self-reliant India campaign) launched by the Government of India in May 2020, which intends to make India independent and self-reliant in all aspects. Sustainable Transportation is the essence towards building Aatmanirbhar Bharat. The Campaign also aims at making India a crucial and integral part of the global economy through maritime transport.

Captain of all seasons appointed MASSA Chairman impromptu

On 20 March 2023, Captain Girish Phadnis, Country Head & Director, MTM Ship Management, was appointed as the Chairman of the Maritime Association of Shipowners Shipmanagers and Agents (MASSA). Capt Phadnis succeeded Maneesh Pradhan, who was the Managing Director of Anglo-Eastern Ship Management (India).

A popular figure in the maritime domain who began his seafaring career in 1977, Capt Phadnis has been associated with MASSA for over 15 years — initially as a member, then as a director. Having rowed for Team India in the 1982 Asian Games, he is an active sportsman, and has also been a sports administrator — holding different positions, for years.

Interacting with the *Chief Editor of TradeMaker magazine*, Capt Girish Phadnis talks about his recent association with MASSA, provides an overview, and the way ahead.

Excerpts...



Congratulations. Please tell us a bit about your tenure and the subsequent election procedure for MASSA's chairman.

Thanks Nishit. Like in other similar organizations, the chairman of MASSA is elected by its board of directors. I will serve my two-year term as the Chairman.

What role will you now play, especially at this juncture? Also, what are your goals as the MASSA Chairman?

Our board of directors, in conjunction with the efficient MASSA office staff, have been collectively working in various areas and issues faced by member lines, with the active support of our members. I have always believed in teamwork and sharing of information, which I strongly feel will lead to success.

Some of our present goals:

- Ensure that all member lines of MASSA contribute to the improvement and development of the maritime fraternity.
- Support member lines for their issues and queries. In my many years of association with MASSA, this has always been our strong point.
- To support women empowerment and gender diversity by setting an example and provide guidelines in the fields of trainee officer, cook,

and ratings, and to have more women in shipping. For this, I'm in the process of forming a sub-committee.

- To enhance the maritime training academy in Mumbai and Chennai, and set up a state-of-the-art MASSA Academy.
- To bring together and ensure that all fellow maritime associations work in unison and towards the betterment of mariners at large, including owners.

Taking charge suddenly, is it business-as-usual for you as well as MASSA?

Yes, it remains business-as-usual. MASSA is run by a very efficient system and having Capt Shiv Halbe as the CEO is certainly an advantage. Further, multitasking comes to play, which I'm used to. Time management and prioritizing does play an important role. Also, I usually don't decline any job or meeting, as long as it's in my purview.

What role will MTM play, especially with you at the helm in MASSA?

MTM is a member line and will play the role just like any other member of MASSA.

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GlobalMET India 2023 event

Future of Digitalization and Communications takes lead at Maritime Training & Education Conference

With an aim to foster, develop and maintain close cooperation among its members, the Global Maritime Education & Training Association (GlobalMET) conducted a conference and exhibition on February 25 in Mumbai at the beachfront Novotel hotel. *Future of Digitalization and Communications* was the event's theme.



The event commenced with the lighting of the traditional lamp. Capt R.K. Muduli, Deputy Nautical Advisor and Deputy Director General of Shipping, graced the occasion as the Chief Guest.

The Conference had four sessions, conducted by stalwarts of the industry, with speakers from across the world.

Inaugural Session

- Welcome address by Capt Kersi Deboo, Chairman of IndiaMET
- Inaugural address by Capt R.K. Muduli
- 'Future of Digitalisation and Challenges Today' by Capt Pradeep Chawla, Chairperson, GlobalMET

Session I

Chaired by Daniel Sheehan, Independent Consultant of National & International Maritime Safety, Security & Environment Protection Issues



Speaker and topic:

The USCG Response to Emerging Technology by Rear Admiral Wayne Arguin, Assistant Commandant for Prevention Policy, USCG
Future of Communications by Laurie Eve, Director Retail, Inmarsat Maritime

Session II

Chaired by Ramji Krishnan, GlobalMET Secretariat

Speaker and topic:

- Future of Digitalisation, A P&I Perspective by Stuart Edmonston, Director of Loss Prevention, UK P&I Club
- Connected Ships for New Age Maritime Economy by Joy Basu, CEO & Founder of Smart Ship Hub Digital Pvt Ltd

Session III, Panel Discussions

Panel I: Training Challenges for Digitalisation

Moderator: David Birwadkar, Vice President, Great Eastern Shipping Co Ltd





Panellists:

- Capt Vinayak Mohla, Head of Cadet Recruitment and Competency Management at Anglo-Eastern
- Capt Pankaj Nayak, Head of Global Training at d'Amico Shipping Group
- Sanjeev Vakil, CEO, Hindustan Institute of Maritime Training
- Abhinav Narayan, CEO of OneLearn Global



Panel II: Crewing Challenges for Digitalisation
Moderator: Capt Anil Tejpal, Director, Crewing Strategy, Synergy Marine Group

Panellists:

- Capt Vishal Breja, Director, Sealand Ship Management
- Capt Sankalp Shukla, Managing Director, Bernhard Schulte Shipmanagement
- Capt Pradeep Correa, COO, Seven Islands Shipping Ltd



Deepak Shetty, Former Director General of Shipping, and currently India Head of Maritime Anti-Corruption Network (MACN), spoke on the significant headway made by MACN to root out corruption in the maritime industry in India.

Capt Manoj Hirkane, Vice Principal (Nautical), Tolani Maritime Institute, proposed the Vote of Thanks.

The focus of the event was on the future of digitalization and communications in the maritime industry. A session on the 'Future of Communications', provided insights into data usage trends, and how connectivity at sea is driving digitalization, decarbonization, and crew welfare. The sessions addressed the key determinants of creating a sustainable future for shipping. Most importantly, the Global Conference reviewed and evaluated present skills and demands of future skills requirements.

The conference created a platform for the exchange of views among members through panel sessions spread throughout the day on topics concerning the future and challenges of digitalization along with training and crewing challenges faced with the upcoming digital age. The panellists shared and opened the forum bridging the gaps with suggestions on the solutions for the Government and private bodies to take up in their scheme of things.



Almeida, was appreciated and thanked for conducting the conference efficiently and with great aplomb.

Evening Reception

The cocktails and dinner evening function commenced with traditional Indian dance performances, followed by the awards ceremony. The ceremony was compered by Capt Mahesh Yadav, in his own inimitable style. GlobalMET honoured eight maritime teachers and trainers with a Lifetime Achievement Award for long service dedication to the improvement of maritime education and training in India. It was a wonderful and heart-warming ceremony where these stalwarts were awarded a trophy along with a scroll and a gift. The recipients were: Hoshang Dastur, Capt Jairaj Nakhwa, Capt Keith Miranda, Capt Krishnamurthy Iyer, Capt Rajiv Kumar Sharma,

Dr Surender Kumar, Capt N.S. Mainkar and Capt Murali Vepa (posthumously).

After the awards ceremony the venue was quickly turned around to create a wonderful ambience for entertainment. The entertainment followed with amazing jugalbandi (duet of two solo musicians) music on guitar and tabla.

TM

With digitalization being the future of ship management, the conference set the bar in formulating a common stand on issues of interest related to maritime education, training, research, and development.

Exhibition

The conference also had exhibitors from various organisations showcasing their various innovations and ideas.

- eDOT Solutions
- KARCO
- Rucho Enterprises
- Inmarsat
- Applied Research International
- Seabird Medicare Centre
- HSBC
- Aquarius Marine Services and consultancy
- India House Path Lab

"Being a support and anchor for others, multiplies our own impact and helps build strong cultures, embrace change, and help achieve more": The conference ended with this motto. Master of Ceremonies, Capt Tescelin



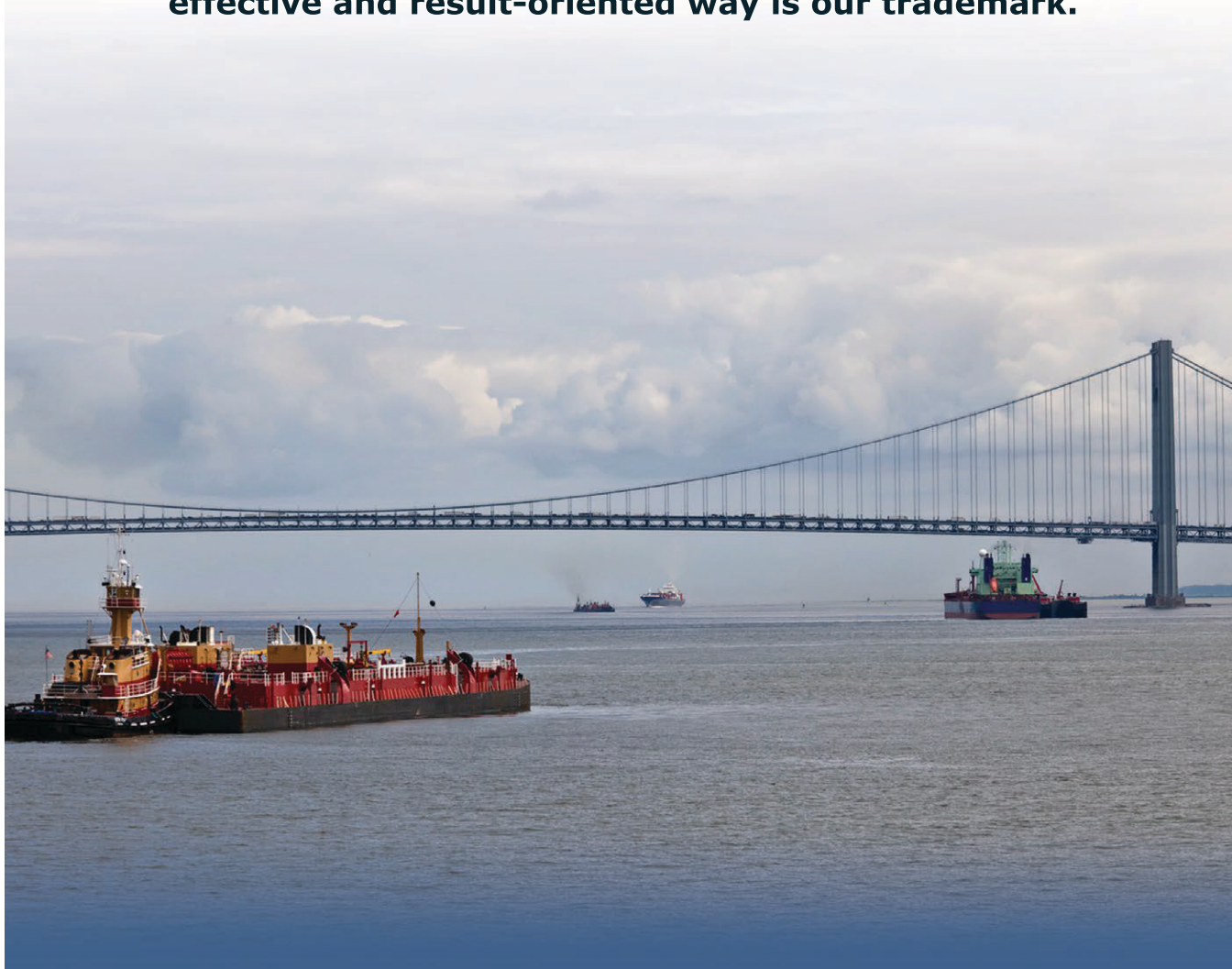
GlobalMET is an association registered in Hong Kong, with consultative status at the IMO, carrying out activities and research in the field of maritime training and education. GlobalMET holds an NGO status at IMO and a representative attends IMO committee meetings. The Association has led various teams for writing of a number of IMO model courses, and also chaired the Drafting Group at the IMO HTW sub-committee meetings.



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Mighty Maharaja comes full circle to its Progenitor



What does the Air India, Boeing and Airbus deal mean to Bharat?
How Air India's transaction can prove to be a saviour against the woes of the West?
Why do actions directed towards a particular payoff sometimes lead to opposite consequences?

The Story, the Unintended Consequences, the Effect

At the end of the 18th Century, when Britons were ruling India, a unique phenomenon was witnessed in Delhi, one of the major cities through which they ruled the large swathes of the Indian subcontinent. Brits witnessed snakes everywhere within the city and a perception was created in their minds that the *City is infested by Cobras*.

After multiple deliberations, intelligent Brits came up with an idea to curb the cobra population. A scheme was initiated, whereby a person bringing dead snake skin/skins will be paid a bounty. The idea was simple, more dead snake skins will mean a lesser snake population. The plan worked and a lot of people made bounties aplenty by bringing dead snake skins.

Six months passed, but neither the snake population reduced nor the number of people bringing dead snake skins lowered. An Indian working for the

British was assigned to figure out the effectiveness of the scheme. The Indian ICS officer investigated and found out that people in Delhi and neighbouring areas had started breeding snakes to make money.

Frustrated and angry Brits abolished the scheme at once. Now, the people of Delhi who had no usage of snakes and didn't know what to do with them, released all of them in the city, thus the population of snakes multiplied instead of getting reduced. *This phenomenon is known as the Cobra Effect or the Law of Unintended Consequences.*



More often, when decisions are taken, the thought or the consequences that one keeps in mind is of the first degree only focusing on solving the immediate problem at hand — taking a short-term quick-fix solution, ignoring the 2nd or 3rd degree consequence. This is true for humans, organisations, institutions, governments and countries.

The Prelude, the Past, the History

Speed was in the blood. Jehangir Ratanji Dadabhoi Tata, popularly known as JRD Tata, the father of the Indian aviation industry, industrialist, entrepreneur and chairman of the Tata Group, was born to a noted businessman Ratan Dadabhoi Tata and Suzanne Briere.

Way back in 1929, when the World was still thinking of Universal Suffrage, JRD's mother became the first woman in colonized India (still under British Rule) to drive a car.

From a young age, JRD was a keen learner and was inspired by his father's friend Louis Charles Joseph Blériot — a French aviator, inventor, and engineer, who developed the first practical headlamp for cars, the first man to fly across the English Channel. Motivated, JRD learnt to fly quickly and obtained the first flying license issued in India.

He, along with his friend, started the first commercial airline in 1932 under the name of Tata Airlines. In 1948, post-independence, Tata Airlines was renamed Air India and the airline started international operations.

The passion, precision, and the detailing of JRD took Air India's Brand to the next level, making Air India stand out amongst Western airlines.

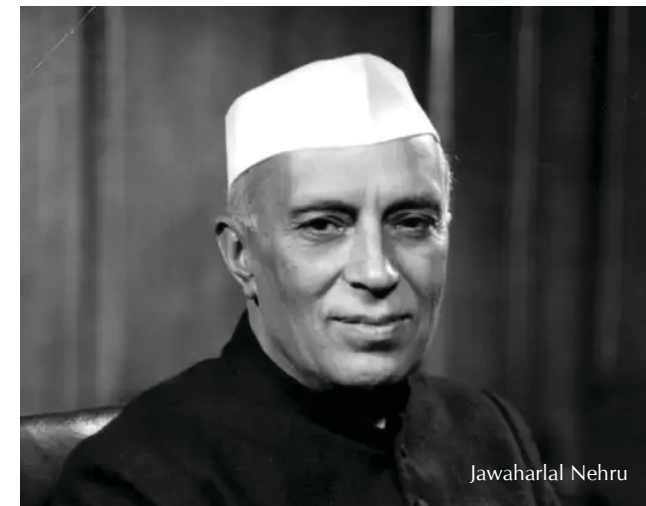
Once JRD told his staff, "I want that the passengers who travel with us do not have any occasion to complain. I want to establish that there is no airline which is better liked by passengers, that is safer and more punctual, where the food and service is better, and which sets a better image, than Air India".

The Nationalization, the descent, the liability

In 1952, as the time was arriving for Air India to lead the aviation industry globally with its service quality and precision punctuality (*It was said that people, used to match their watch with the landing and take-off of Air India flights*), Prime Minister Jawaharlal Nehru decided to nationalize all Airlines in India including Air India International.

The rationale was that all modes of transportation should be government owned, so that fares could be kept low. The intent was good, however, the action of the then government led to a Cobra Effect, the Price of which Air India would pay in the next 70 years.

Post-Independence, due to years of loot and plunder by the Brits, there was a time in the 1950s, when an average Indian didn't have enough money to travel by road or rail. Thinking and nationalizing aviation through government control was surely not wise. JRD objected, protested, demurred, however the pleas fell on deaf ears. JRD continued as the Chairman (*pro-bono*) and later as a Director (*without any remuneration*) for the next two decades on the board of Air India, but his recommendations and suggestions were never attended to.



Jawaharlal Nehru

In the book, '*The Descent of Air India*' Jitendra Bhargava, a former executive director of Air India, has detailed how Air India once a rising star was brought down due to government interference, a series of bad decisions, and a deteriorating culture under the new owner, all of which expedited the descent of the Air India.

From being a jewel, Air India became a liability, a neck bone for the government, that it can't

swallow, nor can it cough out. In the last couple of years, the government spent approximately INR 20 crore per day to just keep the Airline afloat. Finally, in 2022 Jan, ~a year ago, the Maharaja came back under the wings of the Tata Group, with Tatas paying the government INR 18,000 crore to buy the Airline.

JRD was given INR 2.80 crore in 1953 to nationalize Air India and Tata Group paid INR 18,000 crore, thus the Government of India earned an IRR or CAGR (*compounded returns*) of ~13.5% for investment of INR 2.8 crore for 69 years.

But past irregularities of Air India (*under previous government regimes, more prominent from the 1980s onwards*) cost dearly to the Central Government, leaving a hole in government pockets with an outstanding liability in its book of ~INR 46,262 crore.

The present, one year since the acquisition, the change

One year is over since the acquisition by the Tata Group. A few weeks ago, The Tata Group announced that it placed an order which is the largest in the history of global aviation worth ~USD 80 billion. *Just to bring*

in the perspective of the size, the entire economy of Belarus is sized at USD 79.5 billion.

In 2011, one of the largest transactions in aviation history was recorded. American Airlines then placed a record order for 460 single-aisle planes from Airbus and Boeing in a deal worth more than USD 38 billion.

In 2014, China Aviation Supplies Holding Company, or CAS, ordered 70 Airbus A 320 worth USD 10 billion and 130 Boeing 737 worth USD 38 billion on behalf of various Chinese airlines. The composite transaction value was USD 38 billion with 200 aircraft.

In 2017, Chinese Southern Airlines placed an order for 20 Airbus A 350 worth USD 6 billion.

The Air India deal is the largest in aviation history — both in terms of value and number of aircraft and is divided between Airbus of France and Boeing of the United States, almost equally. The present order is for 470 planes and the balance of 370 comes with an option and purchase rights to be procured from Airbus and Boeing over the next decade at a price negotiated now. Details of this have not been disclosed by Air India nor Boeing or Airbus.

The (present) order comprises of:

- 40 Airbus A350, 210 Airbus A320/321 Neos
- 20 Boeing 787, 10 Boeing 777-9 wide-body aircraft, and 190 Boeing 737 MAX single-aisle aircraft.

The A350 aircraft will be powered by Rolls-Royce engines, whilst the B777/787 by GE Aerospace engines. All single-aisle aircraft will be powered by engines from CFM International (a 50/50 Franco-American joint

venture between GE Aviation and Safran Aircraft Engines).

Influence on the West

With the world under the grip of high inflation, rising interest rates, recessionary pressures, challenges in the supply chain, food shortage emerging from the Russo-Ukrainian War, and slow recovery from the COVID-19 crisis, the Indian Tata Group has stepped up to lead the world.

There was a time in the 1960s when India was seen as a country with a begging bowl. Today, the same country, Bharat is providing jobs and business to Western countries, including the United States, where 220 Boeing aircraft order by Air India will provide jobs to over one million Americans across 44 states of the United States.

This deal has deepened the relationship with both sides of the Pacific, Europe and the US.

Once the subjugator of India, the UK also stands to gain immensely from the Boeing Airbus deal, as the engines used in Airbus are manufactured by British company Rolls-Royce. Airbus' significant portion of the manufacturing will take place in the UK.

The Air India deal will bring over GBP 100 million in Wales, and more manufacturing jobs in the villages, and towns of Broughton, Filton and Derby, located in the UK.

Why? The Rationale

The opportunity that's now present in front of the Tatas is to have a global foothold in the leisure and business

air traveller segment. A global perspective with Indian values and an Indian hospitable heart.

The aviation industry, which was struggling even before the COVID-19 pandemic, is recuperating back with a vengeance.

Revenge Travel (fulfilling unsatiated travel aspirations for three years), need for instant gratification on account of uncertainty of the future (belief that the COVID-19 crisis has brought), and pending meetings with relatives, clients, partners and vendors, has led to a surge in aviation industry's revenues. Furthermore, the eagerness to travel to holy and spiritual sites has led airline tickets to outpace inflation by ~15-20% globally.

Air India leading the way

Currently, ultra long-term routes are controlled by Middle Eastern airlines. Air India's acquisition of Airbus 350s and Boeing 777-9s which are suited for ultra-long-term routes like the ones to the United States or Australia, will break their hegemony and will establish Air India once again as a global long route international carrier.

India outpacing China

Till very recently, China was leading the way in the aviation industry. China, before the COVID-19 crisis, was perceived as the *Factory of the World* and the leader in the air travel business. However, after the COVID-19 crisis and the Indian government's policies, have changed the way the world looks at India, Indian aviation market, and Indian manufacturing.

Some key developments reflecting Bharat's progress

China has over 200 airports whilst India currently has 150. However, the Government of India is working on 80 new airports that will be operational in the next four-five years' timeframe, taking the tally of Indian airports to 220, superseding China.

Before the COVID-19 pandemic, China had 600 million domestic passengers and 150 million international passengers, while India had 150 million domestic and 70 million international passengers.

India opened faster post-pandemic, vaccinated more, and ensured the health of its citizens remained in good shape; thus India's air travel has reached ~80% of the pre-pandemic level of December 2019, whilst China is still ~20-30% of the pre-pandemic travel level.

With the US-China tensions on the rise, the West wishes to engage constructively with India to ensure they have a dependable strong ally in Asia, both militarily as well as commercially. This large deal cements the relationship and dependence of the West on India, not only in terms of geopolitical, but gives a boost to the economic ties as well.

This is also good diplomacy from India, especially when India abstained from voting against Russia in the UN Security Council which irked a lot of Western nations.

Now, the elephant is on the move and it's too big to ignore.

William Shakespeare once said, "Life is a full circle, widening until it joins the circle motions of the infinite."

The Maharaja has come full circle to its Progenitor. Bharat is emerging as the Vishwa Guru and Golden Sparrow and will show the path to the world as it used to, till a millennium back.

Yours truly,



Siddhartha Rastogi

TM

Largest aircraft orders in single tranche		
Airline	Order size	Year
Air India	470 	2023
American Airlines	460 	2011
Indigo Partners	430 	2017
IndiGo	300 	2019
United Airlines	270 	2021
Indigo Partners	255 	2015



Siddhartha, from his early childhood days, has always been concerned about human woes. Over the years, he has constantly thought about making the world more enduring for the last living man. So, there is a reason for the title of this column. As he grew up, he kept wondering about the cause of the earth's depleting resources. His gift of thought and speech has led him on to man's greed and now, it is these gifts that help him in his search for equanimity. Siddhartha works with a full-service investment bank and has over twenty years of experience in financial markets. He specializes in economics and behavioural finance.

World's lightest paint created

Researchers have developed the lightest paint created to date. The new energy-saving paint repels heat, comes in any colour, and could last centuries. Inspired by butterfly wings, this paint is not made from pigment — the colour is created structurally through the arrangement of nanoparticles. The development team calls it 'plasmonic paint'.

Based on their calculations, it would only take 1.4 kilograms (3 pounds) of plasmonic paint to cover a Boeing 747! Ideally, one would need at least 454 kilograms (1,000 pounds) of conventional commercial paint to do the same. This will assist to significantly reduce the amount of greenhouse gases required for flights. However, this paint has only been created in the laboratory, hence we are a long way away from producing it en masse.



the paint appears. That means there needs to be a new pigment for every new paint colour.

Plasmonic paint uses the nanoparticles of two colourless materials — aluminium and aluminium oxide. By arranging them in different ways on top of an oxide-coated aluminium mirror, it's possible to control how light is scattered, reflected, or absorbed. A similar process is responsible for the rich colour of butterfly wings.

"The range of colours and hues in the natural world is astonishing — from colourful flowers, birds, and butterflies to underwater creatures like fish and cephalopods," says Chanda.

"Structural colour serves as the primary colour-generating mechanism in several extremely vivid species where geometrical arrangement of typically two colourless materials produces all colours. On the other hand, with human-made pigment, new molecules are needed for every colour present." The structural colour is what makes the paint so lightweight — at a thickness of just 150 nanometres, the paint reaches full colouration, making it the lightest paint on record.

In this research, the team created the structural paint using an electron beam evaporator which heats a substance at a highly controlled rate. This controlled evaporation allows small clusters of aluminium nanoparticles to self-assemble — the aluminium atoms are more attracted to each other than the oxide substrate they're grown on, so they naturally clump up.

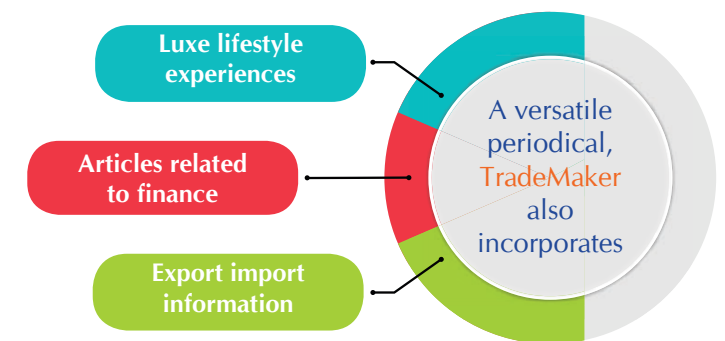
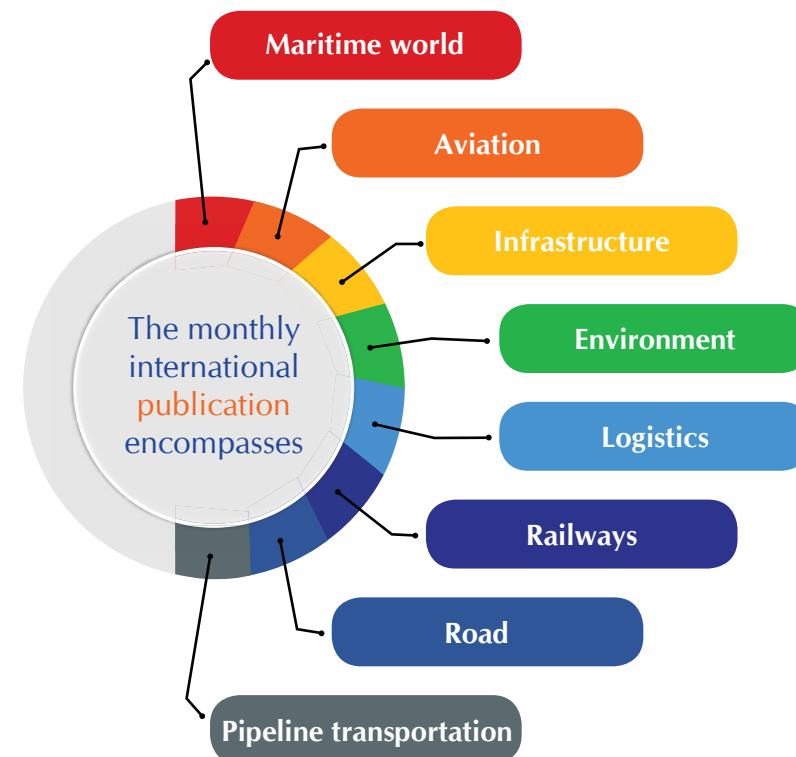
By tweaking the pressure and temperature of the electron beam evaporator, the team can create structures that reflect different colours. "Crucially, this pressure and temperature-controlled process ensures high reproducibility over broad areas in a single step, lowering the cost of production and enabling large-scale fabrication," the team informed.

The researchers also combined their structural colour flakes with a commercial binder, which means the paint will last for hundreds of years, in theory at least.

"Normal colour fades because pigment loses its ability to absorb photons," says Chanda. "Here, we're not limited by that phenomenon. Once we paint something with structural colour, it should stay for centuries."

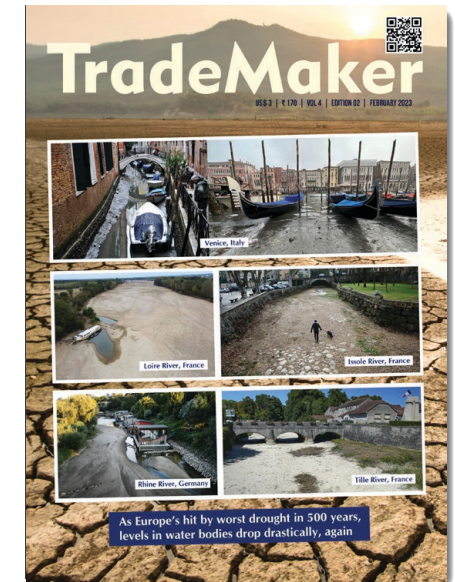
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