

With best wishes for an enjoyable and successful 2012



To promote, develop and support in the spirit of cooperation, the common interests of its members in all matters concerning the development and quality of maritime education and training.

NEWSLETTER

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TRAIN, TRAIN, RETRAIN, RETAIN!



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Editorial



The accompanying pictures of future and also very large ships, together with a picture of 'Costa Concordia' in trouble and a picture of the use of the sea for transport and energy generation, illustrate major issues facing maritime transport and stress the need to consider the implications for MET. The potential liability of a serious accident involving such large ships, especially if there is death, injury, spillage of cargo or fuel, is enormous. A fundamental question is how well trained and otherwise prepared are those working on board for coping when things go wrong.

At the start of another year, it is appropriate to remind ourselves of what we are about and how this should continue as the year evolves and leads into the following year and on into the future.

At its 27th Assembly, 21-20 November 2011, IMO adopted the High Level Action Plan for 2012-2013, which sets out in detail the planned outputs for the biennium and links them to the six-year Strategic Plan. The Strategic Plan identifies strategic directions and specific actions aimed at addressing current trends, developments and challenges, including:

- piracy and armed robbery against ships;
- the impact of global shipping activities on the environment, including the need to contribute to international efforts to reduce atmospheric pollution and address climate change;
- the need to eliminate sub-standard shipping;

- the implementation of security measures while ensuring that the flow of seaborne trade continues to be smooth and efficient;
- identifying shipping activities and incidents that could have an adverse impact on the environment and developing corresponding preventive measures;
- the need to place increased emphasis on the contribution of the human element to safer, more secure and environmentally friendly shipping;
- the continuing challenge of safety of life at sea;
- the implementation of effective measures to address the issues of migrants transported by sea, stowaways and the humanitarian aspects of piracy and armed robbery against ships;
- ensuring an equitable and sustainable means of funding for the integrated technical co-operation programme and to improve its delivery, efficiency and effectiveness; and
- ensuring that technological developments adopted are conducive, as applicable, to enhancing maritime safety, security, protection of the environment and facilitation of international maritime traffic, and take into account the need for their global application.

While all of the above are of fundamental importance, for GlobalMET **the need to place increased emphasis on the contribution of the human element to safer, more secure and environmentally friendly shipping** highlights the necessity for far more attention to be given to MET and the changes which must be made to ensure its provision meets industry needs.

During the year GlobalMET intends to participate in the development of a shared vision of how the industry will need to change (as foreseeable over the next 30 years, the potential lifetime of a ship ordered today) so that it is resilient, sustainable, profitable and also a safe, clean, environmentally friendly industry.

Following consideration at the meeting of the GlobalMET Board of Directors in Manila in November, one of the courses of action GlobalMET will take will be exploring with The Sustainable Shipping Initiative (SSI) how development of MET can assist this initiative. The SSI brings together leading companies from across the industry and around the world with two leading NGOs, Forum for the Future (www.forumforthefuture.org) and WWF, (www.wwf.org) to plan how shipping can contribute to – and thrive in – a sustainable future.

The SSI members have recently released a Case for Action, which sets out why social and environmental responsibility are crucial to the future success of the maritime sector and shows how shipping faces three key challenges in the next 30 years:

- **Massive economic change**, most obviously due to the rise of Brazil, China, India and the other emerging economies. But there are also reasons why trade might stagnate or decline, which would throw the industry into turmoil.
- **Increased scrutiny and higher expectations**, as technology and social change enable – or force – a new transparency for shipping. Customers and other stakeholders will be able to favour strong performers and expose poor ones, generating risks and opportunities accordingly.

- **Energy constraints and climate change.** The age of cheap oil is over, and the whole global economy faces the challenge of declining fossil fuel supplies – that is well known. But shipping has barely begun this process, and has not yet developed a clear path ahead that can tackle the unavoidable fuel, carbon and sulphur challenges simultaneously.

SSI also states that to give the industry the best chance of thriving in this new world, it will need to work constructively with customers, regulators and other stakeholders to implement new technologies and a progressive, co-ordinated regulatory framework that provides investment certainty, transparency and, of course, sustain ability. Otherwise a two tier industry could develop, with dirtier laggards excluded from supply chains and ports, and even the leaders could face disjointed, uncertain regulation increasing costs and risks.

With its major pool of expertise to call upon, GlobalMET intends to be part of the Sustainable Shipping Initiative, ensuring the maritime education and training providers are fully involved and are not just reacting to regulatory changes in which they've had little involvement.

2012 will see the start of the implementation of the STCW 2010 amendments. It should also see a better understanding of what is needed through a critical analysis of the provision of MET and what must be done to ensure industry needs are met.

Rod Short
Executive Secretary



Costa Concordia



ARI Salutes Capt S K Puri



We are very pleased to publish the following tribute from the staff of GlobalMET Member, Applied Research International in New Delhi, to a distinguished maritime teacher.

This world is full of people... we come across many in our day-to-day interactions... most we forget... few we faintly remember and there are very few which we vividly remember... in fact we never forget them... these are people who live their life like it should be lived... simple, selfless, and for others! It's just by mere association with them that we find our life full of color... full of hope and worth living!! Capt S K Puri was one such person – a great human being and a great teacher.

But it won't be the same any longer. After suffering from a brief illness; he passed away on 24th December 2011! He will be dearly missed at ARI, not only as a great teacher but also as a person who lived selflessly. May his soul rest in peace!

Capt S K Puri was more than a teacher to the fraternity of Indian seafarers. Apart from being a dedicated teacher even at this age (a rarity these days), he instilled a belief in each of his students and in each person who came in contact with him. Capt Puri taught from the heart and mind, and urged his students to always use both; in whatever they did. He always encouraged them to do well and achieve more in life!! It was really astonishing to see a person who taught only out of pure love for teaching! It's no wonder that students even after reaching higher echelons in the seafaring profession around the world, kept in touch - even many years after learning chart work under his tutelage, because that was how he was - like a guiding lighthouse!

Capt Puri had a distinguished career as a maritime educator: he served at T S Dufferin and subsequently on the Training Ship Rajendra when she replaced the T S Dufferin. He served on the T S Rajendra till the year 1983 as a Senior Nautical Officer.

He joined the Maritime Academy of Malaysia in November 1983 as the Head of Pre-Sea Training. In 1984 he was assigned as the Head of Post Sea Training.

Capt Puri played a major role in setting up the Nautical Training syllabus and standards in the Malaysian Merchant Navy. He was frequently consulted by the Malaysian Marine Department and other industry players in setting up training standards. He served at the Malaysian Maritime Academy till September 1999. He returned to India in the year 2000 where thereafter he enjoyed his role as an Advisor and a Guest Expert at ARI.

In his lifetime he had written 3 books on Chart Work, Survival at Sea and Rules of the Road.

We at ARI can barely express our loss – even at the personal level because we knew the man beyond the walls of a classroom, and for the fact that he was such an influential person at ARI. His life's successes are living proof of the core value at ARI. As he always said, "What's worth doing is worth doing passionately."

Good Journey to you teacher. You truly were the best of the best example of the word!



Events, Incidents & Operations

Filipinos comprise the largest number of seafarers manning the global shipping industry. **GlobalMET Member, The Maritime Academy of Asia and the Pacific (MAAP)** is intent on nurturing not only seafarers but leaders who are highly competent and disciplined. Stressing the total development of each scholar, the virtues Virtus, Fides, Disiplina or Competence, Loyalty, Discipline are instilled in each individual from enrollment until they are prepared to set sail on a maritime career.



MAAP overlooks the sea from a 103-heactare property in **Kamaya Point, Mariveles, Bataan**. It is the largest private mercantile marine college in the Philippines. The Academy offers one of the best facilities and programs in the country, using course curricula designed by the United States Merchant Marine Academy at King's Point, New York. The relatively young institution (it was established in January 1998) is already making a mark as its graduates record the highest passing rate in Philippine government examinations for officer licenses. From 2003 to 2008, for instance, 100% of the Academy's BSMarE (Bachelor of Science in Marine Engineering) students passed the examinations.

Full-Mission Motion Bridge Simulator (below) is a moving platform simulator comprised of six (6) MOOG electro-pneumatic actuators capable of providing 6 Degrees of Freedom (DOF) with motion cues that includes realistic sound effects, engine vibration, wave and swell impact.



Twelve (12) high-resolution Barco projector units giving a visual display of 360° horizontal field-of-view power the visual system. Additional features of the Full-Mission Motion Bridge Simulator includes the Dynamic Positioning Simulator (DP), Z-drive propeller tug (ASD-tug), Azipod, and Voith



Founder of the school,
Capt. Gregorio Sta Cruz Oca
(1926-2010)

Schneider for harbor-tug applications. It is also comprised of a wide array of control panels which includes the RADAR/ARPA, Electronic Chart Display and Information System (ECDIS), DGPS, conning, steering section and AIS in which all instruments are designed with night viewing and dimmable illumination and an access to pan and view 360° of the whole scenario using binocular mode.

The **Secondary Bridge Simulators (below)** are three (3) DNV Class B type bridge simulators designated as Bridge B, Bridge C, and Bridge D. All situated in separate bridge stations that can perform real time scenarios supported by a three (3) plasma units displaying a high resolution 120° field of view with a binocular mode that can view and pan a 360° field of view around the vessel. It consists of the control panel that includes gyro compass, conning display, RADAR/ARPA and the ECDIS.



The **engine room simulator (as seen below)** is comprised of LOS stations, alarm panels and seven (7) mimic panels. The engine control room has the latest models of a modern ECR stations and main switchboard panels with a Boiler Control Console.



The **Engine Room Simulator** provides the most realistic engine room simulation experience available today. In addition to the true physical environment, the full mission simulator offers engine room sounds including: variation in main engine speed, malfunctions in turbo charger air filters, start/stop of pumps, oil fired boilers and compressors, drain and safety valves. By adding realistic engine room sounds, noises and alarms, total realism is achieved; the student and even experienced Chief Engineers gain from "lessons learned" in these simulated situations.



The **Integrated Bridge System** is a combination of interconnected systems that allows the control of navigation equipment in order to train students and trainees in handling a variety of bridge control operations such

as communications, passage execution, safety and security. Fully equipped with Radar System, conning, ECDIS, Navigation Sensors, and Navigation Equipment, the **Integrated Bridge System** will provide centralized control and monitoring for navigation and traffic surveillance/maneuvering that will aid the students and trainees to undertake all his primary duties with efficiency and safety.



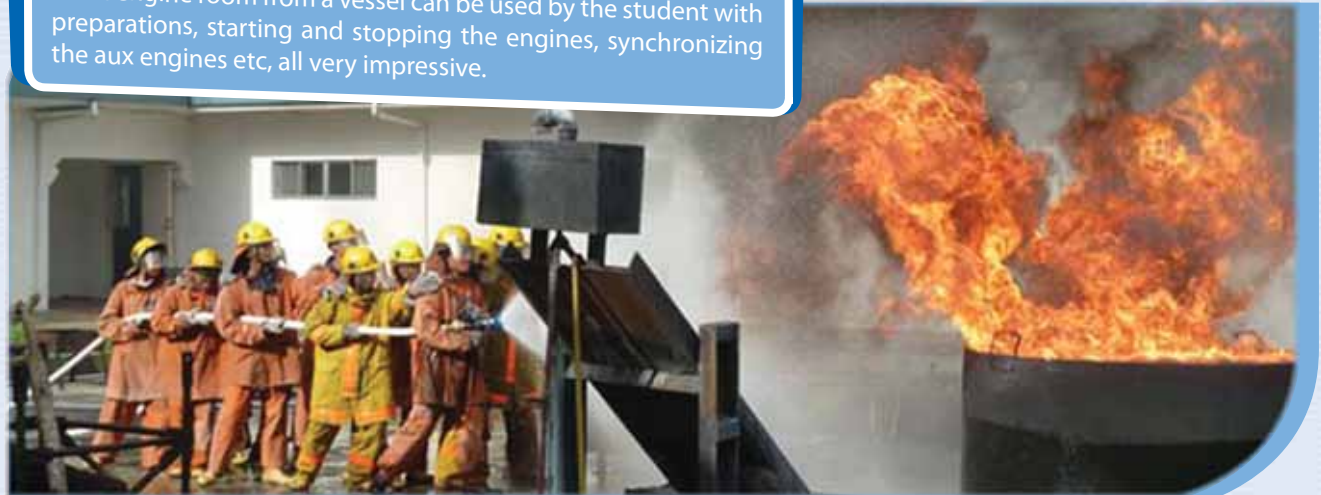
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The **MAAP** is the home for 2000 students, every year the **MAAP** delivers 500 highly motivated / trained officers to the shipping industry worldwide, this students which passed a very tough selection process, including by the shipping companies (50% from Japan) before joining the school are all on scholarship by a company, and after passing their exams they instantly join this company who paid the training for them.

The Academy conducts its own **Fi-Fi training centre** and is conducting all survival courses including **HUET training**. As well a real engine room from a vessel can be used by the student with preparations, starting and stopping the engines, synchronizing the aux engines etc, all very impressive.

MAAP President VAdm Eduardo Ma R. Santos is Vice Chairman of the GlobalMET Board of Directors.



Life Cycle Assessment (LCA) of a Ship/Marine Offshore Facility and its Impact on Environment and Economy

By

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Abstract

The purpose of this write-up is to give an overview of Life Cycle Assessment (LCA) of a Ship. The ship's LCA can also be defined as the assessment from "Cradle to Grave" stage. The modern approach of environmentally friendly ship design in the shipbuilding/offshore industry is highlighted. The LCA of a modern ship/marine offshore facility is done with particular emphasis on the energy efficiency and the impact on environmental protection. The importance of materials used in the shipbuilding and ship demolishing industry pertaining to environmental protection, human health and safety matters are equally well addressed at the time of design, construction, operational, repairs and demolishing stage including effective waste management plan.

The life cycle assessment of a ship is used to identify, evaluate and optimize the energy/resource utilization and its contribution towards the environmental protection.

In modern days, the environmental protection has become a major issue and in particular, complex problems arising due to emission of greenhouse gases (GHG) and other ozone layer deleting agents in the atmosphere.

Basic Concept of LCA

The basic concept of LCA is to analyze and evaluate the utilisation of natural and manmade resources during the "cradle (keel laying) to graveyard (demolishing)" stage of a ship/marine offshore facility and its positive/negative contribution to nature (especially its impact on the environment) and human kind and including the financial profits to all stakeholders.

The LCA adopts a holistic approach by analyzing the entire life cycle of a ship/marine facility right from the extraction/utilization of raw materials, its processing, manufacturing, fabrication transportation, distribution, operations, maintenance, repairs/conversions and finally demolition.

The main factors to be considered for the LCA in the shipbuilding/offshore industries are:

- Environmental dimension in the ship design
- Rational utilization of the raw and processed materials
- Energy efficiency methods during the shipbuilding in the shipyards
- Measures taken for energy saving during the construction/repairs/conversions

- Environmental impacts of ship/offshore marine facility operations
- Optimum energy consumption – environment friendly, energy efficient design
- Minimization of green house gases (ghg) emissions
- Minimization of solid wastes during the demolition/scraping process.



Introduction of Energy Efficiency Design Index (EEDI) for Newbuildings

The concept of EEDI has been proposed by IMO as an efficiency baseline for new buildings and existing ships and is measured in gram CO₂/tonne nm. The EEDI can be derived by either using empirical formulae or complex mathematical model systems and is generally intended to provide emission targets at ship design/construction stage and targeted to be a major factor as incremental efficiency gains. It is quite useful in LCA studies and can demonstrate potential impact of energy saving and new emerging technologies.

Lifecycle Emissions

Three major contributing stages for green house gases (GHG) emissions are:

• Newbuildings/Repairs/Conversion Stage

EEDI compared against ship deadweight and with the graphical displays and datasheets, the emission index is determined against the deadweight. The light weight of the ship and carbon intensity of material estimation is obtained from lifecycle datasheets. Similarly, at the recycling/demolishing/conversion stage, the emissions are calculated and then overall quantum of projected emission is determined in order to gauge the environmental impact in LCA.

A typical LCA (Environmental Impact) of welding electrodes for a shipbuilding project is illustrated as below:

Items	% CO ₂	% Particulates	% NOx
Raw Materials acquisition Stage	24	59	84
Production Stage	01	06	07
Transportation Stage	01	23	06
During Consumption Stage	74	12	03

• Fuel Processing and Transportation Stage

The full marine cycle, ie crude oil exploration, transportation, storage, refining process and then further storage, transportation/trucking, are energy consuming stages and significant contributors to GHG emissions. An efficient and well monitored fuel transportation cycle could bring down the emissions to a considerably lower level.

A typical estimated emission attributed by fuel component of a ship LCA is illustrated below:

Emission	Fuel Production HO/MDO	Fuel Transportation HO/MDO	Ship Operation HO/MDO
Ton-CO ₂ /Trip	540	761	14,836
% of Operation	3.6	5.1	100

• Vessel Operating Stage

The life cycle emission during the vessel's operating life makes a significant impact on the marine and overall environment. The environmental impact is considered for both modes of operation at sea and in ports. The environmental impact during the normal operating conditions and likelihood of catastrophic/severe/moderate marine environmental impact are taken into account during risk assessment aspects of the LCA. The control/minimization of exhaust gases emissions (CO₂, Sox, NOx and Particulates), effective sewage treatment, noise reduction measures, ballast water management, solid/liquid garbage management plan, minimization of the harmful impact on the marine life/ecology due to underwater coatings and antifouling paints and effective measures to minimize the fouling at sea chests to improve the efficiency of pumps and heat

exchangers are the factors which play a significant role in LCA and protection of the marine and global environment. The new generation of marine diesel engines and gas powered main propulsion/auxiliary engines are designed strictly in accordance with regulatory compliance to environmental pollution control and exhaust gas treatment, by using innovative technology and user friendly procedures.

Conclusions

Based on the above considerations, it can be concluded that LCA of ships/maritime offshore facilities could be used to assist new construction projects, shipyards and ship repairing companies to identify, quantify and assess the risks/challenges and opportunities to minimize the energy consumption, control and minimize the negative impacts on the environment and to realize cost savings by optimally utilising available resources. The rational use of raw materials, steel plates, welding rods, energy consumption, paints, chemicals and well deigned hull and energy efficient engines/machinery will result in significant savings.

Effective waste management plan and strong CSR/HSE policy for vessel demolishing, could be a significantly lucrative return on investment sector of the maritime industry.



LCA Factors and Recycle Diagram

Integrated Bridges - Watch that Gap

After almost 3 decades ashore, witness to and part of the technology as well as communication revolution in this period, to try to "go back to sea" meant sitting through, studying for, and passing over a dozen courses required by the authorities to revalidate a Certificate of Competency issued in 1980. That almost all of these courses seem to be frozen in time as far as being re-vamped to reflect the modern realities of electronics and more at the workplace both onboard as well as ashore, is only one observation in context with this article, based on the unique perspective of a person in his mid '50s sitting for entry level through Master's level courses in India leading to a valid CoC, over the last couple of years.

The big change at sea in these three decades has to be the relentless change in the role of the Master onboard a ship. There is no point bemoaning this, since it is a simple fact that from being a person who was supposed to know everything and take decisions on the spot, he has become a person who executes pre-determined actions decided ashore, aided by the massive changes in communication technology and work practices, as well as by the change in the role of the Merchant Navy itself.

The Merchant Navy, to my analysis, has historically over the last few centuries, provided the following services in addition to the carriage of cargo and living beings, over water: setting up the beach-head for fighting navies following in its wake, being the cutting edge tool in the spread of colonial powers and most importantly - ensuring the safe dissemination of information from all over the globe to those who would benefit. With the passage of time, the only role left is the original one - that of being a huge beast of burden, carting goods the ship staff often do not know anything about (witness - the issue of what is inside those containers, what are the real chemicals being poured in?). The other roles have been snapped up by man and machine, ashore, and that's about as simple as it gets.

In the midst of all this, then, comes the new dispensation - the new generation electronic bridge, aimed at providing a holistic product at the tip of the Master's keyboard, assisting in co-ordinating everything that can possibly be done from a ship. It all sounds brilliant, after all, the maps and charts on your smart-phone or tablet can do more now than paper charts and books could thirty years ago, so that takes care of the ECDIS and radars. And then, there's the whole nine yards - GMDSS, communication equipment, V-SAT, Internet, engine room controls, UMS, logs, documentation for all those new regulations that require so much cut and paste too, internet, neural networking for machines, and more - often all littered around in no particular order, as I noticed on the bridge of the brand new high-tech dredger bigger than most general cargo ships where we had trained decades ago, which I joined and then escaped from 6 days later.



Captain Veeresh Malik

Never mind the varying standards of training and certification at different locations worldwide - human beings have an amazing knack of adapting to the environment, and any amount of technology the industry can provide, shall and will be mastered, in quick order by the people on board. It depends on

the individual, and his or her level of tackling change, as well as the inner need to stay abreast of the times. The transfer of more authority ashore also shall be adapted to, that too is inevitable and shall pass, in any case nobody promises modern seafarers great freedom of existence anymore. It is short contracts, head in, do your job, head out, on contractual daily wages more often than not, through opaque management agencies fronting for invisible ship-owners.

And like the invisible ship-owner, the big elephants in the room as far as adapting to new technologies leading to a holistic electronic new generation bridge which will be more like a control room plus office rolled into one, which is the natural shape of things to come as tonnage regulations, ship design and even fewer people onboard move forward, are:

- The approach by ship-managers of legislation based change rather than efficiency based evolution, especially by Flag of Convenience vessel owners.
- The realities of fatigue onboard ships, with a generation increasingly geared up for 35-40 hours per week ashore, being subjected to thrice that onboard.
- The attitude towards seafarers by industry, authorities and educationists ashore, as well as by those onboard who used to teach downstream by experience.

For the last ten years of my three decades ashore, I headed the Asia operations of a technology company out of Silicon Valley, subsequently acquired by a global major. In these years I learnt, amongst other things, to live and work with young people working on high stress lifestyles, operating a high end development centre as well as a precision based operations centre, all functioning on 24x7 as well as surges for "follow the sun" models.

The India centre was initially set up purely with reducing costs in mind, and there were and still are no regulations on workplace modalities - the comparison to sweatshops is quite often a valid one. Having spent time at sea observing human efficiencies in the face of long working hours, and then reading up about as well as being involved in the effects of bio-rhythms, circadian patterns, efficiency levels, from not just the point of view of employees working for us but also for customers as well as others who would be using our technologies in the banking, gaming and preventive defence industries, we came to the not surprising conclusion that any job which

required mind-space was optimal at a planned 42 hours per week, in particular patterns which provided sensible rotations between days and nights.

And space for back-ups during surges.

That was not to say that working flat out was not part of the package - doubling up or even more was often the case in an industry where loss of minutes could mean the loss of millions. But you aimed at a 42-hour week, fully backed up by all the support systems the front-end workers needed, by way of looking after the needs of their minds, bodies and machines. The industry standard in any 24x7 industry ashore is around 5.25 persons per seat to be kept warm on a sustainable basis, rounded off to the next whole number. In other words, if we need to keep three warm bodies on the modern holistic electronic bridge at all times, at sea or in port, then we will need 16 people for that role alone. With more people to provide support services like maintenance of equipment, healthy hot cooked meals, work required on deck and in the engine room, and other essentials like administrative staff, HR personnel and medical back-ups.

Not all of these support staff need to be on the ship, the admin and HR people can certainly be ashore, the electronic systems and diagnostic staff pre-supposes good communication, voice and data pipes, between ship and shore, and most importantly they need to be available on ship's clock. Medical back-ups can be taken care of by more stringent medical examinations prior joining. But the rest, that easily translates into at least 30 people onboard, and a total change in the present system of Master plus 3 watch-keepers.

And food at the workplace, good heavens, that was probably the most important part.

Where does this fit in, then, with the industry move to bring in the new generation bridge?

It fits in beautifully.

It is very common for those of us from the older lot to bemoan the quality of people coming to sea nowadays. My suggestion is that the grey-beards and white-hairs onboard and ashore need to take a reality check here. Today's young people can handle anything you throw at them as far as the technology is concerned, and more, but the rest of it - the workplace environment, the basic seamanship, engineering knowledge, the importance of being able to perform well during emergencies, the efficiency of work delivery, and all the rest of it, these came about not by accident in the old days.

These came about because ship-owners treated seafarers like human beings. And therein lies the crux of the matter. As a technology person, my technologies ashore were only as good as the person behind the joystick, otherwise it was a guaranteed disaster.

Anybody relate this with the RENA, or other episodes lately, for example?

Veeresh Malik

Consulting editor Sailor Today & MoneyLife/Mumbai
General Manager Idarat Maritime/London
Columnist at large variously. ex TS RAJENDRA 1973-75
ex Managing Director INFONOX San Jose & Pune

Ability to Challenge

<http://maritimeprofessional.net/Blogsfrom> an article by **Joseph Fonseca**, 04 Jan 2012



Lars Christiansen, Technical Director of Investering Gruppen Denmark, gives an account of a crew which had recently joined his ship which had called at a port to pick up cargo of iron ore fines which is prone to liquefaction. Unfortunately, the shipper and the charterer did not give much attention to the safety. The cargo was too moist. The crew went ashore and carried out inspection of the stockpile. They had the samples taken for inspection and came to the conclusion that carrying the cargo would be hazardous.

"Normally you don't expect a chief engineer to know much about this aspect but this chief engineer amazed me with his knowledge and that he was well versed about such cargo and the possible danger it posed to the ship and crew," says Christiansen. "First of all what is important is the safety and secondly it is the commercial aspect. If we do not take certain cargo we should be able to prove that it is not safe to carry it on board. For this you need to take a proper approach to tackle things in a right way. You need to work things out and often the charterers and shippers don't necessarily do these things."

Underscoring his contention he said that it is a difficult situation and what counts is the crews' ability to challenge and make sure procedures are followed to justify refusing the cargo. There is also the International Maritime Dangerous Goods Code (IMDG) which provides guidelines on such matters he points out. Hence, his stand and that of the crew in this instance was on strong grounds.

NB: "Iron-ore-fines" is a common trade name and is not listed as a Bulk Cargo Shipping Name in the BC/IMSBC Code. However, due to its cargo characteristics, it should always be treated as cargo that is liable to liquefy regardless of its origin, and the relevant provisions in the BC/IMSBC Code should be strictly followed in the loading of such cargo.

Vinalines Queen Loss



The recent tragic loss of the 2005-built supramax bulk carrier Vinalines Queen and 22 of its crew again underlines the urgent need for greater enforcement of regulations and testing of cargoes that may liquefy. The ship, which was reportedly carrying a cargo of nickel ore from Morowali, Indonesia to China, was reported missing on 25 December, considered lost. Back in December 2010 following the loss of 3 bulk carriers and 44 crew in short succession, all owing to cargo liquefaction, Intercargo took the opportunity to remind the industry of the dangers associated with the carriage of hazardous cargoes – however the loss of the Vinalines Queen demonstrates that the message still isn't getting through.

Speaking of the loss, Secretary General of Intercargo, Rob Lomas said "we've previously called on shippers and cargo interests to conduct an urgent review into the testing

and safety processes involved in shipping of hazardous cargoes, following the spate of accidents and fatalities in 2010, but clearly more needs to be urgently done to stop this appalling unnecessary loss of life".

"Sadly, it seems that some shipowners still do not have the relevant experience or knowledge in interpreting the IMSBC Code and are accepting cargoes which are unsafe. But we need to receive the reassurances of the Competent Authorities in the exporting countries that their procedures and processes have integrity and transparency so that this message is received and most importantly, trusted by the shipowners. Competent Authorities are key to ensuring that seafarer's lives are not put in danger".

Intercargo continues to work through IMO to protect the safety of seafarers and their ships. At the 16th Session of IMO's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) in September 2011, Intercargo worked with P&I, IUMI and other Round Table industry associations to help strengthen and clarify the requirements of the IMSBC Code, and in particular the need for accurate information relating to the carriage of cargoes that may liquefy, such as nickel ore.

In addition, Intercargo will participate in the IMSBC Code Editorial and Technical Group in March 2012 where a prepared schedule for nickel ore is to be further reviewed and considered, before inclusion in the IMSBC Code at the forthcoming DSC 17 in September.

Source: **InterCargo**

Stranded and Rescued

TK Bremen Brittany Dec 11



South Africa July 2011

A Failure of Leadership

Although the following article by Clay Maitland, Founding Chairman of North American Marine Environmental Protection Association (NAMEPA) and Managing Partner of International Registries, which was initially published at www.claymaitland.com, focuses mainly on the situation in the United States, there is comment that is applicable across the global industry, particularly with reference to training.

It has been observed that the industry's lack of leadership, and indeed lack of concern, resembles its response - or lack there of - on many other issues. The industry, in the United States and indeed overseas, is very short of individuals willing to take the risk of speaking out, and perhaps of being unpopular. This has sometimes been called "middle-managementitis". As the world economic recession threatens the survival of many shipping companies regardless of the flag that they fly, there is a sense that much of the maritime industry here in the United States is running out of time.

In the United States, we need a strong and focused government maritime policy. This policy should contain the following elements:

1. Education and training must be more strongly supported by the private sector. It is unlikely that there will be much federal funding available in the near future, so let's roll up our sleeves.
2. The politicization of the Maritime Administration (MARAD) is in many ways detrimental to the development of a strong U.S. maritime policy. When it does get things right, it is often undercut by special interests and short-termers within the maritime sector and the U.S. government. This is an agency in need of a good sweeping out, and a solid policy direction.
3. "Maritime policy" must mean (as it doesn't, at present) one that covers the entire U.S. based industry, regardless of flag. The emphasis must be on jobs for American seafarers, and on training policies that make sense.

4. About 95% of all American freight is hauled on our interstate highways. The levels of congestion, and the social and environmental costs, keep growing. The failure to develop short-sea shipping is largely due to the remarkably high cost of building tugs, barges, and other ships in U.S. shipyards. The legal requirement that all such ships must be "built American" has supposedly destroyed the possibility of a successful coastwise shipping program.
5. But has it? The industry is waiting for a new Henry J. Kaiser, who built so many of the ships that braved the Battle of the Atlantic. Is it absolutely certain that an American yard or yards cannot turn out ships, tugs and barges at a competitive price? For that matter, is it certain that it is impossible to profitably run a U.S. coastwise operation with U.S. crews, if we do manage to get rid of the "build American" requirement?
6. It has long been clear that if a new generation of Americans is to be recruited to careers in the shipping industry, with seagoing experience leading into numerous shoreside opportunities, serious support for training must be provided. It is generally agreed by our maritime unions, as well as private-sector companies, and within MARAD itself, that the decline of the U.S. flag has been caused by uncompetitive practices, taxation, over-regulation and the failure to develop a coherent maritime policy. The United States has some of the best maritime training schools in the world, with cadets that are among the most highly motivated that can be found anywhere. But a real commitment by the U.S. government is not evident.
7. Shipping is still an excellent industry with pride in its achievements and the capacity to expand to meet the needs of a growing nation, and indeed the world. The tone, however, must be set by government, and that is what is presently missing. The industry, and the nation, deserves a Maritime Administration, and a maritime policy, that is worthy of national support and international respect.



Clay Maitland



At Sea

Costa Concordia



Passengers complained that the crew failed to give instructions on how to evacuate and once the emergency became clear, delayed lowering the lifeboats until the ship was listing too heavily for many of the boats to be released. An evacuation drill was only scheduled for Saturday afternoon, even though

some passengers had already been on board for several days.

Several passengers said crew members for a good 45 minutes told passengers there was a simple "technical problem" that had caused the lights to go off.

New York Times 14 Jan 2012

The sheer scale of modern cruise liners therefore presents another challenge for emergency services and analysts say much more attention needs to be given to the adequacy of life-saving appliances, and the quality of crews and their training.

In addition, investigators will have to examine issues that include seafarers' working hours, adequate manning of the bridge and engine room, evacuation systems and more innovative methods for abandoning these giant vessels.

The Guardian 14 Jan 2012

Shipping Industry Faces Its "Deepwater Horizon Moment"

The shipping industry has been warned by a leading maritime lawyer that it may soon face its "Deepwater Horizon moment" in the event of a mega containership casualty.

Speaking at a Maritime London lunchtime function yesterday (11 January), Holman Fenwick Willan partner Andrew Chamberlain said that the consequences of a serious incident involving one of the larger containerships "may well result in a complete change in the accepted liability regimes and even the traditionally accepted insurance arrangements for such large vessels."

Recent high profile container ship casualties have involved relatively small vessels capable of carrying up to 4688 containers (MSC Napoli). The Rena, which is currently breaking up off the coast of New Zealand, has a capacity of 3352 containers. By comparison, the largest vessels sailing today are carrying over 15000 boxes.

He told the audience of salvors, insurers, shipowners and other maritime professionals that in the event of the loss of the largest class of containership, the epic scale of the incident would mean that the salvage

industry would struggle to deal with the removal of the containers and wreckage. He warned that the salvage industry had limited and ageing resources, was increasingly risk averse and today consisted of only around four or five companies with a genuine global capability.

He noted that the legal environment for dealing with these types of incidents was becoming increasingly demanding with rising claims, disproportionately high clean-up costs and the near impossibility of disposing or recycling of a wreck thanks to the restrictive legal regime now imposed by the 1996 Protocol to the London Dumping Convention and the OSPAR Convention, combined with the absence of suitable recycling facilities.

He added:

"The industry is facing the perfect storm. We have a global recession, high cargo values (relative to ship values), ever larger and untested ships, environmental concerns and increasing public and government awareness of the impact of shipping incidents. Since the Napoli in 2007 any marine casualty is much more likely to be on the front page of every newspaper."

Source: **Maritime London**
<http://www.maritimelondon.com>

Tankers Nearly Swap Paint in Singapore

by **ROB ALMEIDA** on November 14, 2011

This incredible image sequence was captured by Ron Wheeler this morning on board the Mykonos, a new drillship owned by OceanRig. Doesn't get much closer than this...



And on that note, here's the latest from the Maritime and Port Authority of Singapore:

SINGAPORE (Dow Jones) – The number of oil, gas and chemical tankers passing through the port of Singapore in October rose 5.8% from the previous month, while overall tonnage was 3.2% higher, according to preliminary data from the Maritime and Port Authority of Singapore seen by Dow Jones Newswires Monday.

The port handled a total of 1,874 tankers with a combined gross tonnage of 54.40 million tons last month, up from 1,772 vessels 52.70 million tons in September, according to figures on the MPA's website.

Of the tankers handled by the port last month, 1,307 were oil tankers, up from 1,238 in September, according to the figures.



Another Collision in Singapore Strait

At about 2100hrs on 04 Jan 2012 (Singapore time), the Maritime and Port Authority of Singapore (MPA) received a report that a Singapore-registered containership, Kota Tenaga and a Malta-registered VLCC, SEEB had collided at about 2.7km south of Pulau Sebarok.

The master of Kota Tenaga reported that about 5 metric tonnes of marine fuel oil had spilled into the sea. An inter-agency effort, coordinated by MPA, was immediately activated to contain and clean up the oil spill. The spillage of oil from Kota Tenaga was contained and Kota Tenaga was moved to Raffles Reserved Anchorage. An oil boom was laid around

the vessel as a precaution. There is no report of injury to crew members.

A total of 12 craft was activated to monitor and clean up the oil spill. Non-toxic and biodegradable oil spill dispersants were used to break up patches of oil sighted in the vicinity of Pulau Pawai, Pulau Senang and Raffles Reserved Anchorage.

MPA continues to monitor the situation closely and will respond to any sighting of oil patches.

Traffic in the port and the Strait of Singapore remains unaffected.

MPA is investigating the cause of the collision.

"You know you are getting old when the candles cost more than the cake."

Salvage Resources for Giant Ships



There is a degree of optimism inherent in any shipping investment and nobody, as they make up their mind to invest in a newbuilding, thinks of the worst calamity that might overtake the ship being ordered. The White Star Line would never have ordered the *Titanic* if they had foreseen her fate, and it would very unfair to fault them retrospectively for their lack of anticipation.

Nevertheless, it might be prudent to at least spare a few thoughts as to how some of the giant ships now coming into service might be salvaged, should they be so unfortunate as to require the services of salvors. Has anyone actually asked the salvage experts whether they have adequate resources to deal with a disabled 400,000 DWT dry bulker full of iron ore, or a grounded 15,000 TEU container ship, or even deal with the aftermath of a serious accident involving a ship with upwards of 6,000 souls aboard?

Salvors, for their part, would seem to suggest that all these excellent designs for ships that will drive serious scale economies have been undertaken without looking at their current capabilities and resources. Last week, the President of the International Salvage Union, Andreas Tsavlis, took the opportunity to reiterate salvors' concerns about a whole range of issues that tax their patience. He suggested that salvage awards have become inadequate, and whatever the salvor might have done to save some wrecked ship in terms of expertise and commitment, the courts fail to recognise the reality of their claim.

Salvors are going to need a new generation of both tugs and people to cope with the probable demands of these monster ships, but cannot presently afford either. There needs, he said, to be more understanding of "environmental" salvage, where the value is in the efforts which spare a coastline from pollution, rather than the "salved" value out of which traditional awards would be paid. Salvage crews

are getting older and their clever, technologically astute and brave replacements need to be recruited. But who wants to join this sector, not least, said Mr. Tsavlis, for their exposure to criminal sanctions? It is a valid point, which ship operators will doubtless understand.

But back to giant ships. You do not have to recall the struggles to save the containership *Napoli* or the present efforts with the *Rena* on the New Zealand coast to realise that containerships are notoriously difficult ships to salvage. What sort of plant will have to be summoned to get the cargo off a wrecked 18,000 TEU vessel, with water in all her holds and containers seven high on the deck of the damaged giant, perhaps lying in an exposed position offshore? And where will such barges and high-reach cranes be found? Mr. Tsavlis suggests that such is the number of very large containerships pouring out of shipyards, that statistically there will one which comes to grief.

Of course, one could ignore these matters and convince oneself that such an accident "could not happen to me", such is the quality of one's operation. And it is significant that the world's biggest passenger ships do have a degree of redundancy and "return to port" capability because such risks have been assessed and understood. But history is sometimes useful in providing indicators to the present and we might look back to the "first generation" VLCCs, which were single-boiler steamships, commissioned at a time when no tug was sufficiently powerful to tow one of these disabled ships off a lee shore. We shouldn't have to find out the adequacy of salvage capability the hard way.

Articles written by **the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.**

Date: 14.12.11

Strong Aussie Comment



How ShenNeng 1 sends a wake-up call on safety

A large part of the maritime industry operates on the assumption that those who work on ships do not need sleep like the rest of humanity

THE maritime industry is renowned for its obstinate adherence to tradition and its folklore is rich in stories of the hardships suffered by those who go down to the sea in ships. That tradition is alive and well today but it is incidents such as the grounding of *ShenNeng 1* on Australia's Great Barrier Reef that bring that harsh reality to life.

The 1993-built, 69,110 dwt bulk carrier *ShenNeng 1* ran aground on what is a World Heritage area with a particularly sensitive ecosystem. The hull was seriously damaged by the grounding, with the engine room and six water ballast and fuel oil tanks being breached, resulting in a small amount of pollution. It took nine days to refloat the vessel. And the accident left a hole in the reef 3 km long, which could take 20 years to recover.

The investigation into the grounding by the Australian Transport Safety Bureau revealed that the vessel's chief mate, who was on watch at the time, had two-and-a-half hours of broken sleep during the 38 hours preceding the accident.

The human body is designed to function optimally on a cycle of 16 hours' wakefulness and eight hours of sleep. More than 40,00 pieces of research validate the degradation of human performance after 18 hours of wakefulness, yet a large part of the maritime industry continues to operate on the assumption that those who work on ships are somehow immune to the necessities of life. Those people, it seems, do not need sleep like the rest of humanity. They can just keep working.

The ATSB investigation showed that the chief mate woke at 0300 hours on the morning of April 3, 2010, to take his

station for the vessel's pilotage. After the vessel berthed at 0720 hours, he met relevant shore personnel and loading began an hour later. He remained on duty, supervising the loading and de-ballasting throughout the day, grabbing a meal when he could, and checking the ship's stability.

At 0100 hours the following morning he left the second mate in charge and went to bed. He was woken two hours later when a surveyor came on board and remained awake to oversee the completion of loading and the necessary paperwork formalities before the ship departed at 1100 hours. The pilot disembarked two hours later and the chief mate managed to grab another 30 minutes sleep before going on his fateful watch at 1600 hours.

In what other industry would persons who are so obviously sleep deprived be put in a position to take responsibility for the management and safety of high value assets that have the potential to cause unimaginable damage and put at risk the lives of others?

This is not an isolated case. The industry is plagued with similar stories. The reality is that most get away with it. It is only when an accident such as *ShenNeng 1* occurs that we get a glimpse of the tip of the iceberg.

Pilots are in the almost unique position of being able to witness the operation of ships when under way. I talk to colleagues around the world and the story is always similar. The industry is rife with accounts of seafarers who, because of the ships' schedules, operations or crewing, struggle to keep awake.

The ordinary practice of good seamanship would imply, among other things, adherence to the Standards of Training, Certification and Watchkeeping Convention and Code which specify requirements for fitness of duty, including the need for 10 hours' rest within a 24-hour period.

The world of shipping today is such that, had the master taken his ship to anchor to comply with the STCW and

ensure his crew was properly rested before continuing the voyage, he clearly would have put his future employment prospects at risk. Had the chief mate demanded proper rest before he went on watch, he too would have risked a similar fate. Again, this is a familiar story heard by pilots all over the world.

ShenNeng 1's chief mate was a diligent, conscientious, hard-working and loyal employee. What will be his reward for such dedicated service? Yes, the accident was caused in large part because of his omissions but the point is, he behaved like every chronically fatigued human being behaves.

The altruistic motives of the good folk at the International Maritime Organization in developing rules to keep unacceptable practices in check are not, in many cases, matched by those whose motive is profit. However, if there was no profit motive, there would be no shipping industry. So, there is an obvious need for greater effort and a sharper focus on bridging the gulf between the rule makers and the rule breakers.

Would there be a difference if the International Safety Management Code required management to place a clear notice throughout each ship stating that it fully supported the master in ensuring that, before proceeding on duty, all crew are properly rested in accordance with the STCW? Or would this be another exercise in futility?

Talk to any pilot and they will tell you that overwhelmingly, the focus of ships' crews is on compliance — ensuring the paperwork is right so as to pass an ISM audit or a port state control inspection. However, what the paperwork describes and what happens in reality are two different worlds.

Unfortunately, a similar scenario exists on the Great Barrier Reef where pilots will openly tell you how they flog their fatigue logs to meet the requirements set by AMSA, but the reality is far different. In fact, fatigue has played a key role in most of the groundings of piloted vessels on the Great Barrier Reef.

So, this is shipping in the modern world. And as the modern world gets hungrier for Queensland's abundant natural resources, shipping along the Queensland Coast and through the Great Barrier Reef is predicted to increase substantially — with that comes an increased risk of accidents.

Steve Pelecanos is a maritime consultant, holds a number of positions on national and international maritime bodies and continues to work on-roster as a pilot at the port of Brisbane.

Merchant Navy blog 4 June 2011





Conferences, Seminars and Meetings

Activities in Philippines, Singapore and India

The following is a report on the involvement by GlobalMET delegates in conferences, seminars and meetings in South East and South Asia during November and December 2011.

Philippines

15 November

The International Federation of Ship Masters Associations (IFSM) led a one-day seminar *Train Safer Seafarers: Enhancing Professional Standards with Effective Maritime Resource Management*, in which several delegates from GlobalMET member institutions participated, including Chairman Capt Tim Wilson who delivered a presentation on *Future MET: What needs to be done*.

Following opening statements to the effect that 'we are at a crossroads', key MET issues discussed were the difficulties of effectively implementing the Manila Amendments to STCW, on-board training and its assessment, shipboard difficulties with leadership, teamwork and management, the need for greater industry confidence and devotion to MET, some IMO model courses no longer fit for purpose, the gap between MET delivery and industry needs; viz:

- regulation: overall, standards have slipped – many regulators are hamstrung with respect to effective

implementation – some flag states are out of touch with industry needs;

- MET providers: we're teaching the wrong things and much of what we teach is of little relevance to the industry – incompetent teaching - how to ensure recruitment and retention of competent teachers and assessors – simulators and/or manned models should be used for relevant teaching and assessment – the need to 'drive lecturing out of MET';
- industry: does not demand competence, many employers do not give training adequate priority and see it as a cost rather than an investment;
- on-board training – at least one third should be done on board – on-board culture often does not support quality training and assessment – how to change this culture? – how to integrate on-board and on-campus training? – use of more blended learning and web-based learning materials.

During the afternoon, Capt Tim Wilson, Capt Vinayak Mohla of Anglo-Eastern and Rod Short met Asian Development Bank Vice President Lakshmi Venkatachalam and discussed possible collaboration on a proposed project to raise the status of the Asian seafarer, particularly through improved maritime education and training.

16-17 November

The well attended 12th Asia Pacific Manning & Training Conference *Recruitment, Training & Retaining Competent Seafarers: Strategies for the Future*, which included a

number of presentations by GlobalMET Members, as well as a GlobalMET Panel Discussion *Analysing maritime education and training going forward*. In addition to the major concerns about piracy and criminalisation, opening speakers stressed the need to address the poor image of the industry, the need to discover new ways to deal with the shortage of competent officers – “it must not be business as usual” – “there must be a long term view of training and development” – there is need for a “cloud system of protection” – including a “cloud for distance learning and social communications”.

The conference concluded with the following statement of outcomes:

In line with last year’s statement of outcomes, this year’s Conference endorsed the need for a collaboration and partnership between governments and industry to encourage action and to identify relevant goals and shortfalls which must be addressed to ensure a high-level of new recruits to the industry and the necessary associated retention levels.

We have heard from the Philippine Government representative, Honourable Secretary Dimapilis-Baldoz, how they are seeking industry support to implement successful recruitment and training strategies for the benefit of the whole international shipping community.

We know what we are aiming for: Doris Magsaysay showed us an enlightened view of the future and the ‘manning cloud’ while other speakers have highlighted the successful industry initiatives and individual approaches to manning and training which are in operation already throughout the shipping industry.

Yes there are industry concerns, which need to be addressed. We need to tackle some tough issues: piracy, criminalisation, the low-key and sometimes negatively presented image of shipping. We know our industry needs to work harder to recruit, train and retain high quality personnel both at sea and on shore and that we must ensure we introduce, measure and maintain our own high performance standards.

Moving forward it is pleasing to announce firm action: Manning and training strategies for the shipping industry for the long, short and medium term will be presented to the International Maritime Organisation’s Maritime Safety Committee (MSC90) early next year. In respect to education and training the Global Maritime Education and Training Association (GlobalMET) will ask IMO that a group of knowledgeable stakeholders be appointed and tasked with providing leadership, direction and advice on behalf of both our Conference and the wider shipping community. They go with our thanks and encouragement and a strong commitment from this Conference to continue to support our seafarers at all levels. On your behalf we will put together

some key action points for dissemination throughout the international shipping industry.

We thank you all for your participation and support.

The GlobalMET Annual General Meeting 09/11 was held at the Manila Yacht Club on the evening of the 16th and the Board of Directors 18/11 meeting was held in the conference venue as soon as conference concluded on the 17th. The unconfirmed minutes of the AGM have been distributed to all members.

18 November

The half day GlobalMET Seminar *Developing a Strategy for Ensuring Effective MET for Future Ship Operations*, held at the Manila Yacht Club attracted 45 participants. The three objectives of the seminar:

- clarification of the need for a critical review of existing MET, how to conduct the review, what to do with the findings and GlobalMET’s potential role, particularly with respect to industry and IMO;
- input into STW 43 and/or MSC 90;
- raising awareness of the GlobalMET Structured Shipboard Training Programme Record and Activity Books;

received thorough consideration, resulting in general agreement with the proposed GlobalMET actions. Participants were also advised of the SEA Project, in which GlobalMET, the Nautical Institute and the World Wide Fund for Nature are to collaborate to raise Seafarer Environmental Awareness.

Singapore

29 November

During wide-ranging discussions with Assistant Director (Training Standards) in the Maritime and Port Authority and with the President, Singapore Maritime Officers Union, informal support was expressed for the three objectives considered at the seminar in Manila on 18 November.

India

3 December

The GlobalMET in India Annual Conference *Training to Meet the Needs of the Y-Generation*, organised by the GlobalMET India Chapter and hosted by the Tolani Maritime Institute, Pune, on 3 December, attracted 170 participant registrations. It was characterised by high levels of participation and quality presentations addressing the needs of Y-Generation seafarers and of MET overall. Particularly pleasing was the input by young seafarers and cadets about to go to sea. This included very helpful addresses by a 2nd Officer and a 3rd Engineer

and also a panel comprised of eight serving officers and cadets. As a result, it was suggested that, for a future GlobalMET in India Conference, the situation be reversed and the panel be comprised of eight G-Generation (G for geriatric!) MET providers responding to questions from members of the Y-Generation!

The conference concluded with agreement on the following statement of outcomes, to link with the statement of outcomes agreed earlier in Manila:

We, the participants in the GlobalMET in India 2011 Conference Training to Meet the Needs of the Y-Generation, organised by the GlobalMET India Chapter and hosted by the Tolani Maritime Institute, Pune, on 3 December, are pleased to express our support for GlobalMET's efforts to assist the development of MET overall and, in particular, express strong support for:

- *submission to IMO of a proposal for an industry representative group of experts to review implementation of the Manila Amendments and the implications for the effectiveness of MET in meeting the*

operational needs of ships over the foreseeable future, and to make recommendations;

- *submission to the Asian Development Bank of a concept document whereby a project to raise the status of the Asian seafarer through enhanced MET could be initiated;*
- *the Nautical Institute, World Wide Fund for Nature, GlobalMET poster project – the SEA Project – to raise seafarer environmental awareness.*

6 December

The seminar in New Delhi on 'e-Navigation – the Human Element' held in collaboration with the Nautical Institute, received keynote addresses by Capt M MSaggi, Nautical Adviser to the Government of India and Ms Kirsti Slotsvik, Director General, Norwegian Coastal Administration. There were also addresses by representatives of the IMO e-Nav Correspondence Group, the Nautical Institute and GlobalMET. A feature of the seminar was the presence of trainees, the emphasis on the learning needs of young people entering the industry and the serious need for the MET providers to make the changes necessary to address those needs.

Seminar in Pune



Following discussions with the members of the IMO e-Nav Correspondence Group, on behalf of GlobalMET the following was submitted for inclusion in the Correspondence Group's report to STW 43:

The implications for training of the development of e-navigation and state-of-the-art communications are very significant, particularly with respect to training addressing the use of and the procedures associated with e-navigation.

Given the global, multicultural industry nature of maritime transport there is need for:

- *harmonisation of the e-navigation equipment and associated training;*
- *integration of the e-navigation training into holistic training for all aspects of navigation;*
- *standardisation of the training curricula, delivery and assessment;*
- *training the leads to greater overall efficiency and safety.*

10 December

The well-attended, half-day seminar held in Chennai, organized by the Nautical Institute (South Branch), addressed the theme 'Training for Future Ships', ranged over likely developments, especially those resulting from the impact of the technological revolution on shipboard operations. Presentations covered anticipated changes in bridge and engine room operations and the implications for the associated MET. As in Pune and New Delhi, it was clear that the gap between industry requirements and the MET provided is growing, especially in view of the changing learning needs of young people entering the industry.

Every effort must be made to deal with the gap, including the critical analysis of MET being proposed by GlobalMET.

In addition to the high standard of the presentations, the overall quality of this seminar was enhanced by the presence and contributions of Capt S Krishnamurthi, President Designate of the Nautical Institute and of Capt A Crawford, on behalf of the International Association of

Seminar in New Delhi



Maritime Institutes (IAMI). GlobalMET, the NI and IAMI are pursuing further collaboration.

Comment

The expressions of support received in the Philippines, Singapore and India for GlobalMET's proposed actions to support the development of MET were very encouraging. The drafting of the GlobalMET submissions to IMO and to the Asian Development Bank is in hand. Both submissions have major potential to change MET so that it better reflects the changes occurring in the industry

and addresses the needs of the young people entering the industry, with every effort being made to ensure the submissions receive the necessary support.

It is a pleasure to express thanks to GlobalMET and Nautical Institute members in The Philippines, Singapore and India for their efforts in organising and contributing to the very worthwhile activities outlined above. We look forward to the continuation of such strong, valuable support.

Rod Short
Executive Secretary

Seminar in Chennai





Shipping in the Arctic



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