

MASSA OUTREACH

July 2016



PROFESSION FOR A PROFESSIONAL



Capt Shiv Halbe

As 2016 reaches the halfway mark, one is left pondering- how has it been thus far? The feelings are mixed, as there are a few milestones coming up and we must ask ourselves, have we done enough?

1. The 'magic' date for absolute compliance with STCW 2010 amendments is less than 6 months away, and we are frantically 'rushing' towards meeting the deadline. Considering the number of seafarers involved in this exercise, the administration has certainly pulled out all stops. However, a bit of awareness from some of the seafarers as to their responsibilities towards upgrading their certificates to STCW 2010 standards would certainly help matters.
2. Amendment to SOLAS Chapter VI, Part A comes into effect from 1st July 2016. This requires all

containers being loaded on board to have their Gross Mass verified. Though the ratification of the amendment took place more than 2 years ago, it does not reflect well on the Industry to plead their inability to comply with this requirement, at such a late stage. Surely, matters of safety should take precedence over commercial matters!

3. BIMCO has recently released its manpower study report, predicting a shortage of 150000 officers by 2025. Though 2025 seems to be a long way off, it's not so distant considering that it takes more than 10 years to 'create' a Master, once a person enters the profession. This is the time for our country to sharpen its image and be 'proactive'. In the 1980's, shipping industry went through a severe recession, when a large number of ships were laid up and significant number of seafarers were jobless. However, when the

Industry came out of the recession, a large number of jobs 'headed' to our shores, as we had excellent quality of sea staff available 'almost off the shelf'! That was the beginning of the Indian 'manning' Industry as we see it today.

To capitalize on such a possibility when the Industry looks up again, we need to be able to show the world that we are 'ready'- by producing and publishing data- how many Masters COC are valid, how many Masters COC with Oil DCE etc etc. The only authority which can produce such data is the Maritime Administration and the sooner such data is published, the better it is.

Its pleasing to see that members from a cross section of the Industry have come together to promote awareness about the Maritime Industry. This is an initiative long overdue and should be supported to the fullest. It's time that our Industry is known not for spilled oil on the beaches but the yeoman's service it provides to the Society, touching nearly every aspect of the populations daily life!

We hope that the rain gods smile on our country and gives us a real reason to cheer when the festive season commences post monsoon!

Capt Clarence P Athaide

Editor, MASSA Outreach

Maritime Association of Shipowners Shipmanagers and Agents (MASSA)

206, Windfall, Sahar Plaza Complex,
J B Nagar, Andheri East, Mumbai 400 059
coo@massa.org.in

Hemang Palan

CEO, Marex Media

MAREX MEDIA

A 606, Morya House, New Link Road,
Andheri West, Mumbai 400 053
hemang@marexmedia.com



Dear Members,

I am extremely happy to join MASSA as a friend and MASSA family member on 1st March, 2016. I have been appointed as Chief Operating Officer and would be available at the MASSA, Administrative Office, situated at Windfall, Sahar Plaza, Andheri (East). I would strive to satisfy the objectives of MASSA and am ever willing to extend the existing good work of MASSA far and wide.

I would like to hereby introduce myself. I have had a long adventurous career in the Shipping Industry mainly in The Shipping Corporation of India Ltd. After my sea career as a Master I moved ashore as Superintendent in 1981. I have worked in various departments ashore in SCI and finally retired as an Executive Director. I was also deputed as Managing Director to M/s. Irano-Hind Shipping Company, a joint venture by IRISL and SCI.

MASSA to me is an interesting and challenging venture. In my earlier positions, I concentrated mainly on INSA (Indian National Shipowners Association) owned vessels but now I am exposed to Foreign Shipping Companies as well. I

accept this challenge and find it very interesting.

MASSA owns and supports two large training institutes, one at Belapur, Navi Mumbai and another at Chennai. Post sea courses in the maritime field are conducting at both these institutes. The MASSA Maritime Academy at Chennai has shifted to modern premises where latest generation, state of the art simulators for nautical and engineering streams have been installed. The Maritime Academy at Chennai was inaugurated on 18th March, 2016 by Capt. L. K. Panda, Nautical Adviser to the Govt. of India and Capt. S. M. Halbe, Chairman, MASSA along with Capt. N. B. Pandey, Chairman, MTRF and Capt. M. Garrimella, Chairman, Governing Council of MASSA Maritime Academies.

I take this opportunity to wish you all in the shipping fraternity in your endeavors and would always be willing to assist you when needed.

I remain,

Yours faithfully

Capt. Clarence Prakash Athaide

MASSA DEDICATES CHENNAI ACADEMY TO THE INDUSTRY

The Maritime Association of Ship Managers, Ship-owners and Agents (MASSA) has expanded in a big way into the Southern part of the country with the inauguration of the MASSA Maritime Academy in Chennai.

“We are delighted and proud to dedicate this academy to our Indian seafarers. We hope that this academy will set a new benchmark in maritime training” said Capt S M Halbe, MASSA Chairman, at the inaugural ceremony.

The new academy was inaugurated by Chief Guest Capt L K Panda, Nautical Advisor to the Government of India, and Capt Halbe. The



Board of Directors of MASSA, Capt SK Das- Principal Officer, Mercantile Marine Department, Chennai, and prominent ship manning companies from the region were represented at the inauguration.

The Chennai Academy will be managed out of its new plush premises, an independent building of 10,000 square footage, located in Chennai's happening IT corridor. It is focused on Post-sea competency courses and simulator based courses, both of which demand large capital investment and highly competent and dedicated faculty. It boasts of a well-equipped library and a terrace-top dining area and has begun all courses with batch-strengths increasing as its reputation grows rapidly.

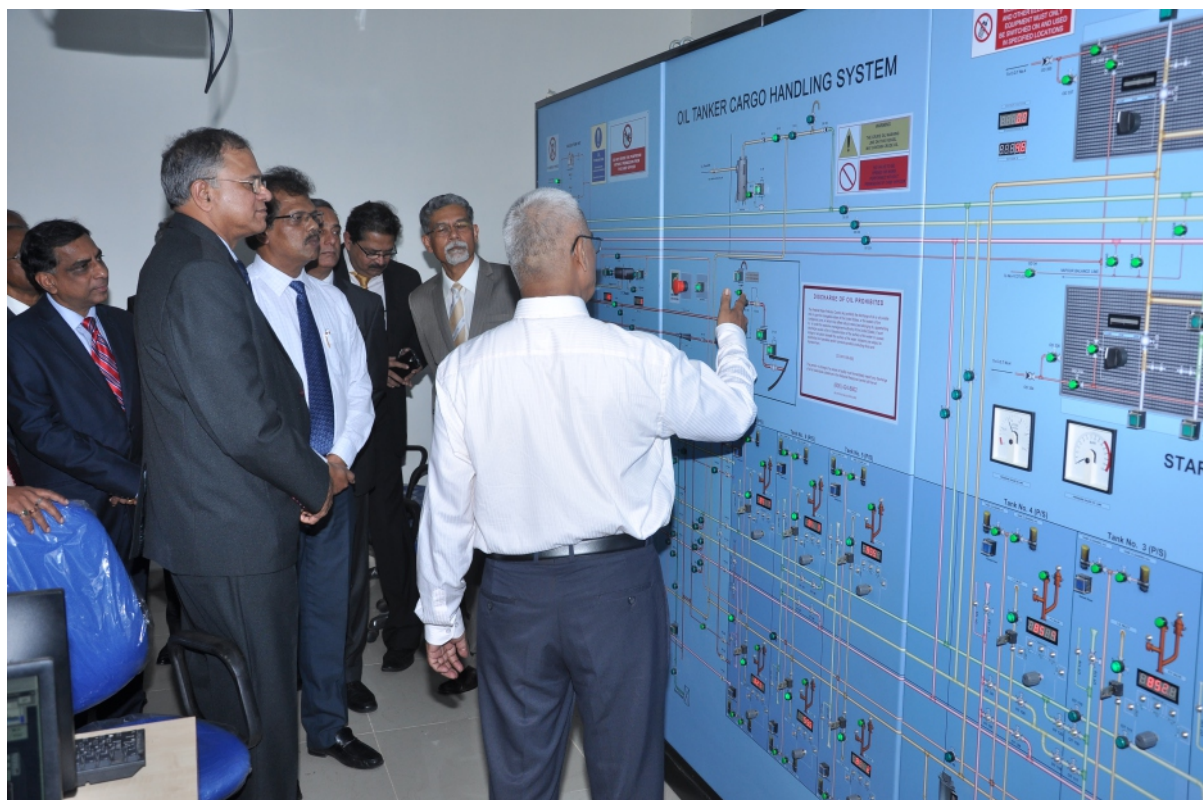
Capt LK Panda said at the ceremony, "MASSA runs one of the best institutes in India; they have always contributed to the industry in a big way. I hope this new Chennai academy will continue in the same vein."



“MASSA has always worked towards raising the standard of maritime education in India”, said Dr (Capt) Bhardwaj, Resident Director and Principal, MASSA Maritime Academy, Chennai. “MASSA is a responsible industry organisation that has dedicated itself to the seafaring community in India,” he added.

MASSA Maritime Academy is one of the leading maritime institutes in the country. It began with a mission to exceed the aspirations of the students and the expectations of administrations and industry by creating maritime learning experiences with commitment and professionalism.

The prime aim of MASSA is to spread maritime awareness and promote maritime education and research in India. It achieves this through the Maritime Training and Research Foundation (MTRF)



– a Trust it supports, which delivers on its policies through the two professionally run MASSA Maritime Academies- in Mumbai and, now, in Chennai.

Marex Media



'Continuous upgradation of professional knowledge, Overall safety and Commendable integrity (COC) are the means to achieve success'

- Capt Clarence Prakash Athaide has always told his students

Capt Clarence Prakash Athaide, the new Chief Operating Officer of MASSA, has come a long way indeed. This veteran went out to sea as a cadet, in 1972, sailed as Master for two years and moved ashore as a Superintendent in 1981. He has played many varied roles in a 40 year-long career, including that of Managing Director of Irano Hind Shipping Company; an -IRISL-SCI joint venture until he

superannuated from SCI as Executive Director.

After superannuation he was Visiting Faculty at SCI-MTI Powai. On 1st March 2016 he took over as the Chief Operating Officer (COO) of MASSA, Mumbai.

In conversation with Prisilla Nadar of Marex Media, Capt Athaide spoke about his new responsibilities and challenges.

What will be your immediate priorities as COO of the Maritime Association of Shipowners Shipmanagers and Agents (MASSA)?

With a new position come new responsibilities. My first aim is to satisfy the objectives of MASSA. The second is to conduct the Facilitation centre with speed and quality as required by the Govt of India (DGS). And also to assist MASSA member lines in their endeavour to enhance Human Resources Development (HRD).

Over and above, I will be coordinating with the Government of India, Directorate General of Shipping, Mercantile Marine Department, Classification Societies, and all other entities involved with our member lines and our academic institutes to enhance the systems.

What can industry expect from the new COO of MASSA?

The industry can expect my varied experience in the shipping industry to maintain the objectives of MASSA. I will make use of my shipping knowledge and experience, which I have gained for more than 40 years, to improve and take MASSA to greater heights.

More importantly, I am here at MASSA to give back to the industry what it has given me for so long.

And sir, your focus areas at MASSA?

As I said earlier, my prime focus would be on HR and HRD, and to take MASSA to greater heights. These can be achieved by only two means: "Hard work and Integrity".

What are the biggest challenges that you expect to face?

Every day is a new challenge. The shipping industry is going through a very bad phase in a terribly dull market. MASSA and its members will do their best to overcome this challenge by ensuring quality and dependable shipboard officers and ratings. We will strive to give global shipping better qualified and more competent seafarers.

What message would you like to give to the industry?

Indian seafarers are second to none. However, they occupy only 7 Per cent of the total workforce in the global shipping environment. It is our aim to increase this 7 percent market share to at least 9 percent to start with.

MASSA will give its 100% to the Indian seafaring community so that they, in turn, give their best to remain dependable seafarers in the Global Seafarers Market.

Marex Media



Capt S Bhardwaj receives an award at NMDC Mumbai for "Outstanding Contribution to Maritime Education and Training"

DNV-GL Course conducted by MASSA Maritime Academy Chennai on "Internal Auditor for ISM/ISPS/MLC" for superintendents and managers of various companies





Negative-to-stable outlook for Indian shipping sector in FY17

India Ratings & Research has maintained a negative-to-stable outlook for the Indian shipping sector in 2016-17 with the exception of tanker segment.

“The tanker segment which accounts for bulk of the fleet of Indian shipping companies (around 60%) is likely to perform better than other segments due to its sound fundamentals. However, a further deterioration is likely in the dry-bulk, off-shore and container segments in FY17,” the report said.

The performance of the tanker segment is expected to remain better than other segments in FY17 owing to healthy demand, manageable supply growth and an increase in long-haul trade due to the diversification of purchases by buyers in Asia.

Moreover, global capacity additions have been limited (FY16: 4.4%, FY15: 2.2%, FY14: 0.2%) and demand for vessels has remained healthy, the report said.

While the decline in crude oil prices, boosted tanker charter rates owing to higher crude oil output, strategic reserve stock piling and floating storage, it had a reverse impact for the offshore segment.

Although India rating expects Indian public sector units (PSUs) to continue off-shore exploration drilling activities in FY17, charter rates are likely to be renegotiated at lower levels when vessel contracts come up for renewal. Consequently, there will be deterioration in the credit profiles of companies catering to PSUs as well.

In the dry bulk segment, the credit rating agency expects freight rates to remain depressed as Chinese demand remains subdued and will remain the worst performing segment among all the shipping segments in Fy17.

In the container segment, slow growth in global merchandise trade volumes coupled with continued capacity additions (FY16: 6.8%, FY15: 6.2%) will continue to impact container charter rates across trade routes globally in FY17. The agency does not expect the supply-demand gap to correct in the near term. As a result, pressure on charter rates is expected to continue.

As the global trade is expected to grow only at a moderate pace, India Ratings believes the sluggishness in global seaborne trade to continue in Fy17.

Marex Media



BIMCO-ICS Report Predicts Serious Global Officer Shortages

The Baltic and International Maritime Council (BIMCO) and the International Chamber of Shipping (ICS) have released their latest five-year report on the state of the shipping industry's global workforce, highlighting the imbalances between the supply of qualified and competent seafarers available for service on ships trading internationally, and the industry's demand for seafarers to operate the world's merchant fleet.

This newest report forecasts a serious future shortage in the supply of seafarers; a current shortfall of about 16,500 officers (2.1%) with a need for an additional 147,500 officers by 2025 to service the global merchant fleet.

BIMCO members stretch across 120 countries and account for around 65% of the world's shipping tonnage and the 'world merchant fleet' for the purposes of the 2015 report was defined as 68,723 ships. The largest category was general cargo ships with 31% of the total ships by number, followed by bulk carriers with 16% and offshore supply vessels with 10%. The 2015 report has included information on the tanker industry and various types of offshore vessels to obtain an indication of the demand for seafarers by these sectors.

The global supply of maritime officers is forecast to increase steadily, but this is predicted to be outpaced by increasing demand. Some officer categories are in especially short supply, including engineer officers at management level and officers needed for specialised ships such as chemical, LNG and LPG carriers.

The report suggests that, in the past five years, the industry has made good progress with increasing recruitment and training levels and reducing officer wastage (i.e. retaining qualified seafarers and increasing the number of years which they serve at sea). However, unless training levels are increased significantly, the growth in demand for seafarers could result in a serious shortage in the total supply of officers. The report does estimate conversely that there is a current surplus of about 119,000 ratings (15.8%), with demand only having increased by about 1% since 2010.

Significantly, China is thought to have overtaken the Philippines as the largest single source of seafarers qualified for international trade, although the Philippines is still the largest source of ratings. However, data from international shipping companies suggests that the extent to which Chinese seafarers are available for international service may be more limited, with the Philippines and Russia seen as equally important sources of officers, followed closely by Ukraine and India.

ICS Secretary General, Peter Hinchliffe commented: "Without continuing efforts to promote careers at sea and improve levels of recruitment and retention, the report suggests it cannot be guaranteed that there will be an abundant supply of seafarers in the future."

Marex Media