

MASSA

OUTREACH

October 2015



Dear friends,

It gives me an immense pleasure to inform all the members of MASSA, colleagues in the shipping fraternity, maritime associates and the friends in the media that our quarterly e-magazine, 'MASSA Outreach' will act an ideal platform to exchange views, and share information and knowledge to bolster the growth of the Indian shipmanagement sector.

Elegant fonts, striking illustrations, excellent photography and thoughtfully crafted editorial content will always remain as the USP of 'MASSA Outreach'. It will be available in an eye-catching digital format on the website of MASSA, and will also be emailed as a PDF attachment to the well wishers of the Indian maritime industry.



Capt Shiv Halbe

I would love your suggestions on 'MASSA Outreach' – our novel initiative. I hope you will enjoy reading this inaugural issue and provide me with your feedback. I believe 'MASSA Outreach' will serve to connect us.

Your's truly,

Capt Shiv Halbe

Chairman, MASSA

Capt Ajay Achuthan

Editor, MASSA Outreach

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MASSA outreach is our effort to reach out to various stakeholders and the millions of lives impacted by our national seafarers. The theme chosen for this issue is Promoting the National Seafarer.

The constitution of India along with The M.S. (Merchant Shipping) works at building up the national tonnage and has reference of seafarers certification. However, many a times we, as a critical constituent of Nation Development, that is our National seafarers and we experience that this national asset is forgotten and discussions are restricted to Indian National tonnage and National Seafarers sailing on National tonnage.

The M. S. Act, 1958, was egged on by MLC 2006, brought about the Rules known as Merchant Shipping Recruitment and Placement of Seafarers (RPS) Rules, 2005. While Industry is waiting for the finalization of the RPS Rules, 2015, what we would like, as MASSA, to re-enforce the emergence of a Internationally preferred National Seafarer and ensure that the role of the National seafarers in Nation Building is recognized.

Creating competent seafarers in a stipulated time who can seamlessly sail across the globe is our vision and mission. MASSA, has its ancestry in the Owners/Agents' Committee (Crews), O/AC(C) which was formed in 1947, for the creation and development of National

seafarers. Reportedly today at any given moment of time, there are supposedly, about 1.3 lakh National seafarers manning the merchant vessels worldwide and double that number would be waiting ashore for their turn to sail. Presently our 33 members manage about 43000 of those seafarers at any given time.

We are proud to share that O/AC(C), who brought the concepts of Crew Agreements to India in 1952, was the founding member and energy for the formation of National Maritime Board (India) in 1957 (see page 7) .

Besides augmenting and safeguarding the business interest of our Member Lines, primarily related to placement and recruitment services, MASSA also assist in development of infrastructure which helps business interest of Member Lines, primarily related to the build up of competent seafarers onboard globally. The emergence of STCW 95 amendment to Standards of Training, Certification and Watchkeeping (STCW), 1978 saw MASSA (through its trust Maritime Training and Research Foundation, MTRF) venture, in late 1990s into Maritime Training in a big way and emerge as the best Post Sea



Capt Ajay Achuthan

Competency Institute at Navi Mumbai and Chennai.

Coincidentally the Theme of World Maritime Day is Maritime Education and Training. An annual shortage of 40,000 officers per annum worldwide is predicted. Officers are built up through Competency courses. Only 10 of the 140 institutes conduct these competency courses.

are implemented immediately, or else it will have a negative impact on employability of our National Seafarers.

MASSA also liaises with Ministry of Shipping, Directorate General of Shipping and various National and International organizations to support the balance between supply and demand of quality seafarers. We also share information and

It is the policy of MASSA Secretariat to provide quality service to its members and maritime industry and we are privileged to be one of the associations to be awarded ISO 9001 certification.

Our present efforts include strengthening our Academy at Chennai and enhance its ability to conduct the much needed Competency Courses further we are Enhancing Simulators courses at Mumbai and Chennai. As a Principle we have restricted our Training operations to Post Sea Competency development programs and associated modular courses.

Earlier, O/AC(C) and MASSA has always supported Maritime Education and Training and was instrumental (through one of its member lines) to bring the Oil, Chemical and Gas Tanker course to India.

Our recent endeavor to identify the issues arising out of the brittle nature of revised Class IV examinations and competency development has been highlighted and appreciated by many professionals. We do hope our proposals to revive the system

knowledge of various issues so that our Member Lines and Maritime authorities can take informed decisions. It is the policy of MASSA Secretariat to provide quality service to its members and maritime industry and we are privileged to be one of the associations to be awarded ISO 9001 certification.

With this initiative maritime outreach invites our stakeholders from the Govt. from the Industry, our sister associations, RPS Registered companies and training institutions to provide articles, thoughts, strategies to reach out our to our nationals and enhance the role of the national seafarers in nation building.

I congratulate Capt Charles Carvalho on taking over as Chairman of MFSWT (Welfare Trust of MUI).

MASSA sensitizes members in prevention of sexual harassment of women at work place act also know as

POSH act

Shipping has historically been a male-dominated industry; that tradition runs long and deep.

POSH was started as an extension of the Vishaka Guidelines- a set of procedural guidelines for use in India in cases of sexual harassment. They were promulgated by the Indian Supreme Court in 1997 and were superseded in 2013 by Indian act on Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013.

Taking a step ahead in this endeavour, The Maritime Association of Shipowners Shipmanagers and Agents (MASSA) had

taken up an initiative on sensitizing members of academy in order to create a healthy, safe & secure working environment that enables employees to work without fear of prejudice, gender bias or sexual harassment.

More and more women are making their mark in world of shipping today; having POSH as a policy in place has therefore become essential. "However, POSH should not just restricted to women but also should include harassment against men, and this is the short come of the act" states Capt Ajay Achuthan, Director, MASSA.

For the Indian shipping sector, which has been witnessing one of its worst phases with falling revenues and increased operational costs, greater participation from women is a welcome change. There are many opportunities for women; it is no longer only a man's job.

The POSH policy has been framed with the intention of not only preventing sexual harassment at the workplace, but to also create a robust governance mechanism to address concerns that include redressal of sexual harassment, should it occur. It also aims to imbibe confidence in people regarding their personal security at the workplace, create awareness on governing mechanisms and encourage and empower employees to report untoward incidents.

An Internal Complaints Committee is formed. The committee works towards reviewing and updating policies at regular intervals to make them more robust. It comprises of members from MASSA secretariat, an NGO, a women executive from member-line companies and an executive from MASSA academy.

POSH is committed to promote a
working environment

that is conducive to the professional growth of its employees. It does not tolerate any form of sexual harassment and is committed to take all necessary steps to ensure that its employees are not subjected to any form of harassment. It also works towards creating awareness among its employees on what constitutes sexual harassment.

The complaint can be filed by the woman herself or by her colleague, friend, relative, or any man associated with her with her consent. But if the complaint is found to be false, strict action will be taken against the woman.

MASSA has conducted 5 POSH programmes, out of which 4 were familiarisation level initiatives and one was for training the internal committee. There have been, no cases have been lodged so far.

MASSA has always been actively involved in supporting welfare activities that benefit the employees of the maritime fraternity. POSH is a sensitive step in that direction.

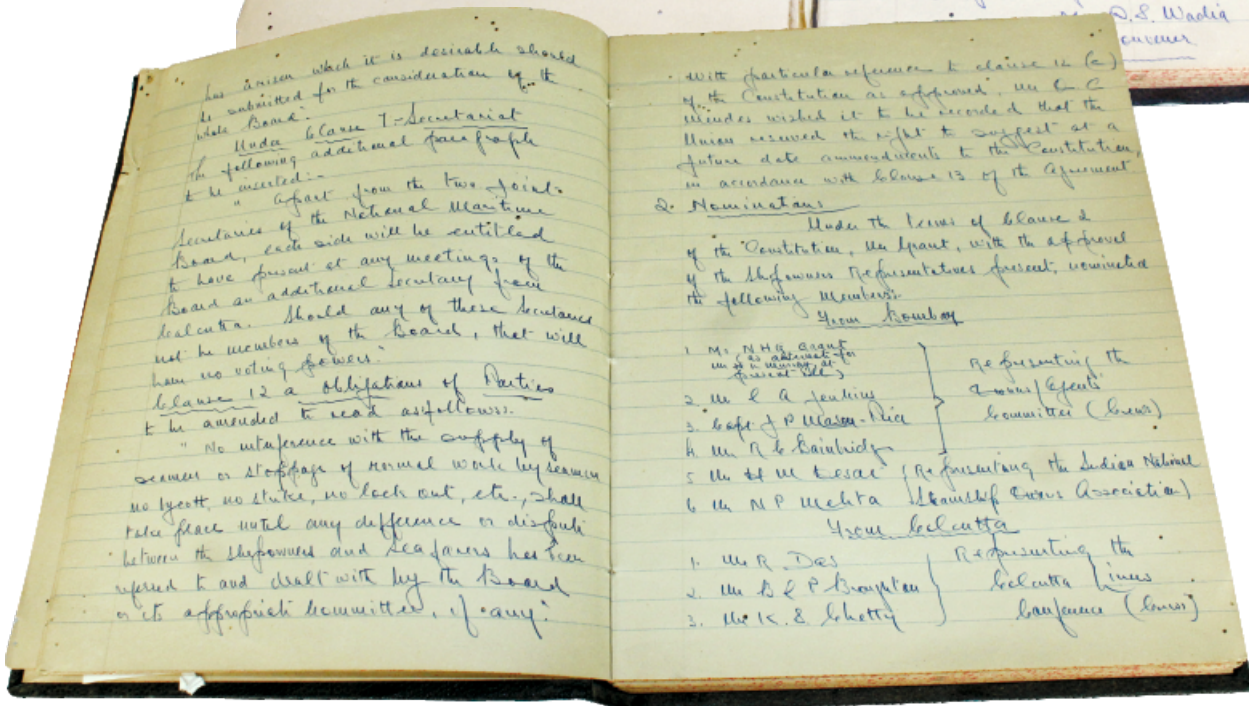
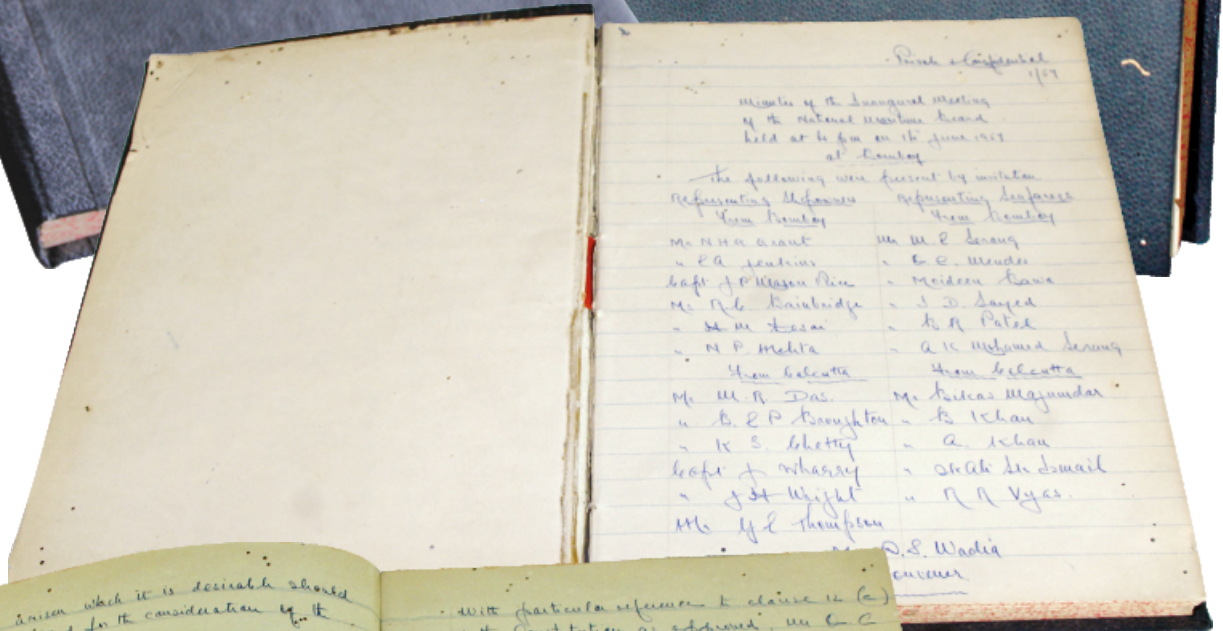
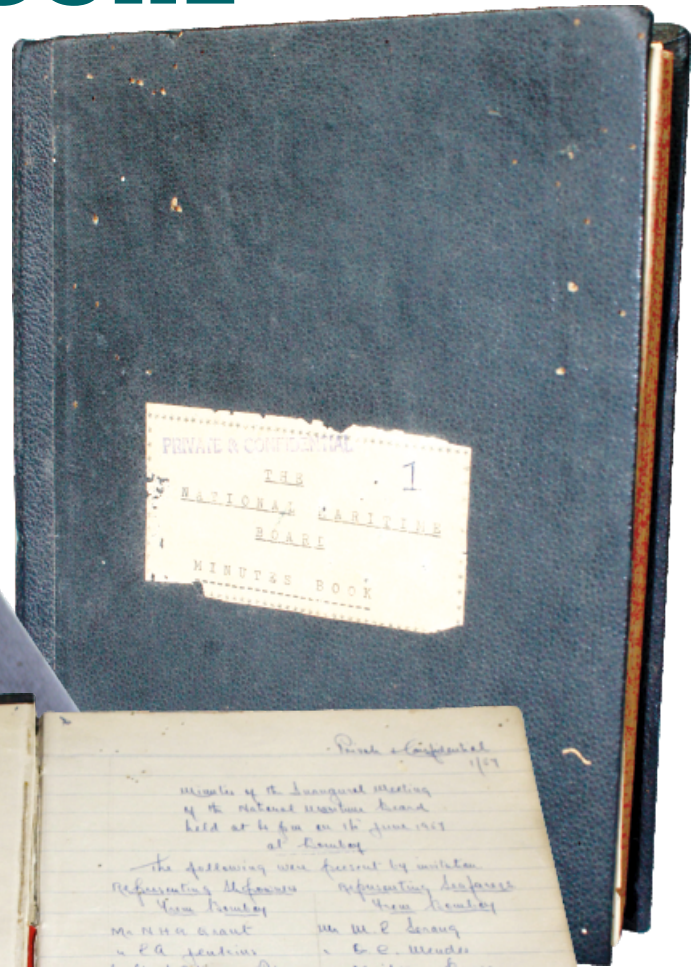
POSH is an initiative to make an employee aware of his or her rights and to ensure that she or he feels safe at the workplace.



MASSA'S TREASURE

Minutes of historic 1st NMB(I) meeting held in 1957. These are MASSA's priceless assets.

MASSA as O/AC(C) brought NMB to India in 1952.



Registry will be sufficient, licensing requirement to go

Indian ships will not need DGS license to operate

India-registered ships will no longer need to hold permits from India's director general of shipping to operate, according to the draft of a new merchant shipping bill drafted by the government to make it easier for companies to do business.

The new bill, once cleared by Parliament, will replace the existing Merchant Shipping Act which was framed in 1958. The focus of the new bill is to make it compact (the bill contains 267 sections compared with the 461 sections in the existing Act) and easily implementable, to promote ease of doing business in tune with the prevailing socio-economic realities.

"We have proposed removing licensing requirements for Indian-registered ships from the new Act," a spokesman for the shipping ministry said. "As a result, licensing raj in this sector will disappear," he added.

The scrapping of the licensing requirement will help simplify customs procedures and dispense with port clearance requirements. "In future, registration of ship will be sufficient because the registration certificate will be deemed to be the licence," the ministry spokesman said. "So long as a ship is registered under the Indian flag, a licence is not required," said Amitava Majumdar, managing partner at maritime law firm Bose & Mitra & Co.

Shipping minister Nitin Gadkari simplified the ship-licensing regime for Indian ships a few months ago by making it a one-time, life-long licence co-terminus with the registration of the vessel.

Earlier, Indian-registered ships had to renew their licences every year from the director general of shipping, India's maritime regulator.

Even the one-time licensing is now being dispensed with.

The licensing requirement will, however, remain for ships registered overseas when they are hired to operate on local routes.

A new scheme for ship acquisition introduced by the government will be brought under the revamped merchant shipping Act.

The so-called Indian controlled tonnage scheme allows shipowners based in India to acquire ships abroad and also flag them in the country of their

convenience—typically tax-friendly jurisdictions to help access cheap source of funds—yet get fiscal and cargo benefits available in India.

**NO LICENSE
REQUIRED**



The scheme gives local shipping firms the flexibility to directly register their ships overseas sitting in India without opening multiple subsidiaries abroad to acquire and manage such ships, which had become a trend among fleet owners due to tax reasons.

Such Indian-controlled foreign registered ships should hire at least 50% of the crew required to run the vessel from India to improve employment opportunities for Indian seafarers. This stipulation, though, will be subject to the staffing requirements of the flag state (where the ship is registered) or the operating state (where it is plying).

If the local rules require hiring of crew from that place, then the number of Indian seafarers would be reduced to that extent.

The foreign-registered ships controlled by Indian entities can be in-chartered (hired) by the same entity and such ships will get second preference for moving cargo along local routes within Indian waters after full-fledged Indian registered ships.

"Bringing Indian-controlled tonnage under the Indian statute will be detrimental to Indian fleet owners," said the managing director of a shipping company based in southern India. "The current Merchant Shipping Act is very onerous in terms of staffing of Indian crew. That's why we are flagging ships outside. If the government brings the scheme under the new merchant shipping Act, all provisions of the Act will apply. Then, why would we opt for the controlled tonnage scheme? By opening a subsidiary abroad, we might as well register ships outside where no provisions of the merchant shipping act are applicable," he said, asking not to be named.

Marex Media



MASSA MARITIME ACADEMY, CHENNAI

(A Unit of Maritime Training and Research Foundation)

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*Is expanding operations at Chennai & moving to
83 & 84, Nehru Nagar, 1st Main Road, Kottivakkam (OMR), Chennai – 600 041*

COMPETENCY COURSES

S. No.	Courses	Date of Commencement
1	MEO Class I – Preparatory Course	1st Oct. 2015, 1st Dec. 2015
2	MEO Class II – Preparatory Course (Existing Course)	1st of Every Month
3	2nd Mates (FG) Function Course	15th Oct. 2015, 15th Feb. 2016
4	Chief Mate (FG) – Phase I Course	15th Dec. 2015, 15th Mar. 2016
5	Chief Mate (FG) – Phase II Course	15th Oct. 2015, 15th Jan. 2016
6	Advanced Shipboard Management	2nd Nov. 2015, 2nd Jan. 2016

UPGRADATION & MODULAR COURSES

S. No.	Courses	Date of Commencement
7	Refresher & Up-gradation Course for Engineers - Mgmt level	12th Oct. 2015
8	Refresher & Up-gradation Course for Engineers - Ops level	12th Oct. 2015
9	Ship Security Officer Course (Existing Course)	On demand
10	STSDSD Course (Existing Course)	On demand

SIMULATOR COURSES

S. No.	Courses	Tentative Commencement Nov. 2015
11	MEO Class I – ER Simulator Course	2nd and 4th week of every month
12	MEO Class II – ER Simulator Course (Existing Course)	1st & 3rd week of every month
13	Radar Observer Simulator Course	1st two weeks of every month
14	Automatic Radar Plotting Aid Simulator Course	3rd week of every month
15	Radar, ARPA, Navigation Simulator Course	4th week of every month
16	Ship Manoeuvring Simulator and Bridge Teamwork	Every Monday
17	Liquid Cargo Handling Simulator Course (Oil)	1st and 3rd Monday of the month
18	Liquid Cargo Handling Simulator Course (Chemical)	2nd and 4th Monday of the month

NB: ALL NEW COURSES COMMENCEMENT IS SUBJECT TO DG APPROVAL



MASSA Maritime Academy - Mumbai

(A unit of Maritime Training & Research Foundation)

Great Eastern Summit, 'A' Wing, Plot No. 56, Sector 15, CBD Belapur, Navi Mumbai 400614

Certified ISO 9001:2008 by ABS Quality Evaluations

MASSA WEBSITE-<http://massa-maritime-academy.org/>

TYPE SPECIFIC ECDIS TRAINING (TRANSAS NAVI – SAILOR 4000 ECDIS COURSE DURATION (2 DAYS) COURSE FEE Rs. 6000/- EVERY MONDAY

TRANSPORT FACILITY IS AVAILABLE FOR TRAINEES TO / FROM BELAPUR RAILWAY STATION

A1 GRADING (OUTSTANDING) CERTIFIED BY NKK

ONLINE BOOKING PROCEDURE

1. Online admission process is simple and self-explanatory but if you have any doubt you can directly call our technical support on- +91 7720010001, 2,5,6,7
2. Go to MASSA Website .Click on APPLY NOW. It will redirect you to MASSA Admission Page.
3. If you are applying first time then click on "New Applicants Click Here" Button. If you are an existing student of MMA, you can directly apply by using your User ID & Password
4. After successful submission of application, eligibility and waiting list you can make the fees payment online using our secure online payment gateway

PAYMENT PROCEDURE

PAYMENT THROUGH BANK

- Phone MASSA and find the availability of seat
- Remit Money in favour of "MASSA Maritime Academy"
- Bank A/C No. 011620100005274
IFSC Code No. BKID0000116, CBD Belapur Branch Navi Mumbai
- Email or Fax the Bank Receipt to MASSA Maritime Academy

ONLINE PAYMENT

- Successful Admission form submission and Eligibility Criteria there of will direct you to "Pay Fees"
- If you wish to proceed with online payment then enter the amount you wish to pay and then click on "Proceed Payment" button. The system will guide you through the online payment gateway
- If you wish to make payment in cash or cheque then simply log-off from the system at "Pay Fees" and do the payment through bank

COMMENCING THE NEXT BATCHES OF COMPETENCY COURSES

Second Mates (Function)

Fee Rs. 40000/-

15th Oct 2015, 15th Dec 2015

Mates Phase I

Fee Rs. 48500/-

15th Sep 2015, 15th Dec 2015

Mates Phase II

Fee Rs. 50000/-

15th Oct 2015, 15th Jan 2016

ASM

Fee Rs. 31000/-

02nd Nov 2015, 01st Jan 2016



Engine Room Simulator



ROC / ARPA Simulator



ECDIS Simulator

MEO CLASS IV - PREPARATORY COURSE - MODULE I
RS. 5,000/- COMMENCING FROM 1ST OCT. 2015

MEO CLASS IV - PREPARATORY COURSE - MODULE II
RS. 5,000/- COMMENCING FROM 1ST NOV. 2015

D.G. APPROVED COURSES

MODULAR CLASS ROOM COURSES	FEES	DATE	MODULAR SIMULATOR COURSES	FEES	DATE
Oil Tanker Familiarisation	Rs. 2,250/-	On Request	Radar Observer Course (ROC)	Rs. 8000/-	19 Oct 2015 09 Nov 2015 30 Nov 2015
Chemical Tanker Familiarisation	Rs. 2,250/-	On Request	Automatic Radar Plotting Aids (ARPA)	Rs. 5500/-	12 Oct 2015 02 Nov 2015 23 Nov 2015
Gas Tanker Familiarisation	Rs. 2,250/-	On Request			
Oil Tanker Program (STPOTO)	Rs. 8,000/-	01st Monday of Every Month	RANSCO	Rs. 9,000/-	On Request
Chemical Tanker Program (CHEMCO)	Rs. 8,000/-	16 Nov 2015	Engine Room Simulator {Operational Level}	Rs. 7,000/-	Every Monday
Gas Tanker Program (GASCO)	Rs. 8,000/-	19 Oct 2015 21 Dec 2015	Ship Manoeuvring Simulator & Bridge Teamwork	Rs. 25,000/-	On Request
			ECDIS	Rs. 11000/-	Every Monday
Revalidation Course for Masters & Deck Officers	Rs. 12,000/- 5 Days	05 Oct 2015	REFRESHER COURSES		
	Rs. 20,000/- 11 days	19 Oct 2015	Medical First Aid (Refresher)	Rs. 2000/-	09 Oct 2015 23 Oct 2015
Ship Security Officer Course	Rs. 4500/-	On Request	Medical Care (Refresher)	Rs. 2000/-	09 Oct 2015 23 Oct 2015
Security Training For Seafarers With Designated Security Duties	Rs. 3,000/-	On Request	Ship Security Officer (Refresher)	Rs. 2000/-	09 Oct 2015 23 Oct 2015
Familiarisation /Refresher course for Medical Examiner of Seafarers	Rs. 2000/-	31 Oct 2015	VALUE ADDED COURSES		
			BTM (5 Days) (Skill Enhancement Course)	Rs. 7500/-	On Request
MEO Class IV Preparatory (Skill Enhancement Course)	Rs. 5000/- + Service Tax	Every Monday	OOW (2 Days) (Skill Enhancement Course)	Rs. 3000/-	On Request

For Booking OR Further Details

Contact: Tel 27562755 / 27574320 / 27574279 / 9619504433 E-mail: massacademy@vsnl.net