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Biggest Container Ship in the World 2025

***VOLUME NO. 25, ISSUE NO. 4
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TRAINING SHIP RAHAMAN
NHAVA***

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I. D. G. S. CIRCULAR / ORDER



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 23-MISC/30/2025-CREW - DGS (C. No. 34082)

Date: 25.04.2025

ADVISORY

DGS Circular No. 15 of 2025

Subject: Maritime Advisory to all Indian seafarers and Indian flagged vessels in reference to the Ministry of External Affairs (MEA) Advisory dated 24.04.2025 - reg.

1. Kind reference is made to the advisory issued by the Ministry of External Affairs (MEA), Government of India, dated 24.04.2025. In view of the same, all Indian flagged vessels and Indian seafarers calling at ports of Pakistan are advised to exercise due caution while operating in or transiting through the region.

2. All concerned stakeholders are required to monitor the Directorate's official website for any further updates. The DG Comm Centre may be contacted in case of any assistance or queries, details as provided below:

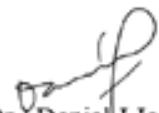
MMDAC (DGCOMM CENTRE)

Email: dgcommcentre-dgs@nic.in

Whatsapp No.: (+91) 8657549760

Alternate Numbers: (+91) 22 22613606 / (+91) 8657549760 / (+91) 8657549752

3. This is issued with the approval of the Competent Authority.


Capt. (Dr.) Daniel J Joseph
Dy. Director General of Shipping

Enclosure(s): Copy of the MEA advisory issued on 24.04.2025

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9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042
फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in



भारत सरकार / GOVERNMENT OF INDIA
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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS - STCW Circular No. 01 of 2025

File No. 25-104/7/2025-NT – DGS Comp. No.: 33029 Date: 30.04.2025

Authorized by
Chief Examiner of
Master and Mates

Subject: Revised Course Curriculum for Master (NCV) – Advanced
Shipboard Management Course.

1. Maritime Safety and Training, Examination and Assessment of Seafarers are paramount to the Directorate General of Shipping (DGS), the competent authority of the Government of India for maritime affairs. The DGS periodically reviews the syllabi of competency courses to ensure that it is meeting the requirements of the shipping industry.
2. A Syllabus Revision Committee was constituted by the Directorate vide N.T. Wing / EAC Branch Nautical Circular No. 17 of 2024 dated 02.07.2024 for the revision of syllabi for Nautical Competency Courses leading to Certificate of Competency (CoC) examinations.
3. As a matter of priority, the syllabus for the Advanced Shipboard Management (ASM) – NCV grade has been reviewed and revised. The updated syllabus incorporates all amendments to the STCW Convention till date, including the 2010 Manila Amendments.
4. Based on the recommendations of the committee, the revised course syllabus, course duration, and instructional hours have been finalized. These are enclosed as:
 - a. Annexure 1 – Revised Syllabus
5. It is expected that all approved maritime training institutes will adhere to these guidelines in letter and spirit.
6. The revised guidelines for Master (NCV) – Advanced Shipboard Management Course shall come into effect for all batches commencing from 1st May 2025 onwards. Henceforth, Master (NCV) course shall commence from 01st working day of the month prescribed in the Annual Time Table.
7. This is issued with the approval of the Chief Examiner of Masters and Mates.

 30/04/25

(Capt. Ravi Singh Sikarwar)

Nautical Surveyor-cum-DDG(Tech.)



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 23-CLT/17/2025-CREW-DGS (Comp. No.: 33481)

Date: 21.04.2025

DGS Order No. 04 of 2025

Subject: Constitution of Committee to inquire and investigate into circumstances and aspects pertaining to harassment, ill-treatment, abuse, discriminatory treatment or such other misconduct towards Indian Seafarers employed on board ships causing or likely to cause death, personal injury, psychological trauma and such other un-desirable consequences - reg.

1. Whereas, the Director General of Shipping, being the statutory authority appointed under Section 7(1) of the Merchant Shipping Act, 1958, as amended (hereinafter referred to as the "MS Act, 1958"), is empowered to exercise and discharge the powers, authorities and duties conferred or imposed under the said Act.
2. Whereas, the office of the Directorate General of Shipping is in receipt of instances of complaints and grievances from seafarers and / or their next of kin regarding harassment, ill-treatment, abuse, discriminatory treatment or such other misconduct towards Indian Seafarers employed on board ships causing or likely to cause death, personal injury, psychological trauma and such other un-desirable consequences.
3. Considering, that circumstances leading to such hostile ship board environment is capable of causing or significantly contribute to un-desirable consequences including but not limited to mental distress, physical injury or even loss of life of seafarers, especially trainees, cadets and such other novices;
4. Noticing, the importance to adequately address the concerns, grievances and complaints received from reliable sources; diligently and effectively and understanding, from the lessons learnt so as to recommend and implement effective measures to avoid similar instances in the future; and
5. Recognizing the necessity to bring in accountability of all stake holders, who are directly or indirectly responsible for the recruitment, employment and / or well-being of Indian seafarers, including trainees, cadets and such other novices; by simultaneously treating the whereabouts of any informant, information and its source so received as confidential.
6. Examining the modalities adopted for Seafarer grievance and complaint redressal in the nature of the weekly grievances and crisis management meeting and initiatives like 'Sagar

[Signature]
23/04/25

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjurmarg (E), Mumbai-400042

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov

Mein Yog" and "Sagar Mein Samman" the aspects remaining to be actionalized and incorporated into the response and administrative framework of governing executive framework for the conditions and environment for seafarers,

7. NOW THEREFORE, by virtue of the powers conferred under the Merchant Shipping Act, 1958 (Act No.44 of 1958) as amended and the rules made thereunder, the Director General of Shipping taking serious cognizance of all such allegations involving potential violations of seafarers' rights, breach of duty of care onboard vessels, and general neglect of mental health and wellbeing of seafarers, especially trainees, cadets and such other novices do hereby constitute the "Grievance Response Committee" [GRC], to inquire and investigate into complaints pertaining to harassment, ill-treatment, abuse, discriminatory treatment or such other misconduct towards Indian Seafarers employed on board ships causing or likely to cause death, personal injury, psychological trauma and such other un-desirable consequences.

8. The Grievance Response Committee GRC shall comprise of the following:

- a. Shri Ajith Kumar Sukumaran, Chief Surveyor - Chairperson
- b. Capt S.I. Abul Kalam Azad, Nautical Advisor (I/c) - Member
- c. Capt. (Dr.) Daniel J Joseph, Dy. Director General of Shipping - Member Secretary
- d. Capt Nitin Mukesh, Dy. Nautical Advisor, DG Shipping - Member
- e. Capt. Harinder Singh, Nautical Surveyor, DG Shipping - Member
- f. Legal Consultant (Crew Branch) - Advocate Vivek Joy and support from legal consultant in Crew Branch

9. The GRC shall take cognizance of complaints, received before or after constitution of the Committee, with the prior sanction of the Director General of Shipping as the case may be.

10. The GRC shall examine the factual circumstances, involved in the occurrence or likely hood of occurrence of the incidents under consideration of the GRC, including but not limited to the ship board environment, statement of other fellow seafarers and senior officers, any available written, audio, or video evidence and to investigate for the purpose of adopting proactive measures and recommend such measures to be issued by the officers / authorities concerned so as to mitigate, prevent and / or save any seafarer from ongoing victimization.

11. In the event of incidents of the past being considered by the GRC, it shall monitor the adjudicatory process initiated by Director Seamen's Employment Office [DSEO], if any; and in the event of no pending procedures before the DSEO the GRC may make such recommendations to the officers or authorities concerned who shall take such measures in accordance with the applicable law and procedures.

12. The GRC may also recommend measures of general nature including, but not limited to:

- a) Advising the concerned seafarer or NOK regarding the possible measures to be adopted;
- b) Recommend measures to pre-empt circumstances, involving potential violations of seafarers' rights, breach of duty of care onboard vessels, and general neglect of mental health and wellbeing, whereby the Indian seafarers, including trainees, cadets and such other novices become prone to developing psychological vulnerability and such conditions;

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- c) Implement methodology to ascertain possible psychiatric screening or evaluations at selections or entry level of career at sea.
- d) Closely examine methodology and accessibility of information to DG Comm for purpose of ready reference and response thereof to preempt undesirable acts committed by the victims such as suicide.

13. The GRC upon conclusion of its examination, inquiry and / or investigation shall submit the finalized report with recommendations to the Director General of Shipping. The report so finalized and submitted by GRC may be used for initiating appropriate measures by authorized officer or authority in accordance with the MS Act, 1958 as amended and the Rules made thereunder. The said report shall form part of internal consultation and reference of the maritime administration for the purpose of taking such measures as deemed fit, to avoid similar instances in future.

14. All stakeholders including the concerned RPS agency, shipowner, Maritime Training Institute (MTI), Master and crew of the vessel, and relevant authorities are hereby directed to extend full cooperation to the Committee, and make available all necessary documentation, records, and personnel for the purpose of the inquiry.

15. The committee may submit an effective framework of suggestions to Director General of Shipping within a timeline of three (03) months from the issuance of this order.


Shyam Jagannathan
Director General of Shipping

९वीं मंज़िल, बीटा बिल्डिंग, आई थिंक टेक्नो कैंपस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov

II. IMO NEWS



E

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

Circular Letter No.4968
29 January 2025

To: All IMO Members
United Nations and specialized agencies
Intergovernmental organizations
Non-governmental organizations in consultative status with IMO

Subject: **International Day for Women in Maritime 2025 and Gender Equality Award Ceremony (16 May 2025).**

1 In furtherance of resolution A.1147(31) adopted by the IMO Assembly on 4 December 2019 on *Progressing the legacy of the World Maritime theme for 2019 and achieving a barrier-free working environment for Women in the Maritime Sector*, the IMO Assembly, at its thirty-second session, adopted resolution A.1170(32) on *International Day for Women in Maritime* proclaiming 18 May every year as the International Day for Women in Maritime.

2 The observance celebrates women in the industry with a view to the continued promotion of the recruitment, retention and sustained employment of women in the maritime sector, to raise the profile of women in maritime, to strengthen IMO's commitment to the United Nations Sustainable Development Goal 5 (Gender Equality) and to support ongoing work to address the current gender imbalance in the maritime sector.

3 Against the foregoing background, the Secretary-General is pleased to announce that the theme for the Day will be **An Ocean of Opportunities for Women**, which links to the 2025 World Maritime Day theme: Our Ocean, Our Obligation, Our Opportunity. A half-day symposium will take place under the same theme at IMO Headquarters (4 Albert Embankment, London SE1 7SR, United Kingdom), within the margins of the Sub-Committee on Navigation, Communications and Search and Rescue's twelfth session, on 16 May 2025, from 2.30 p.m. A detailed programme for the event will be issued in due course.

4 The symposium will be conducted in person, in English, with the option for remote participation. In-person participation in this event is open to representatives from Member States, observer organizations (intergovernmental and non-governmental) and the United Nations and its specialized agencies. The symposium will also be live streamed on IMO's YouTube channel.

5 Delegates intending to participate are kindly requested to register via the Online Meeting Registration System (OMRS) by Thursday, 15 May 2025. Further information on the registration procedures can be found in the annex to this circular letter.

6 At the conclusion of the Symposium, the Secretary-General will be presenting Ms. Karin Orsel, nominated by the Kingdom of the Netherlands, with the IMO Gender Equality Award 2025, per the decision of the Council at its 133rd session. A reception will follow at 5.30 p.m.

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7 In order to promote the Day more widely, Member Governments and observer organizations are encouraged to participate by organizing their own events to bring attention to this important celebration, and through social media via X and Instagram, by using the hashtag #WomenInMaritimeDay and tagging @IMO HQ. Photographs of the events can also be sent to: media@imo.org.

8 Queries regarding the Day should be sent to ero@imo.org.

ANNEX

REGISTRATION FOR THE EVENT

Online Meeting Registration System (OMRS)

1 Those intending to participate in this event are kindly requested to register by Thursday, 15 May 2025 via IMO's Online Meeting Registration System (OMRS), as advised in Circular Letter No.4336 of 5 November 2020.

2 Once the registration procedure is complete, participants will be issued at IMO with an electronic access card to pass through the security barrier in the IMO building. Issue of the access card will require photographic proof of identity, e.g. passport, identity card or driving licence. Attendees may also be required to show proof of identity at any time while they are in the Headquarters building, if requested to do so by IMO Security. In view of the significant costs incurred in producing access cards, attendees who have previously been issued with one are kindly requested to bring it with them for reactivation.

3 Prospective participants will not be registered to attend the event without authorization from their OMRS Delegation Coordinator. New delegates whose names appear in OMRS will be issued with the above-mentioned access card. Delegates whose names are not on the OMRS list will be requested to contact their OMRS Delegation Coordinator in order to process their authorization to attend the event.

4 Any matters relating to the registration in OMRS should be communicated to:

Registration Unit
Meeting Services and Interpretation Section
Email: onlineregistration@imo.org

III. ILO NEWS

New minimum wage agreed for Seafarers

The International Labour Organization (ILO) has concluded the latest round of minimum wage negotiations for able seafarers at a meeting of the Subcommittee on Wages of Seafarers of the Joint Maritime Commission (JMC), held in Geneva on 14 and 15 April 2025.

This dialogue brought together shipowners and seafarers' unions from around the world, coordinated by the International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF). ILO's 2006 Maritime Labour Convention mandates that the minimum monthly basic wage for an able seafarer be set periodically by the JMC.

Following the negotiations, a resolution was adopted setting out the updated minimum wage levels, to be submitted for approval by the 355th session of ILO's Governing Body in November this year.

The updated wage structure represents an increase of more than 6% and builds on the previous three-year agreement concluded in September 2022, which set the minimum at US\$673 as of 1 January 2025. The negotiations in Geneva took place against the backdrop of the escalation in global trade tensions. In their opening remarks, both sides expressed concern about the current cloud of uncertainty and the prospect of a potential full-scale trade war, which could divide the world and reshape global trade, with shipping caught in the crosshairs and therefore impacting the lives and livelihoods of the world's nearly two million seafarers.

The organizations highlighted that seafarers must not be collateral victims of global economic conflict and reaffirmed that fair trade must also mean fair treatment for those who keep global trade moving. Maritime transport remains the only industry with a formally recognised global minimum wage, in place for seafarers since 1958.

To remind, in another recent development, in a meeting at the International Labour Organization headquarters in Geneva, governments, shipowners and unions agreed MLC updates with a view to become effective in 2027. Among the suite of amendments agreed to improve the working and living conditions of seafarers on board ships were provisions for seafarers to be designated as key workers; strengthened requirements to support seafarer repatriation; new mandatory measures to ensure that they have access to shore leave without needing a visa or special permit; and enhanced protections against bullying and harassment.

Seafarers play an indispensable role in keeping world trade flowing, often under tough and unpredictable conditions. These are not ordinary times, and this resolution reflects our respect for their service, while ensuring that shipowners can continue to operate in a highly competitive and volatile global market.

... said Pål Tangen spokesperson for the Norwegian Shipowners' Association

IV. SHIPPING NEWS

Blank sailings increasing rapidly on Transpacific: Sea-Intelligence

The impact of the U.S. tariff war continues to have a direct impact on container shipping operations as the number of cancelled sailings on the Transpacific trade increased drastically again last week. "When we look at the data, it is quite evident that the impact of the trade war has caused many shippers to pause, or outright cancel, shipments. This in turn reduces demand for capacity on container vessels to which carriers respond by cancelling sailings," says the latest update from Sea-Intelligence.

In week 12, the scheduled blanked share was zero percent in most weeks from April 7 to May 12, the update added. "There is now a major spike in blank sailings for the week starting on May 5, which is quite extreme. By week 15, carriers had scheduled blanked capacity equalling 35 percent of the planned capacity for that week starting May 5. At week 16, however, this increased to 42 percent of the total offered capacity, which is a seven percentage point increase week/week. On the Asia-North America West Coast, we see this escalation a week earlier. For the week starting April 28, 13 percent of the offered capacity was scheduled to be blanked as of week 15, which more than doubled to 28 percent as of week 16."

The level of escalation in blanked capacity illustrates a dramatic change in the market - partly from the perspective of the magnitude of the blank sailings, which are akin to what we tend to see seasonally following Chinese New Year in January/February and Chinese Golden Week in October, and partly from the perspective that many of these blank sailings have been announced with very limited advance warning to the shippers, the update added.

Drewry's World Container Index decreased two percent to \$2,157 per 40ft container during the week to April 24, 2025, 79 percent below the previous pandemic peak of \$10,377 in September 2021. The index, however, was 52 percent higher than the average \$1,420 in 2019 (pre-pandemic), according to the latest update.

"Freight rates from Shanghai to New York decreased three percent to \$3,611 per 40ft container, and those from Shanghai to Los Angeles and Rotterdam to Shanghai decreased two percent to \$2,617 and \$481 per 40ft container, respectively. Rates from Shanghai to Genoa and Los Angeles to Shanghai remained stable."

Drewry expects rates to continue to decline in the coming week due to uncertainty stemming from reciprocal tariffs, the update added.

India issues navigation alert to ships amid naval drills in Arabian Sea

India's maritime authorities have issued a navigation alert for commercial ships operating in the Arabian Sea, urging them to remain cautious due to the Indian Navy's ongoing exercises in the region.

The warning comes amid rising tensions between India and Pakistan after the deadly April 22 terror attack in Pahalgam that killed 26 people, mostly tourists.

According to individuals aware of the situation, Chief of Naval Staff Admiral Dinesh K Tripathi is understood to have met with Prime Minister Narendra Modi on Saturday evening to provide an update on the situation in the maritime domain.

There has been no official confirmation of this meeting yet, but sources said the discussion focused on the Indian Navy's operations and readiness.

The navigation advisory, issued by the National Hydrographic Office under the Indian Navy, advises commercial vessels to avoid certain areas in the Arabian Sea for safety reasons during the ongoing military drills.

Meanwhile, Pakistan has also increased its naval activity in the same waters. The Pakistan Navy has been conducting intense exercises, including live firing operations, in the Arabian Sea over the past few days. Pakistani authorities have issued their own naval alerts as a precaution.

Both navies are on high alert as India considers retaliatory steps in response to what officials have described as cross-border involvement in the Pahalgam terror attack.

Government sources said Prime Minister Modi recently held a high-level meeting with senior defence officials where he stated that the armed forces have full operational freedom to decide the mode, targets, and timing of any response. He also added that the nation is united in its resolve to deal a strong blow to terrorism.

Following the attack, India announced several strong measures against Pakistan on April 23. These include suspending the Indus Waters Treaty, shutting down the only active land border at Attari in Punjab, and reducing diplomatic ties.

In response, Pakistan has taken countermeasures by closing its airspace to Indian aircraft and suspending all trade with India, including indirect trade through third countries.

Pakistan has also rejected India's suspension of the Indus Waters Treaty and has warned that any attempt to block water flow would be seen as an "act of war."

Pakistan bans Indian-flagged ships from entering its ports in tit for tat move

In a tit for tat move, Pakistan has officially barred Indian-flagged cargo vessels from entering its ports. The decision came just hours after India imposed a series of punitive trade measures against Islamabad, including a complete ban on goods from or routed through Pakistan and restrictions on Pakistani ships entering Indian ports.

The announcement by Pakistan's Ministry of Maritime Affairs stated that all Indian flag carriers are now banned from docking at Pakistani ports, and Pakistani vessels would also not be allowed at Indian ports. The ministry said these steps are necessary to safeguard the country's maritime sovereignty, economic interests and national security. It also stated that any exception to this policy would be considered on a case-by-case basis.

India's response to the Pahalgam attack- which killed 26 people, mostly tourists, has been swift and multi-pronged.

The Indian authorities alleged Pakistan's involvement in the assault, though Islamabad has firmly rejected these claims, calling them baseless and politically motivated.

Pakistan has instead demanded an international and transparent investigation into the incident.

As tensions grew, India announced the suspension of all imports from Pakistan, even through third countries. This new ban goes beyond the earlier 200% import duty imposed in 2019 after the Pulwama attack, which had already largely halted direct trade.

India also barred Pakistani ships from entering its ports and prohibited Indian ships from traveling to Pakistani ports.

The Directorate General of Shipping in India confirmed that the port bans were implemented immediately to protect Indian cargo, infrastructure, and national interests.

Additionally, India has suspended the exchange of letters, parcels, and mail with Pakistan through both air and land routes. Diplomatic ties have also been downgraded.

Defense attachés were recalled from Islamabad, and visa exemptions granted under the SAARC agreement to Pakistani nationals were cancelled.

India also announced the suspension of the 1960 Indus Waters Treaty, a long-standing water-sharing agreement between the two countries. Indian officials said the treaty's suspension was justified by current security concerns.

In response, Pakistan issued a strong warning, stating that any interference with its water rights would be treated as an act of war and would trigger full retaliation.

Pakistan also reacted by closing its airspace to Indian flights and reaffirmed its intention to respond forcefully to any military or strategic provocation from India.

According to local media, the Pakistani Army conducted a training launch of the Abdali surface-to-surface missile, which has a range of 450 kilometres. The military said the launch was aimed at testing the readiness of its forces and technical capabilities.

Indian officials called the move provocative.

Meanwhile, Sri Lankan authorities searched a Colombo-bound flight from Chennai after receiving a tip that a suspect linked to the Pahalgam attack might be on board. The national airline confirmed that the plane was thoroughly checked before being cleared for operations.

Indian investigators have identified four individuals they believe were involved in the attack, including two Pakistani nationals.

India and Pakistan have fought three wars since 1947, two of which were over Kashmir- a region both countries claim but control in parts. For the past ten days, both sides have also exchanged fire across the Line of Control, the de facto border in the disputed Himalayan region.

Countries including the United States, China, the United Kingdom, Saudi Arabia, Türkiye, and Iran have appealed to both India and Pakistan to de-escalate and avoid a military confrontation.

India launches its first deep-water container trans-shipment port

Indian Prime Minister Narendra Modi commissioned the country's first deep-water container trans-shipment port, Vizhinjam International Seaport in Kerala, on April 2, 2025.

The project, which was completed at a cost of ₹ 8,867 crore, was built under a public-private partnership between the Adani Group and the Kerala government.

Positioned just 10 nautical miles from the key east-west global shipping route, it is expected to significantly reduce India's dependence on foreign trans-shipment hubs like Colombo, Singapore, and Salalah.

The port has a natural draft depth of over 20 meters and can accommodate ultra-large container Vessels (ULCVs) without requiring extensive dredging.

Speaking at the launch ceremony, PM Modi described the port as a "symbol of new-age development," and highlighted its strategic importance in reshaping India's maritime logistics and global trade footprint.

Vizhinjam port began commercial operations in December 2024 and has already handled 285 vessels and 5.93 lakh TEUs, achieving 110% of its initial capacity.

Among them were some of the world's largest container ships, including the MSC Turkiye (24,346 TEUs) and MSC Claude Girardet (24,116 TEUs), showcasing the port's capacity and operational strength.

The port features India's first semi-automated infrastructure with 24 fully automated yard cranes and remotely operated ship-to-shore cranes, promising reduced turnaround time and increased efficiency.

Kerala Chief Minister Pinarayi Vijayan welcomed the Prime Minister, calling the port's inauguration a "proud moment" and a new beginning for Kerala's development.

He also paid tribute to victims of the recent Pahalgam terrorist attack, calling for unity against divisive forces.

The port's breakwater, stretching 2,960 meters and built at depths of up to 20 meters, is being hailed as the deepest and most complex ever constructed in the country.

The Ministry of Environment has cleared the second and third phases of the project, which will see Adani Ports invest an additional ₹ 9,560 crore.

By 2028, Vizhinjam's annual capacity is expected to expand from 1 million to 3 million TEUs. Once all four phases are completed, its total capacity will reach 6.2 million TEUs.

Officials say nearly 67% of the port's workforce is from Kerala, with the project generating significant local employment.

V. HEALTH ZONE

The foods we eat have big effects on our health and quality of life

The foods we eat have big effects on our health and quality of life. There's no single type of food that can provide all the nutrients a human body needs – so it is important that we eat a wide range of foods. Proper nutrition, along with adequate rest and sleep, regular exercise, and good hygiene, can help us to lead a healthy and happy life.

Key facts

- Healthy eating helps to protect against malnutrition and non-communicable diseases (NCDs), such as diabetes, heart disease, stroke, and cancer.
- Unhealthy eating and lack of physical activity are leading global risks to health.
- Switching to healthy eating does not have to mean all or nothing. You do not have to eliminate the foods you enjoy, or change everything all at once. Just make a few small changes at a time.

Why is healthy eating important?

- A well-balanced diet provides all of the energy you need to keep active throughout the day. It also provides the nutrients you need for growth and repair, to help you stay strong and healthy, and to help to prevent diet-related illnesses, such as some cancers.
- Deficiencies in some key nutrients – such as vitamins A, B, C and E, and zinc, iron and selenium – can weaken parts of your immune system.
- Maintaining a healthy weight and healthy eating can help to reduce the risk of developing type 2 diabetes.
- A healthy diet rich in fruits, vegetables, whole grains, and low-fat dairy can help to reduce the risk of heart disease.
- Too much salt and saturated fats in your diet can create high blood pressure and cholesterol.
- Vitamin D helps the body absorb calcium. Make sure your body gets vitamin D from being in the sun, and by eating plenty of oily fish and fortified cereals.

How much do I need to eat?

A healthy diet should provide the right amount of energy (calories) from food and drink to maintain energy balance – where the calories taken in by the body are equal to the calories it uses.

On average, women need around 2,000 calories a day, and men around 2,500 calories. But it's not just about counting calories. We need to eat the right types of food and in the right proportions for good health.

- **Moderation is very important.** It means eating only as much food as your body needs. However, it doesn't mean eliminating the foods you love. You should feel satisfied at the end of a meal, but not over-full.
- **Try not to think of certain foods as 'off-limits'.** When you ban certain foods, it is natural to want those foods more, and then feel like a failure if you give in to temptation. Start by reducing portion sizes of unhealthy foods and eating them less often.
- **Think smaller portions.** By serving your meals on smaller plates or in bowls, you can trick your brain into thinking it's a larger portion. If you do not feel satisfied at the end of a meal, add more leafy greens, or round off the meal with fruit.
- **Take your time.** It is important to slow down and think about food as nourishment, rather than just something to gulp down in a break.
- **Eat with others whenever possible.** Eating alone, especially in front of the TV or computer, often leads to mindless overeating.
- **Control emotional (comfort) eating.** We do not always eat just to satisfy hunger. Many of us also turn to food to relieve stress. Tips to help control this include distracting yourself with a healthier behaviour, or managing your stress through breathing exercises or yoga.

Practical tips for healthy eating

- Never skip breakfast. A healthy breakfast high in fibre and low in fat, sugar and salt can form part of a balanced diet.
- Starchy carbohydrates (including potatoes, bread, rice, pasta and cereals) should make up just over a third of the food you eat.

- Eat at least five portions of a variety of fruit and vegetables every day (fresh, frozen, canned, dried or juiced), as they are low in calories and high in nutrients.
 - Fish is a good source of protein, vitamins and minerals. Aim to eat at least two portions of fish a week, including at least one portion of oily fish, which are high in omega-3 fats and help prevent heart disease. Oily fish include salmon, trout, herring, sardines and mackerel.
 - Avoid packaged and processed foods, as they often contain large amounts of sugar, salt or unhealthy fats.
 - Cut down on saturated fat, as it can increase cholesterol in the blood and the risk of heart disease.. This is found in many foods, including fatty cuts of meat, sausages, butter, cheese, and processed food. When you have meat, choose lean cuts and cut off any visible fat.
 - Watch your salt intake. Keeping it to less than 5g per day helps to prevent hypertension, and reduces the risk of heart disease and stroke in adults. Even if you do not add salt to your food, you may still be eating too much.
 - Cut down on sugar. Regularly consuming foods and drinks high in sugar increases your risk of obesity and tooth decay.
 - Drink plenty of water. Water helps flush our systems of waste products and prevents dehydration, which causes tiredness, low energy, and headaches. Drink six to eight glasses every day. All non-alcoholic drinks count, but water, lower-fat milk and low-sugar drinks, tea and coffee are healthier choices.
- You can get in touch with the ITF using the ITF Wellbeing app or ITF Wellbeing Facebook page for guidance on healthy eating.

VI. ARTICLE INDEXING

India likely to launch first domestic coastal green shipping corridor

The corridor is being jointly developed by the V O Chidambaranar Port Authority and the Deendayal Port Authority in Kandla, in partnership with the state-run Shipping Corporation of India.

India is poised to launch its first domestic coastal green shipping corridor in its bid to decarbonise maritime logistics. The strategic route, connecting Kandla on the west coast with Thoothukudi (V O Chidambaranar Port) in the south, is expected to be operational within the next three to six months, according to the Union Secretary at the Ministry of Ports, Shipping and Waterways T K Ramachandran.

The corridor is being jointly developed by the V O Chidambaranar Port Authority and the Deendayal Port Authority in Kandla, in partnership with the state-run Shipping Corporation of India.

Senior officials, including Susanta Kumar Purohit and Sushil Kumar Singh — chairpersons of the two participating port authorities - met recently to refine the operational framework, a VOC Port spokesperson said.

“We are targeting the port’s commencement within the next three to six months,” Ramachandran said. Plans are also under way to extend the model to international routes. Authorities are considering potential links between Kandla and a European or western port, as well as a second international corridor connecting Singapore to India, most likely via the VOC Port.

At the core of the corridor’s design is a push to ensure the availability of green fuels. Ports along the route are expected to produce, store, and distribute fuels such as methanol, which will be used to power at least two retrofitted vessels operated by the Shipping Corporation of India. These vessels will ply the Kandla-Thoothukudi route as early testbeds for clean shipping technologies, said Ramachandran.

Interestingly, the VOC Port is the first port to produce green hydrogen at a small scale while the Kandla port is planning to produce 1 MW of green hydrogen by March next year. Sources said Monday’s discussion on focused on deploying container ships capable of running on green methanol, developing bunkering infrastructure, and assessing cargo volumes and route economics.

VII. NEW ARRIVAL

Accn No	Name of the Books	Author
2942	Practical cookery	Foskett, David
5148	Marine Meteorology	Subramaniam, H
5149	SOLAS Consolidated edition 2024	IMO
5150	Eggless baking with Shivesh	Bhatia, S
5151	Gender Sensitization	Sharma, A B
5152	Hotel housekeeping: operations & management	Raghubalan, G
5153	Hotel front office : operations & management	Tewari, J R
5154	Sweets & bitters	Arora, S
5155	Dare to dream	Karkaria, B
5156	Leading quality assurance	Fernandes, C
5157	The magic of the lost story	Murty Sudha
5158	Flower arranging	Blacklock, J
5159	The magic of the lost temple	Murty Sudha
5160	Three thousand stitches	Murty Sudha
5161	Wise and otherwise	Murty Sudha
5162	Grandma's bag of stories	Murty Sudha
5163	How i taught my grandmother to read	Murty Sudha
5164	The magic drum	Murty Sudha

Prepare for the unexpected:

Storms can strike unexpectedly, and seafarers know the importance of always being prepared. Planning, training, and equipping oneself with the necessary skills and tools can make all the difference in surviving a storm.

Never lose hope:

Even in the darkest moments, seafarers hold onto hope. They understand that storms pass, and the calm will eventually prevail. By staying positive and maintaining hope, one can find the strength to endure and emerge stronger than ever.

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Any suggestions for improvement in quality of this Bulletin will be highly appreciated.

Editor

Mr. Ram Chandra Pollai, Librarian