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Ship model made by T S Rahaman, GME students

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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

DGS Engineering Wing Circular No. 34 of 2025

File No. :13-41011/1/2020-ENGG - DGS (C-1765)	Date: 25.08.2025
Subject : Concentrated Inspection Campaign (CIC) on Ballast Water Management by various MOU's from 1st September 2025 to 30th November 2025.	
1. Background <p>A Concentrated Inspection Campaign (CIC) is a targeted effort by Port State Control (PSC) authorities to focus on specific areas of maritime safety and compliance where higher risks of deficiencies or non-compliance are identified. This could be evidenced by the number of deficiencies encountered, accidents or where new convention requirements have recently entered into force. These campaigns involve a more in-depth inspection of vessels, typically lasting for a defined period (e.g., three months) and focusing on a particular theme or set of regulations.</p>	
2. Ballast Water Management Convention (BWMC) <p>The BWM Convention entered into force on 8 September 2017. The primary objective of this convention is to combat the spread of invasive alien species and pathogens by mandating that ships effectively remove or neutralise any water-borne organisms and pathogens present in ballast water before its release elsewhere. The BWM Convention serves as a vital tool in protecting marine ecosystems and reducing the ecological risks associated with ballast water discharge. It emphasizes the need for ships to employ approved Ballast Water Management Systems (BWMS) or alternative measures to achieve compliance with the Convention's standards.</p>	
3. Concentrated Inspection Campaign (CIC) on Ballast Water Management <p>Indian Ocean MOU, Tokyo MOU, and Paris MOU (Riyadh MOU also expected to Join the CIC) have announced a Concentrated Inspection Campaign (CIC) focused on Ballast Water Management (BWM). The campaign is scheduled to run from 1 September 2025 to 30 November 2025. During this period, vessels will be subject to detailed inspections concerning compliance with the IMO Ballast Water Management Convention (BWMC), 2004. Deficiencies found on Ballast Water Management Systems during this period have a high probability of being treated as Detainable deficiencies.</p>	

4. Objectives of Concentrated Inspection Campaign (CIC)

The primary objective of the CIC is to:

- Verify that vessels comply with BWM requirements.
- Confirm crew familiarity with BWM operations.
- Confirm availability of approved BWM Plan
- BWM system operational in entirety
- BW Record book updation
- Sediment Management
- Valid exemptions

5. Key Areas of Focus

Port State Control Inspectors will typically verify the following:

- 5.1 Availability of valid International Ballast Water Management Certificate (IBWMC) or SOC on board.
- 5.2 Availability of approved Ballast Water Management Plan (BWMP) on board.
- 5.3 BWMP up to date to reflect the applicable requirements to manage Ballast Water as required by the Convention.
- 5.4 Familiarity of officers and crew with their duties in the implementation of the BWMP.
- 5.5 Approval of the Ballast Water Management System (BWMS) / Ballast water Treatment System (BWTS) by the Administration/Organization, as appropriate.
- 5.6 Verification of management of the Ballast Water according to the BWMP.
- 5.7 Operational status of the BWMS/BWTS.
- 5.8 Verification of the Ballast Water Record Book (BWRB) being properly filled, including exemptions if granted.
- 5.9 Management of ballast water sediments in accordance with the BWMP.
- 5.10 If an exemption has been granted, are the conditions of exemption implemented.

6. Actions Required by Indian Flag Vessel Owners/Operators

All Indian-flagged vessels calling at foreign ports are directed to:

- 6.1. Review and verify that BWM certification and plans are current and available on board.
- 6.2 Test the BWTS for operational readiness and resolve any known issues immediately.
- 6.3 Ensure BWTS crew training and familiarization is up to date, especially those responsible for ballast operations.
- 6.4 Conduct a self-inspection or internal audit based on typical CIC checklists (IOMOU Checklist attached as Annexure 1)
- 6.5 Ensure entries in BWRB are accurate and up to date, including position, volume, and method of treatment.
- 6.6 Maintain sufficient spare parts and manufacturer's manual for BWTS equipment on board.

7. Directions to Indian Flag Vessel Owners/Operators and Flag State Surveyors

- 7.1 All stakeholders are advised ensure that their vessels are prepared in all respects and crew trained appropriately to undergo the CIC at various foreign ports of the participating MOU's.
- 7.2 Any requests for dispensations from the requirements of the BWMC during the period

of the CIC (1 September 2025 to 30 November 2025) will not be entertained if vessel is plying in foreign ports without valid justification and concurrence of the Port States Involved.

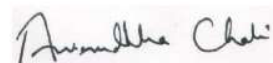
7.3 Detentions of vessels due to deficiencies or non compliance with BWMC requirements will be viewed with utmost seriousness by DGS.

7.4 Non-compliance may result in delays, penalties, or restrictions on ship operations and Immediate attention is requested by stakeholders to ensure vessels are well prepared ahead of the CIC commencement.

7.5 During Flag State Inspections/ General Inspections/ Statutory Surveys all Flag State/RO Surveyors are requested to verify with Master whether vessel will be trading abroad or intends to trade abroad during the CIC period and verify the status of compliance of the vessel to BWMC requirements and any non-compliance to be brought to the attention of the Directorate immediately.

8. All Stakeholders are also hereby intimated that the **Government of India vide Gazette Notification dated 18th August 2025 has notified the Merchant Shipping Act, 2025** incorporating the Ballast Water Management Convention into National Legislation.

This is issued with the approval of the Competent Authority.



(Aniruddha Chaki)

Dy. Chief Surveyor-cum-Sr. DDG(Tech.)

Enclosed:

Annexure-I : IOMOU Checklist for CIC on Ballast Water Management

To,

1. The Principal Officer/ Mercantile Marine Department, Mumbai/Kolkata/ Chennai/ Kandla/Kochi.
2. The Surveyor-in-charge, Mercantile Marine Department, Goa/Jamnagar/Port Blair /Visakhapatnam /Tuticorin /Noida /Haldia/ Paradip /Mangalore.
3. All Recognised Organizations.
4. Indian National Ship-owners' Association (INSA), Mumbai.
5. CS/NA (I/C)/CSS (I/C)
6. Hindi Cell with request to provide Hindi translation.
7. Computer Cell with request to upload on DGS website

Click for annexure : <https://www.dgshipping.gov.in/writereaddata/News/202508250246003360976DGSEnggCirc34of2025onCIC.pdf>



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

DGS - Circular No. 36 of 2025

(STCW Circular No. 03 of 2025)

File No. 25-1041712025 - DGS		Comp. No.: 33029	Date: 10.09.2025
Authorized by Chief Examiner of Master and Mates	Subject: Revised Course Curriculum for NWKO (NCV) Course.		
<p>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 meets the requirements of the shipping industry.</p> <p>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.</p> <p>3. Upon extensive deliberations with the stakeholders by the said committee, the syllabus for the NWKO (NCV) Course has been reviewed and revised. The updated syllabus incorporates all amendments to the STCW Convention till date, including the 2010 Manila Amendments.</p> <p>4. Based on the recommendations of the committee, the revised course syllabus, course duration, and instructional hours have been finalized. These are enclosed as:</p> <ul style="list-style-type: none">a. Annexure 1 - Revised Syllabusb. Annexure 2 - Standard Format for Certificate of Course Completionc. Annexure 3 - NWKO (NCV) - Summary of Examination (Function -wise) (Reference: Table A –II/1) – STCW 2010d. Annexure 4 - List of Library Books, Publications, and Reference Materials			

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

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5. It is expected that all approved maritime training institutes will adhere to these guidelines in letter and spirit.

6. The revised guidelines for NWKO (NCV) Course shall come into force with effect from Sept 2025 onwards. Henceforth, NWKO (NCV) Course shall commence on the 15th day of each month, or the following working day, as prescribed in the Annual Schedule of Courses and Examinations published on the DGS website.

7. This is issued with the approval of the Chief Examiner of Masters and Mates.


(Capt. Ravi Singh Sikarwar)

Nautical Surveyor-cum- DDG (Tech.)

To,

1. DGS Secretariat.
2. Chief Surveyor with the Govt. of India
3. Nautical Advisor to the Govt. of India
4. All Maritime Training Institutes
4. INSA/FOSMA/MASSA/ICCSA
5. Computer Cell

Click for Annexure : <https://www.dgshipping.gov.in/writereaddata/News/202509100659548456606STCWCir03of2025NWKONCV.pdf>

II. IMO NEWS

Arab women in maritime finalize regional strategy to advance gender equality

The Arab Women in Maritime Association (AWIMA) has finalized a five-year regional strategy and action plan to boost women's participation in the maritime industry.

The strategy was the outcome of a week-long regional workshop in Alexandria, Egypt (27–31 July), co-organized by the Egyptian Authority for Maritime Safety and the International Maritime Organization (IMO), supported by the World Maritime University (WMU). It will be further considered by relevant authorities.

Over 30 female maritime officials joined from across the Arab region, representing transport ministries, maritime authorities and training institutes, marking a milestone in embedding women's leadership in the region's maritime sector.

Opening the event, IMO Deputy Director of Technical Cooperation and Implementation Division (TCID), Ms Louise Proctor outlined IMO's strategic goals: "Let us keep in mind our global vision: a maritime sector that is safe, secure, environmentally sound, and inclusive, where women and men can contribute equally and lead confidently."

Rear Admiral Hussien Mostafa Elgezery, Chairman of the Egyptian Authority for Maritime Safety, added, "We firmly believe that the participation of women in all fields, from maritime operations to management and administration, will lead to positive results and sustainable development that will reflect across all areas of the maritime industry."

Addressing regional barriers

The workshop highlighted specific challenges faced by women in the Middle East and North Africa (MENA) region, including limited policy development, non-inclusive recruitment practices, lack of gender-disaggregated data and cultural restrictions such as unconscious bias and entrenched gender stereotypes.

Participants examined ways to tackle the barriers, aligning regional efforts with IMO's global objectives and its Women in Maritime programme. Possible solutions included boosting visibility for women in leadership roles, supporting policy reforms (such as inclusive hiring policies) and leveraging both IMO technical cooperation for capacity development and partnerships with training institutions. These were incorporated into the regional strategy and action plan.

States launch new framework to boost regional maritime security

States in the Western Indian Ocean and Gulf of Aden region have established a new framework for joint maritime operations, supported by 15 partner organizations.

The framework will serve as a roadmap for navies, law enforcement and regulatory bodies in the region to enhance maritime security by translating policy commitments into tangible cooperation at sea.

The agreement was reached at the inaugural meeting of Working Group 3 on Operational Cooperation and Coordination at Sea under the Djibouti Code of Conduct / Jeddah Amendment (DCoC/JA), held in Mombasa, Kenya (1–4 September 2025). All 21 signatory States of the DCoC, which seeks to combat transnational maritime crime in all its forms, are included in the framework.

Hosted by the Kenya Navy and jointly organized with the International Maritime Organization (IMO), the meeting was supported by the Kingdom of Denmark, UNITAR, and the Indian Ocean Commission. It follows a resolution from the DCoC High-Level Meeting held in Dar es Salaam in November 2024, where members committed to harnessing naval and coast guard capabilities to enhance Maritime Domain Awareness and interdiction at sea.

Led by the region

During his opening remarks, the Danish Maritime Ambassador H.E Nicolai Ruge stressed that while the international community can provide short-term support, the long-term solution to maritime threats must be developed and led by countries within the region.

"Recognizing the potential of national, regional and international naval forces to assist maritime law enforcement agencies and regulatory bodies to carry out their duties is a huge step in enhancing the effectiveness of maritime security. It will require close cooperation and coordination between navies and law enforcement authorities in the region."

Major General Paul Otieno, Commander Kenya Navy, said Working Group 3 would be a critical mechanism for translating policy into practice, and ensuring that regional maritime security architecture is both responsive and resilient.

III. ILO NEWS

GSUI raises concerns over DG Shipping's ban on foreign maritime training

The Global Seafarers Union of India (GSUI) has voiced strong concerns over a recent directive from the Directorate General of Shipping (DG Shipping), which prohibits certain foreign maritime administrations and their affiliates from offering or promoting maritime training in India without prior written approval.

Issued on August 1 as Order No. 08 of 2025, the directive calls for an immediate suspension of such unauthorized training activities and warns that violations could lead to blacklisting and legal action under the Merchant Shipping Act and the Information Technology Act.

In response, GSUI warned that the order could significantly impact Indian seafarers, many of whom have obtained their Certificates of Competency (CoCs) and Certificates of Proficiency (CoPs) through foreign-affiliated institutions operating in the country.

The directive comes just days after the Bombay High Court granted a stay on Circular 31 of 2025, which had attempted to bar Indian seafarers from sailing with foreign-issued CoCs unless approved by Indian authorities. GSUI has called the timing of this new order "troubling" and said it lacks procedural fairness.

In its official response, the union demanded immediate clarification from DG Shipping regarding the future of those already trained under foreign systems. It has also called for a defined transition period for students currently enrolled in such programs and the publication of transparent approval criteria for foreign training providers.

GSUI further urged the government to ensure open and consistent communication with the seafaring community to curb misinformation and panic. The union stressed the importance of involving seafarers' unions and maritime training institutes in future policy decisions.

The GSUI has reiterated its call for calm, policy transparency, and inclusive dialogue to protect the future of India's seafaring workforce.

Russian Union Wins Compensation for Death aboard a Sanctioned Tanker

The calibrated "price cap" G7 sanction regime has restricted Russia's access to Western tanker owners and insurers, creating business opportunities for anonymous players who operate along the edges of maritime law and practice - and are occasionally caught shorting their seafarers.

Last month, the SUR reported that it had secured the detention of the tanker Unity, a sanctioned vessel owned in Moscow and managed in the UAE. Russian enforcement actions against the Russia-facing shadow fleet are rare, but SUR convinced the port captain in Murmansk to detain Unity for multiple violations, including an estimated \$90,000 in unpaid back wages. The vessel had just changed legal owner, flag state and insurer, and the crew were concerned that their employment contracts would not be honored.

On Monday, (1 Sep) the SUR reported that its Black Sea branch had pursued compensation for the death of a second engineer aboard the tanker Sun (IMO 9293117). Like many shadow fleet vessels, Sun "did not have a valid insurance policy," and the owner refused to pay any compensation to the seafarer's family. "Not only was the amount of compensation for death not specified in the contract, but there was no information about insurance at all. In addition, it turned out that the insurance policy on the tanker was invalid," union official Alexey Belyakov reported.

The union got involved in the matter at the family's request, and it reached out to the flag registry of Antigua and Barbuda. However, the registry said that Sun was no longer flagged in Antigua, so it could not assist. Sun's paperwork now declares that it is flagged in Benin, but shipping database Equasis records that this declaration is false - a common shadow fleet practice.

Without help from the insurer or the flag state, the SUR reached out to Sun's owner. By the union's account, the shipowner ignored all requests and only got in touch when the union contacted the flag state. Then the owner brought in Turkish lawyers to negotiate, without success. At last, a representative of the shipowner in Russia joined the negotiations, and the SUR settled on a final payment of \$125,000 for the family.

In a statement, the union cautioned seafarers to read their employment contracts carefully before signing, with particular attention to insurance and medical care - and to contact their union for advice if there are red flags.

DGS begins verification drive for seafarer certificates issued overseas

The Directorate General of Shipping (DGS) has launched a verification drive to examine foreign issued certificates held by Indian seafarers, aiming to curb fraudulent credentials and safeguard genuine employment in the maritime industry. The initiative follows a July 18 order from the DGS restricting Indian shipowners from hiring seafarers with Certificates of Competency (CoC) and Certificates of Proficiency (CoP) issued by certain Central American nations, including Honduras and Panama. The directive has drawn protests from seafarer unions and prompted a writ petition in the Bombay High Court.

Data collected by the Directorate General of Shipping (DGS) from registered recruitment agencies shows that about 3,800 Indian seafarers hold certificates from maritime authorities without a mutual recognition agreement with India. Nearly 2,000 of these are officer level certificates, with around 80% reportedly issued by Honduras.

In a new directive issued on Tuesday, (5 Aug) the DGS instructed all affected seafarers to submit their full training and certification records. "If the documents are verified as genuine and comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), the seafarers will be allowed to join vessels immediately," the order said. "If not, the matter will be referred to the respective maritime administration for cancellation of the CoCs and CoPs."

The July 18 directive was intended to curb irregularities in the recruitment process and safeguard Indian seafarers from being duped or abandoned. Investigations revealed that some unapproved entities had issued fraudulent CoCs, enabling even junior seafarers or ratings to falsely claim ranks as high as captain or chief officer.

The verification drive is being seen as a balancing act by the DGS — aiming to uphold international standards while addressing legitimate concerns raised by Indian seafarers affected by the new restrictions.



IV. SHIPPING NEWS

Singapore and India ink MoU for green and digital shipping corridor

Under the MoU, the two nations will collaborate with industry partners to create infrastructure and technologies that enable the use of zero- or near-zero emission marine fuels.

Singapore and India have signed a memorandum of understanding (MoU) to develop a Green and Digital Shipping Corridor (GDSC), advancing cooperation in maritime decarbonization and digitalization. The agreement was exchanged in New Delhi on September 4, 2025, during Prime Minister Lawrence Wong's official visit, in the presence of both countries' leaders.

Under the MoU, the two nations will collaborate with industry partners to create infrastructure and technologies that enable the use of zero- or near-zero emission marine fuels. The agreement also covers digital information exchange and joint research into emerging green technologies and solutions. Officials said the corridor will align with broader efforts to reduce greenhouse gas emissions and accelerate digital transformation across the maritime sector. India's renewable energy capacity and industrial manufacturing base make it a potential supplier of alternative marine fuels, while Singapore, as a leading global hub port, brings established bunkering expertise and a fast-growing maritime innovation ecosystem.

The MoU builds on a letter of intent signed in March 2025 to identify stakeholders and projects in digitalization and decarbonization, paving the way for the formal partnership.

The initiative is also consistent with India's wider maritime vision. Earlier this year, New Delhi committed billions of dollars to strengthen domestic shipbuilding, aiming to position the country among the world's top five shipbuilding nations by 2047. Alongside the Singapore corridor, India is pursuing a similar green shipping corridor with the Netherlands.

Construction begins on world's first short-sea, ammonia-fuelled containership

Being built at Qingdao Yangfang Shipbuilding, the 1,400-TEU ice-class containership is designed for short-sea operations between Norway and Germany.

Construction has officially begun in China on what is expected to be the world's first ammonia-fuelled containership, nearly two years after the project was first announced. The vessel, named *Yara Eyde*, is being developed by CMB.TECH as part of its push to accelerate decarbonization in shipping.

Being built at Qingdao Yangfang Shipbuilding, the 1,400-TEU ice-class containership is designed for short-sea operations between Norway and Germany. It will be owned by Delphis, CMB.TECH's container division, and operated by NCL Oslofjord—a joint venture between North Sea Container Line and Yara Clean Ammonia. Norway's Enova Investment Fund has supported the project with a \$3.6 million grant. Steel cutting commenced on September 5, with delivery scheduled for mid-2026.

So far, ammonia-powered shipping has only seen limited deployment, with three vessels in service—an offshore supply ship and two tugboats—while 39 ammonia-fuelled vessels are currently on order, according to DNV. Engine makers continue to refine technology and certification, while regulators and industry stakeholders work to finalize safety standards and build bunkering infrastructure for the highly toxic fuel.

Once launched, *Yara Eyde* will serve a route connecting Oslo, Porsgrunn, Bremerhaven, and Rotterdam. Yara Clean Ammonia will supply the fuel, and Yara International has contracted the ship to carry containers between its fertilizer plant in Porsgrunn and ports in Germany.

Beyond operations, the project aims to showcase ammonia's viability as a low-emission fuel, spur infrastructure investment, and encourage wider adoption of ammonia technology across global shipping.

JNPA launches Universal E-Seal Reader to enhance cargo security and efficiency

Officials noted that the technology will help customs and port authorities ensure compliance, detect tampering, and improve trade facilitation—supporting India's ambition to become a global logistics hub.

Jawaharlal Nehru Port Authority (JNPA) has taken another major step in its digital transformation journey with the inauguration of the Universal E-Seal Reader, a key technology for securing and streamlining containerized cargo movement. The launch was led by Unmesh Sharad Wagh, IRS, Chairman, JNPA & CMD, VPPL, in the presence of Shri Giridhar G. Pai, IRS, Commissioner of Customs (NS-II), JNCH.

The Universal E-Seal Reader enables quick, accurate reading of electronic seals used in cargo transport, allowing for real-time tracking and verification. By integrating this system into daily operations, JNPA aims to strengthen supply chain security, reduce manual interventions, minimize delays, and accelerate cargo clearance.

Officials noted that the technology will help customs and port authorities ensure compliance, detect tampering, and improve trade facilitation—supporting India's ambition to become a global logistics hub. This initiative underscores JNPA's commitment to operational excellence through innovation, aligning with the government's vision for a fully digitized, transparent, and efficient logistics ecosystem. With the Universal E-Seal Reader now operational, JNPA reinforces its position as a key driver of security, speed, and efficiency in India's maritime trade.

MSC Ivana sets draft record at JNPA's PSA Mumbai terminal

With BMCT—the port's largest container terminal—continuously upgrading infrastructure and technology, JNPA is steadily attracting mainline services and reducing vessel turnaround times.

Jawaharlal Nehru Port Authority (JNPA) has set a new benchmark with the successful berthing of MSC Ivana, a container vessel carrying a draft of 16.35 meters, at PSA Mumbai's Bharat Mumbai Container Terminals (BMCT). This is the deepest-draft vessel ever handled at JNPort, underscoring the port's growing ability to accommodate ultra-large container vessels (ULCVs).

The berthing operation, led by Capt. Sudanshu Shekhar, showcased seamless coordination between JNPA's marine team and PSA Mumbai. Officials said the achievement reflects JNPA's commitment to boosting operational efficiency, strengthening EXIM trade, and positioning India as a global maritime hub. With BMCT—the port's largest container terminal—continuously upgrading infrastructure and technology, JNPA is steadily attracting mainline services and reducing vessel turnaround times.

Industry experts note that the milestone brings JNPA into the league of select Indian ports equipped to handle deep-draft, high-capacity ships, aligning with India's push to expand maritime logistics and enhance competitiveness in global trade.

Directorate General of Shipping marks 76th anniversary, reinforcing commitment to India's maritime sector

Established in 1949, the DGS has played a pivotal role in shaping India's maritime policy, regulating shipping activities, ensuring the welfare of seafarers, and strengthening safety and environmental standards across the sector. Over the years, it has overseen the growth of India into one of the world's largest suppliers of trained and skilled seafarers, while also facilitating the modernization of shipping and port operations.

On the occasion, officials highlighted the Directorate's continuing efforts to align with global maritime conventions, digitalize regulatory processes, and enhance India's standing in international shipping forums. The anniversary celebrations also served as a reminder of the DGS's contribution to supporting maritime trade, which carries nearly 95% of India's external trade by volume.

Senior officers reaffirmed the Directorate's commitment to its vision of a robust, safe, and sustainable maritime ecosystem, as India works towards becoming a global maritime hub under the government's Maritime India Vision 2030 and the Amrit Kaal 2047 roadmap. The Directorate General of Shipping continues its journey with the mission of fostering growth, ensuring safety at sea, protecting the marine environment, and enhancing the welfare of seafarers, thereby reinforcing its role as the backbone of India's maritime administration.

Maersk Imposes \$5,000–\$15,000 Penalties for Mis-declared Cargo to Boost Safety

The line warned that incorrect declarations can result in cargo shifting, container collapse, leakages, chemical reactions, fires, or even explosions. Overstuffing beyond payload limits and false Verified Gross Mass (VGM) declarations further compromise vessel safety and put crew at risk.

Maersk has been applying administrative fees for mis-declared cargo since August 2019, but violations persist. "We continue to encounter commodities booked under incorrect names, dangerous goods declared as non-dangerous, and containers stuffed beyond capacity," the company said in a trade notice. In India, DG Shipping regulations permit a deviation of $\pm 1,000$ kg in VGM, provided the container's payload limit is respected. Any deviation beyond this is treated as a violation of SOLAS regulations, mandated by the International Maritime Organization (IMO) to ensure maritime safety.

The shipping line stressed that accurate declarations of weight and hazardous cargo are vital for safe stowage, efficient loading, and timely corrective action. The revised penalties, it added, form part of ongoing efforts to uphold international shipping standards and strengthen compliance in critical areas of cargo operations.

India Poised to Be ¹ 80 Lakh Crore Investment Hub, Generating Over 1.5 Crore Jobs: Union Minister Sonowal

India is set to attract investments worth Rs 80 lakh crore, generate over 1.5 crore jobs, and accelerate green shipping practices in the coming years, Union Minister Sarbananda Sonowal said on Tuesday. According to an official statement, the ports, shipping and waterways minister further said India's maritime sector is undergoing a transformative shift, positioning the nation as a future global maritime superpower. "India's maritime growth story is about prosperity, sustainability, and pride in our heritage.

We have already set course as India's blue economy aims to gain Rs 80 lakh crore boost, 1.5 crore jobs under Maritime Amrit Kaal Vision," the statement quoted Sonowal as saying. The statement said the government's flagship 'Sagarmala' programme is driving this change with 840 projects worth Rs 5.8 lakh crore under implementation by 2035.

Already, 272 projects worth Rs 1.41 lakh crore have been completed. According to the statement, the upcoming Rs 76,000-crore Vadhavan Port in Maharashtra — envisioned among the top 10 container ports globally — is projected to create 12 lakh jobs. Meanwhile, India's major ports have reduced turnaround time to 0.9 days, faster than global benchmarks in the US, Germany and Singapore. Nine Indian ports are now ranked among the world's top 100.

Speaking on the key role that Kerala plays in India's ambition of becoming a global maritime power, Sonowal said, "Kerala anchors India's vision of becoming a maritime superpower by 2047. The Cochin Port and its Vallarpadam transshipment terminal are set for further expansion to accommodate rising cargo flows". Under the Sagarmala project, he said 54 projects worth Rs 24,000 crore are being executed in Kerala, of which 20 are already complete. These include modernised fishing harbours at Kochi, Kannur, and Thrissur, providing direct benefits to thousands of fishermen, Sonowal added.

With India Maritime Week 2025 scheduled in Mumbai this October, the government anticipates stronger international partnerships and fresh investment inflows. Sonowal urged global stakeholders to deliberate on various issues, such as decarbonisation, supply chain resilience, cybersecurity, and sustainable shipping.

Customs seize Pakistani goods worth ¹ 12 crore at Navi Mumbai Port

The operation also led to the arrest of two individuals. According to the DRI, the containers were packed with cosmetics and dates that had been falsely declared as shipments from the UAE, routed through Dubai's Jebel Ali Port.

The Directorate of Revenue Intelligence (DRI) has seized 28 containers of Pakistani-origin goods worth around ¹ 12 crore at Nhava Sheva Port in Navi Mumbai. The operation also led to the arrest of two individuals. According to the DRI, the containers were packed with cosmetics and dates that had been falsely declared as shipments from the UAE, routed through Dubai's Jebel Ali Port. The seizure, carried out under Operation Deep Manifest, exposed a deliberate attempt to conceal the goods' true origin. In total, about 800 tonnes of Pakistani cosmetics and dates were intercepted. Investigations revealed that three Indian importers had purchased the consignment, which is now under DRI custody pending further inquiry.

V. CATERING & HOSPITALITY

India well positioned to emerge as major hub for cruise tourism

What growth potential do you see in the Indian outbound and domestic cruise tourism market over the next five years, and what kind of traveller segments are showing the most promise?

India is one of the most exciting markets for cruise tourism today. We're seeing a strong shift in travel behaviour – Indian consumers are prioritising meaningful, multi-destination experiences, and cruising fits perfectly into that mind set. Rising affluence, demand for experiential travel, and shifting perception from cruising being an aspirational holiday choice to being a hassle-free, all-inclusive holiday option are all contributing to this momentum.

On the domestic front, Indian government's initiatives including Maritime India Vision 2030, which aims to develop sophisticated cruise infrastructure and attract international cruise providers, well-positions the country to emerge as a major hub for cruise holiday tourism.

At Royal Caribbean, we've observed that Indian travellers typically prefer to cruise in larger, multi-generational family groups, as well as with extended social or affinity groups. The Meetings, Incentives, Conferences and Exhibitions (MICE) segment is also seeing interest in cruises as an engaging and high-value alternative to traditional venues.

Cruise holidays appeal to Indian guests because it offers a seamless travel and a wide variety of dining options, entertainment, and shore excursions all in one place—and the added convenience of unpacking just once while visiting multiple destinations—cruises are ideally suited to meet the expectations of Indian families and group travellers.

Which international and regional cruise destinations are most preferred by Indian tourists today, and how are you adapting your itineraries and on-board experiences to cater to Indian preferences?

India is a big sourcing market for our cruises sailing from Singapore due to proximity and convenience. Indian guests are also increasingly drawn to a range of our global itineraries with strong and growing interest in our Caribbean and Mediterranean cruises.

In the Caribbean, Indian travellers are especially drawn to our exclusive offerings, such as our private island, Perfect Day at Coco Cay. This exclusive destination is designed for travellers seeking something truly unique – offering everything from thrill-filled water parks to premium cabanas and tranquil beach clubs – making it a compelling draw for Indian families, honeymooners, and groups.

India is undoubtedly among one of our fastest-growing source markets in the region, and our long-standing exclusive partnership with TIRUN Travel Marketing enables us to offer localized content, services, and support that resonate with Indian travellers. From customized culinary offerings to curated experiences such as Diwali celebrations for families and multi-generational groups, we make sure our Indian guests feel right at home while discovering the world with us.

Gujarat launches Cruise Bharat Mission to boost maritime tourism

As part of the Union Govt's Cruise Bharat Mission, Gujarat has proposed three cruise circuits along the western coast covering Diu, Veraval, Porbandar, Dwarka, Jamnagar, Okha, and Padala Island, alongside the operational Ghogha-Hazira Ro-Pax (Roll-On/Roll-Off Passenger) service.

The govt. said that the three clusters identified for cruise ship circuits are Padala Island–Rann of Kutch, Porbandar–Veraval–Diu, and Dwarka–Okha–Jamnagar. Each cluster is designed with tourism logic, ensuring that key religious, natural, and cultural destinations are within a 100km radius, making shore excursions efficient and attractive for cruise passengers, the govt. said.

The Gujarat Maritime Board (GMB) conducted a day-long workshop with various stakeholders as a preliminary exercise of drafting the state's cruise shipping policy. An official statement said that Gujarat became the first state to align with the Union government's Cruise Bharat Mission, which aims at developing a globally competitive cruise tourism system. The workshop aimed at exploring various opportunities to leverage the state's 2,340km coastline and navigable rivers like the Sabarmati and the Narmada.

An official statement said that Ashwani Kumar, principal secretary (ports and transport), spoke on Gujarat's integrated approach, combining infrastructure, policy, and tourism development. In a panel discussion, the panellists shared their insights, spoke of existing challenges, and explored future growth avenues.

International foodservice trade shows to merge from 2026

International trade shows FHA-HoReCa and FHA-Food & Beverage are set merge into one unified event, simply named FHA. The new arrangement will take effect in 2026.

The FHA announced the news in tandem with confirming the dates for next year's FHA Food & Beverage, which will take place 8 to 11 April, 2025.

FHA-HoReCa 2024 recently concluded in Singapore, following four days of seminars, cooking demonstrations, competitions, workshops and business exchanges.

This year's edition of the show saw 32,000 attendees from over 30 countries and regions.

Taking place across 50,000 square metres of space, the event featured over 800 exhibitors including 11 group pavilions from China, France, Germany, Indonesia, Italy and Singapore.

Ian Roberts, vice president of Informa Markets (Asia), said: "It's heartening to see FHA achieves its goal of being the catalyst for advancements and trends that shape the industry's future once more with this 2024 edition. "FHA-HoReCa has long played a pivotal role in driving growth and innovation within the food and hospitality industry; this year, we aimed to play that role with an added commitment to sustainability, moving beyond superficial measures to deeper, more impactful changes, and we have definitely succeeded."

WorldChefs' Global Chefs Challenge also took centre stage at the event, with the collaboration aimed at highlighting the FHA's reputation in delivering strong food and hospitality events.

The competition featured cook-offs that pushed the boundaries through innovative food and beverage presentations.



VI. ARTICLE INDEXING

An overview on skills of teaching, student psychology & teacher -student relationship

The views expressed here are based on my own experience as well as on valuable information gathered from my knowledgeable colleagues.

- Learning is a continuous progress: it continues till the last day of your life, even for the teacher.
- There are very few “born teachers”. For those who are not, teaching should not be a job, but it should be a passion.
- If there is a student willing to learn there is always a teacher ready to teach. You will find a teacher in any form wherever you go. There is nobody big or small.
- The child’s first teachers are his parents, grand parents & his siblings. One should find his own “guru “or “gurus” at every stage of his/her life. The guru may be or may not be a godfather. (both are different).
- The knowledge given by the teacher is priceless. He will expect guru dakshina from his student in form of the right use of his knowledge imparted to him/her.
- The teacher should not be partial with his students & should treat all his students equally, he should earn respect & not demand it.
- Patience is very important for a good teacher & forgiveness makes him great.
- Student psychology differs with different age groups & it depends on the educational level of the student, so, the teacher should be flexible in his teaching method & approach to different age groups & knowledge levels of the students.
- The student should have faith in his teacher & vice versa.
- The student should never take advantage of the good nature of his teacher. Though ideally a teacher should be close to his students sometimes this closeness may cause problems for both, so a distance has to be maintained in this sensitive relationship, so that one does not take the other person for granted.
- A teacher should always remember that he is teaching students who are human & not chairs & tables.
- In modern day teaching with all the advanced techniques & gadgets used as teaching aids, the teacher should always remember that the student’s mind is not a CD on which you can ‘burn’ information of any size.
- Every person has his own information retention capacity which depends on various factors like his short term & long memory, his interest, the method of teaching of the teacher & the surroundings etc. On an average a sincere student can stay focused for a period of not more than 35 to 40 minutes. For rest of the average students it may range from 20 to 25 minutes.
- It is the skill of the teacher to keep the students focused for most of the time of his lecture. An occasional joke or a story of his experiences, which the students like, would help him gain attention of the students back.
- For an effective teacher it is necessary to understand the “EQ” & “IQ” of each of his student. He should be able to channelize the knowledge & skills of his students in the right positive manner.

- In the modern day teaching the teacher can enhance his skills by different types of teaching aids. He has to update his knowledge to keep abreast to the latest about his subject. He has to prepare for his lecture before delivery. His subject knowledge, fluency & command of language, body language should help to retain the attention of his entire class. Eye to eye contact with each student in the class is essential. In the beginning of the class or time to time during the class the teacher should feel the pulse of the students. He should avoid the class from becoming boring or monotonous. The teacher should accept that each of his students is different & each one of them should be dealt differently. It may be necessary to punish a student making mischief in the class, & the punishment would vary from person to person. The teacher should not be harsh & should avoid physical punishment as far as possible.
- The students should understand that the punishment is for their own benefit, teaching them the importance of discipline in life. The student in this case should accept his mistake without taking it personally.
- The teacher should try to make his class more interactive with participation of the students. He can make the students involved in-group activities, open book teaching is sometimes necessary. Power point presentations, models & charts can supplement his teaching. For the benefit of weaker students, he should repeat his explanation as many times, till each student understands. May be he should devote extra time apart from teaching hours for this. He should encourage the students to ask doubts & questions even if they seem to be silly for others.
- After the parents, it is the teacher who the students look upon as a guide & mentor who could address their queries & problems. Some students see a role model in a particular teacher whom they worship. The teacher should be approachable whenever possible. The teacher should be able to develop interest of the students in the subject. He should try to give knowledge to the students apart from his subject, regarding personal hygiene, good habits & manners, boost their moral & enthusiasm, suggest good, personality development books & try to develop positive attitude in each of them.

As I tell the students in my introductory lecture, the meaning of F U E L.

L- learn

E – earn

U – use learning & earning

F – for food, fabric & flat. Family & of course fun & finally Ford.

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Course-in-charge - GME,

Training Ship Rahaman

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VII. HEALTH ZONE

Sailors' Society launches bullying and harassment at sea appeal

The Sailor's Society announced a new fundraising campaign to address bullying and harassment at sea, built on the findings of its report State of the Industry Snapshot: Bullying and Harassment at Sea published last month. The report revealed that one in five seafarers experience some kind of psychological harassment on board their vessel, with significant changes in prevalence based on regional differences and seafarer gender. The report further detailed the type of abuse, outcomes of reported incidents, and reason for not reporting incidents. Sailors' Society CEO, Sara Baade, said: "Data in this report reveals that less than half the victims of rape or sexual assault on board a ship report it to their superiors and more than one third of trainees say they have already experienced bullying at sea.

"Seafaring is an exciting, rewarding career, allowing men and women to travel the world and provide for their futures and their families. But for some, bullying and harassment are a daily challenge, and miles out to sea it can feel like there is no escape." Data released by Gard in late June showed a concerning growth around the mental health and well-being of seafarers; suicide was the second most common cause of fatalities on board ship in 2024, accounting for 9% of deaths while injuries were the cause of 8% of fatalities last year. Among the actions taken by Sailors' Society to support seafarers, its new Sea Mate programme is training crew to become Welling Officers, equipping them with the skills to provide psychological and emotional support on board to ensure seafarers always have someone to turn to... "This kind of abuse is so serious the IMO chose to highlight it for this year's Day of the Seafarer. It wouldn't be allowed to happen in any other workplace, so why is it still happening at sea? "Through our global 24/7 support services, like our helpline, peer-to-peer groups, Crisis Response Network and trauma grants, we are making sure seafarers have a safe and confidential place to turn to and receive the care and counselling they need to recover from these incidents," said Baade.

The charity said £20 could help pay the charity's helpline costs for a morning, £50 could go towards counselling a seafarer in crisis and £100 could provide financial support for urgent care or help with repatriation.

VIII. NEW ARRIVAL

Internaional Journal : Towards Transparency In Fuel Ecosystem: A Blockchain And DL Based Model For Bunker Fuel Traceability And Environmental Compliance by Capt. (Dr.) Ashutosh Apandkar & Jyoti Bikash.

QUOTES

"Research is seeing what everybody else has seen and thinking what nobody else has thought." This highlights keen observation coupled with innovative interpretation.

"No research without action, no action without research." This speaks to an iterative process where research informs practice, and vice-versa.

Copies of the Bulletin have been distributed to the following Offices / Departments

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

Editor

Mr. Ram Chandra Pollai, Librarian