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World's Most Powerful Wind-Assisted Cargo Ship

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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-CIR/3/2025-CREW-DGS (C. No. 34882)

Date: 13.06.20245

DGS Circular 28 of 2025

ADVISORY

Subject: Maritime Advisory to all Indian seafarers and Indian flagged vessels in reference to the Indian embassy in Tehran, Ministry of External Affairs (MEA) Social media Advisory dated 13.06.2025 - reg.

Kind reference is made to the advisory issued on social media by the Embassy of India, Tehran, Ministry of External Affairs (MEA), Government of India, dated 13.06.2025.

2. In view of the same, all Indian-flagged vessels and Indian seafarers calling at ports of Iran and transiting through the Strait of Hormuz are advised to exercise due caution while operating in or navigating through the region.

3. All Indian seafarers, RPSL Companies, Shipping Companies, Trade Unions, INSA, FOSMA, MASSA and all other stakeholders are strongly advised to monitor the safety and status of Indian crew onboard vessels operating in Iranian waters. Seafarers in Iran are requested to remain vigilant, avoid unnecessary movement, follow the Embassy's official social media accounts, and adhere to safety protocols advised by local authorities.

4. All stakeholders are requested to regularly monitor:

- Directorate General of Shipping official website (www.dgshipping.gov.in)
- MEA official website (www.mea.gov.in)
- Embassy of India, Tehran's official social media handles

5. For assistance or emergency queries, the DG Communication Centre may be contacted at:

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


(Capt. P.C. Meena)

Dy. Director General of Shipping

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II. IMO NEWS

IMO targets seafarer fatigue, work and rest hours, and harassment at sea

The International Maritime Organization (IMO) is taking action to ensure that ships worldwide are safely managed and operated, with a renewed focus on seafarer issues such as work and rest hours, fatigue, and violence and harassment, including sexual harassment, bullying and sexual assault.

Meeting in London for its 110th session (18 - 27 June), the IMO's Maritime Safety Committee focused on improving implementation of the International Safety Management (ISM) Code. The Code sets the global standard for safe management and operation of ships and for pollution prevention.

The Committee agreed to carry out a comprehensive revision of the IMO guidelines on implementing the ISM Code, both for Administrations and for companies. It also decided to strengthen the consistent enforcement of the Code, with support from port State control and by updating related IMO guidelines.

This initiative seeks to address identified gaps in the Code's application, while taking into account a series of recommendations outlined in an independent study commissioned by the IMO Secretariat in the previous year, on the effectiveness and effective implementation of the ISM Code.

The revision of the implementation guidelines of the ISM Code will be carried out by the Sub-Committee on Implementation of IMO Instruments (III), in association with the Sub-Committee on Human Element, Training and Watchkeeping (HTW) over three years till 2028.

Addressing violence and harassment on ships

The revision of the guidelines on the implementation of the ISM Code is also intended to address key recommendations for Administrations and shipping companies related to the prevention of violence and harassment on board ships, including sexual harassment, bullying and sexual assault.

Hours of work and hours of rest

In addition, the Committee prioritized its work to tackle fatigue and hours of work and rest, by conducting a scoping exercise of relevant legal instruments that may help to address imbalances between workload and crewing levels, and to protect the well-being of seafarers.

In this regard, the Committee instructed the HTW Sub-Committee to take on the work of analysing IMO provisions related to the above-mentioned matters. The HTW Sub-Committee, in association with the III Sub-Committee, will work on this over two years (2026-2027), and consider the recommendations emanating from the study on the ISM Code, related to a holistic review of instruments dealing with resources and personnel.

Other MSC outcomes

Aside from seafarer matters, the Maritime Safety Committee covered a wide range of key issues related to the safety and security of international shipping.

III. ILO NEWS

Merchant navy welfare board & global seafarers organisation launch nationwide campaign “MY HARASSMENT-FREE SHIP”

The Merchant Navy Welfare Board (India) and the Global Seafarers Organisation (GSWO) have launched a nationwide campaign titled “My Harassment-Free Ship” in alignment with the International Maritime Organization's (IMO) Day of the Seafarer 2025 theme. This initiative aims to promote seafarer dignity and workplace safety across all Indian ports.

In response to the IMO Secretary-General's call to support seafarers' rights, the MNWB and GSWO Joint Action Committee has rolled out a coordinated national campaign. Welfare officers are visiting vessels to educate seafarers about their rights, sensitize crew and management, and advocate for zero tolerance to harassment at sea.

The campaign was officially launched by Dr. N. Reuben Paul, Chairman of the Merchant Navy Welfare Board (India), who emphasized the importance of collaboration between regulatory bodies and welfare organizations. Dr. Paul met with senior officials from the Directorate General of Shipping to discuss regulatory enforcement and seafarers' welfare.

Key recommendations have been made to the Directorate General of Shipping, including:

- Conducting targeted inspections focusing on harassment-related violations
- Enforcing full compliance with MLC anti-harassment provisions
- Ensuring seafarers are aware of their rights and can report issues confidentially
- Holding company leadership accountable in cases of negligence

This campaign aims to address the systemic issues that prevent seafarers from reporting abuse, including fear of blacklisting or job loss. By working together, the maritime industry can create a safer and more inclusive work environment for all seafarers.

Capt. Daniel Joseph, Deputy Director General of Shipping, emphasized the importance of enforcing a strict no-harassment policy with zero tolerance, stating that “seafarer welfare is a shared responsibility and a global maritime priority.”

The MNWB and GSWO’s joint effort reinforces India’s leadership in the global movement for seafarer protection, safety, and dignity, contributing to a more just and inclusive maritime industry.

Seafaring Still Ranks Among World’s Most Hazardous Jobs, Report Finds

Ocean workers are facing more risks than ever, with one in four reporting injuries or harm on the job in the past two years, according to a new global survey.

The data comes from Lloyd’s Register Foundation’s latest “World Risk Poll – Focus On” report, created in partnership with Gallup. The poll covered responses from 147,000 people working in various professions worldwide and revealed that seafaring and related ocean-based jobs are among the most dangerous.

The survey categorised “ocean workers” as anyone who works on or near the sea-including seafarers, fishers, and dockworkers. Among this group, 25% said they had experienced physical harm or injury related to their job in the last two years.

This figure is much higher than the global average of 18% across all other industries, and more than double the injury rate in the safest field-the utilities sector.

A major concern raised by the report is the lack of safety training in ocean-related professions. Two-thirds (68%) of ocean workers said they have never received any occupational safety and health (OSH) training, and only 25% had received any training in the last two years. By comparison, 38% of workers in shoreside industries reported receiving OSH training.

The report also highlighted how ocean workers are more affected by dangerous weather than other workers. One in three ocean workers (33%) said they had suffered serious harm from severe weather-such as storms or rough sea conditions in the past two years. For other industries, that figure was 20%.

Despite facing high levels of risk, many injured ocean workers choose not to report the incidents. Only 41% said they had reported their injury or harm to anyone, ten percentage points lower than the average across other professions.

While the report uses the term “ocean workers” broadly, it also points out that these statistics include fishing industry workers, who are often exposed to greater dangers than those in commercial shipping. In the United States, the death rate in the fishing industry is 28 times higher than the national average across all job sectors. Globally, the Pew Charitable Trusts estimates that around 100,000 people die each year while working in the fishing industry. Many of these deaths go unreported, particularly in regions where illegal, unregulated, or exploitative fishing practices are common.

The president of the World Maritime University said that seafaring and commercial fishing have long been seen as some of the world’s riskiest jobs. He stated that ocean workers are now facing even greater challenges due to the increasing impact of climate change. He also discussed about the importance of using updated data like the World Risk Poll to shape better policies that protect both ocean workers and the environment.

A former seafarer and current international operations manager at the International Seafarers Welfare and Assistance Network (ISWAN) explained that life at sea brings not only physical risks but also emotional and mental pressure. He pointed out that seafarers often work with multinational crews, are separated from family for long periods, and deal with loneliness and job insecurity. He said that insufficient training and fear of losing their jobs also contribute to anxiety and stress, and stressed that better safety education is needed to support their well-being.

IV. SHIPPING NEWS

Fire breaks out on Cargo Ship carrying CNG trucks at Lagos Port

A fire broke out on a cargo ship named CHANG MIN (IMO 9622801) on Friday evening, June 20, 2025, while it was docked at Shed 8 of the ENL Consortium Terminal in Apapa Port, Lagos.

The incident happened around 5:55 p.m. during cargo unloading activities. According to the Lagos State Emergency Management Agency (LASEMA), the fire began in section two of the vessel's cargo hold, which contained highly combustible items such as compressed natural gas (CNG) trucks, wooden products, tyres, iron rods, and construction machinery.

Emergency responders from multiple agencies arrived quickly after receiving distress alerts. The Lagos State Fire and Rescue Service, LASEMA Response Team from Onipanu, the Nigerian Ports Authority (NPA) Fire Unit, ENL Terminal's own fire team, and the Dangote Fire Team all worked together to control the blaze from both land and sea.

The NPA Marine Division confirmed that they received a fire alert from the vessel around 3:00 p.m. and immediately activated their emergency preparedness system. The NPA's firefighting tugboats fought the flames from the sea while other responders tackled the fire from the land side.

LASEMA's Permanent Secretary, Dr. Olufemi Damilola Oke-Osanyintolu, stated that when emergency crews reached the scene, the fire was actively burning in the cargo area.

As a first step, the affected compartment was sealed off to reduce oxygen and slow the fire. This was followed by a carefully coordinated plan to re-enter the compartment safely and put out the flames completely.

Preliminary investigations at the scene showed that the fire started during the unloading process, though the exact cause is still unknown.

No one was hurt, and all crew members on the vessel were safe and confirmed present. Emergency teams also conducted debriefs with the ship's crew to gather more details, locate the source of the fire, and review the ship's layout.

The fire was successfully extinguished, and recovery operations were concluded without any reported harm to personnel or surrounding port infrastructure.

The NPA praised the collaboration between agencies and reaffirmed its commitment to safety, quick response, and continuous improvement in handling port emergencies.

World's most powerful wind-assisted cargo ship now in operation

BRANDS HATCH, the world's first new build Aframax tanker using wind-assisted propulsion, has been successfully delivered by Shanghai Waigaoqiao Shipbuilding Co., Ltd. (SWS) to Union Maritime Limited (UML).

The 114,000-deadweight-tonne vessel is now officially the most powerful cargo ship of its kind powered by wind support. It was formally named at a ceremony held on June 11, 2025 at the SWS shipyard in Shanghai.

The vessel is fitted with three WindWings®-rigid, sail-like structures that each stand 37.5 meters tall. These have been designed by UK-based BAR Technologies.

The WindWings® are built to intelligently adjust both their angle and camber depending on wind conditions, improving aerodynamic performance and providing extra thrust to move the vessel forward.

According to independent assessments, these wings can cut daily fuel consumption by as much as 14.5 tonnes and lower carbon dioxide emissions by up to 45 tonnes when wind conditions are ideal and the ship is traveling at 20 knots. Over a typical operational year, the ship is expected to save 12% in fuel use, reducing CO₂ emissions by almost 5,000 tonnes annually.

Lloyd's Register (LR) served as the classification society for the vessel and played a key role in the delivery of BRANDS HATCH. This marks the first time a classification society in China has supported the use of wind-assisted propulsion on a crude oil tanker.

LR provided full technical services from the early design stage to final delivery. This included the Approval in Principle (AiP), hazard identification (HAZID) and hazard and operability (HAZOP) studies, design assessments, and coordination with flag authorities to meet all safety and compliance requirements. LR also supervised the installation process and monitored the sea trials, which confirmed that the vessel and its new wind propulsion system performed safely and effectively.

One senior surveyor and lead specialist from LR's Marine & Offshore team in North Europe shared that this project represents a major step toward adopting wind propulsion on large ocean-going vessels. Another LR specialist based in China said that BRANDS HATCH is the first vessel in the country to be equipped with the wind-wing system. They explained that LR supported the client through every step, from reviewing engineering drawings to testing and commissioning. They also mentioned plans to expand cooperation with shipowners for future applications of this technology.

The CEO of BAR Technologies confirmed that another similar vessel is already under construction at Yangzijiang Shipyard for the same owner. That ship will also use WindWings®, which are being manufactured by China Merchants Energy Tech in Shanghai.

At the naming ceremony in Shanghai, LR's President of Greater China called BRANDS HATCH a milestone in commercial shipbuilding. He said that the successful delivery shows how close cooperation between LR and Chinese shipyards is helping to bring new, environmentally friendly technologies into the global shipping sector.

Massive oil spill spotted in Gulf of Oman after two large tankers collide

Satellite images have revealed a massive oil slick stretching across approximately 1,500 hectares (15 square kilometers) in the Gulf of Oman after a collision between two large oil tankers near the Strait of Hormuz.

The incident occurred early Tuesday, June 17, about 22 to 24 nautical miles off the coast of the UAE near Khor Fakkan. The vessels involved were the crude oil tankers Adalynn and Front Eagle.

The UAE Ministry of Energy confirmed minor structural damage to both ships and a fire aboard one of them, which was quickly extinguished. No injuries were reported.

Despite the official statements downplaying the severity, Greenpeace Middle East and North Africa (MENA) has warned of a potential environmental disaster.

The organisation cited satellite imagery and data from Planet Labs, Lloyd's List Intelligence, and Veson Nautical to suggest that the 23-year-old Adalynn may have been carrying around 70,000 tons of crude oil, even though it was officially listed in ballast condition.

The vessel is reportedly part of a Russian "shadow fleet," known for using outdated ships that often operate below standard safety protocols.

Greenpeace MENA urged authorities to act swiftly to contain the spill and assess the environmental impact. The group emphasised that incidents like this threaten marine ecosystems, disrupt food chains, and highlight the urgent need for maritime monitoring and transparent reporting by governments and oil companies.

According to maritime analytics firm Windward, the Front Eagle experienced prolonged GPS and AIS jamming before the collision. The company said this points to a growing maritime security threat in the region.

Windward reported that nearly 970 ships per day in the Arabian Gulf and Strait of Hormuz had been affected by navigation interference over the past four days.

The UAE Ministry blamed the collision on "navigational misjudgment," but growing regional tensions are also under scrutiny. The crash happened just days after Israeli airstrikes on Iran, raising fears of disruptions to oil transport in the area.

The Strait of Hormuz is a critical global oil route, with about 20 million barrels of oil, nearly one-fifth of global consumption, passing through it daily, according to the U.S. Energy Information Administration. Officials from the Russian consulate in Dubai confirmed that the crew of Adalynn, including seven Russian nationals, was safely relocated to a hotel in Fujairah.

Frontline, the company that owns Front Eagle, has since stated it will avoid taking new contracts that involve transiting through the Strait of Hormuz. Speaking at a maritime finance conference in New York, the company's CEO called the encounter with a dark fleet tanker "challenging" but added that a more severe disaster was avoided.

Greenpeace stressed that accidents like this highlight the need to shift from fossil fuels to renewable energy for a safer environment and stronger global security.

Seafarer welfare fund marks strong second year

Ahead of International Day of the Seafarer on 25 June, the second round of Seafarer Welfare Fund recipients was announced at the annual Mission to Seafarers Parliamentary Lunch, continuing vital investment for frontline organisations that support visiting maritime workers in New South Wales.

This year's recipients of the five-year, \$2.5 million agreement between Port Authority of NSW, NSW Ports and Port of Newcastle were Mission to Seafarers Eden, Mission to Seafarers Port Kembla, Mission to Seafarers Sydney, Apostleship of the Sea Sydney / Stella Maris, Tas Bull Seafarers Foundation, Hunter Workers Rehabilitation and Counselling Service, and Mission to Seafarers Newcastle. Port Authority of NSW CEO John McKenna announced the recipients on behalf of the fund at the lunch and said he was proud of the impact the fund had already made. "Our first year has demonstrated the enormous difference this fund makes to seafarers, who face some of the toughest working conditions in the world," he said. Last year's funding helped recipients hire additional staff and support significantly more seafarers with emergency care, mental health support, transport assistance, and communication access. "Seafarers are the backbone of our global supply chain, and this fund shows our state's leadership in maritime welfare, making sure they get the support they need and aren't forgotten."

Building on the success of the inaugural funding round, the Seafarer Welfare Fund will continue to strengthen frontline services. Last year, Mission to Seafarers Sydney more than doubled its ship visits providing compassionate chaplaincy services, while the Newcastle branch restored seven-day operations with increased staff.

In Port Kembla, Mission to Seafarers boosted transport services and partnered with the Lake Illawarra Cricket Club, providing transport services to watch matches and play at the ground, supporting seafarers' mental health. Stella Maris Sydney has continued its vital outreach, ensuring access to hospitality, transport, and essential care items.

CEO of NSW Ports Marika Calfas said she looked forward to seeing the continued success of the program. "We are proud to once again support initiatives and projects which enable these organisations to continue the wonderful work they do for seafarers visiting our ports," Ms Calfas said.

"The Seafarer Welfare Fund provides us all with an opportunity to come together as a port community and ensure visiting seafarers have access to the support and resources they need to make their stay a welcoming and positive one."

Port of Newcastle CEO Craig Carmody echoed the sentiment, highlighting the vital role the fund plays in safeguarding the wellbeing of visiting seafarers in NSW.

"Our economy relies on the hard work of visiting seafarers, and the Seafarer Welfare Fund continues to provide the assistance and support they need when they dock in NSW," he said. "By joining forces as an industry, we've built a sustainable model that sets a suitable standard of how these maritime workers are cared for."

Global Shipping on high alert after US airstrikes on Iran's nuclear facilities

The global shipping industry is on high alert as threats continue to escalate around the Arabian Peninsula after U.S. airstrikes on Iran's nuclear facilities.

Security experts and international shipowner organisations warn that the risk to commercial vessels in the region has increased sharply, especially in the Strait of Hormuz, the Red Sea, and the Gulf of Aden. BIMCO, one of the world's largest direct-membership shipping organisations, has reported that it is unclear how Iran will respond to the U.S. attack, but the overall threat level in nearby waters has risen. The group's head of security, Jakob Larsen, stated that the Houthis in Yemen have also increased their threats against merchant vessels, especially those linked to Israel or the U.S.

Larsen added that Iranian forces are likely to prefer targeting U.S. Navy ships or commercial vessels associated with the U.S. and Israel. He warned that Iran could try to disrupt shipping in the Strait of Hormuz through attacks using drones or anti-ship missiles, and although less likely, the laying of sea mines could also be a possibility.

The Strait of Hormuz is a vital waterway that links the Persian Gulf with the Arabian Sea. According to the U.S. Energy Information Administration, an average of 20.9 million barrels of oil passed through the strait

daily in 2023, accounting for about 20% of global petroleum liquids consumption. Any blockages or delays in this corridor could cause oil prices to spike, delay cargo delivery, and increase shipping costs globally.

Larsen stated that U.S. Navy warships may not be available to protect all merchant ships due to growing threats to military bases in the region. He advised commercial vessels, especially those without U.S. or Israeli links, to be cautious.

Ports like Jebel Ali and Khor Fakkan handle less than 4% of global container trade but play an important role in regional shipping. Most cargo passing through these ports is headed to Dubai, a hub for goods moving between the Persian Gulf, South Asia, and East Africa.

The impact of the conflict has already affected trade routes. Earlier, Maersk, a global logistics provider, announced it was suspending port calls to Israel's biggest container port in Haifa. The port, worth \$4.2 billion and operated by India's Adani Group, was previously targeted by Iranian missiles but did not suffer any damage. The company's CFO, Jugeshinder "Robbie" Singh, dismissed false claims circulating on Iranian social media that the port had caught fire.

Meanwhile, a spokesperson from shipping company Hapag-Lloyd said that their ships were still crossing the Strait of Hormuz but were operating under high alert and monitoring the situation closely.

Freight rates are rising as the situation worsens. Xeneta, a shipping market analytics firm, reported that average spot rates from Shanghai to Jebel Ali have gone up by 55% month-over-month, reaching \$2,761 per forty-foot equivalent unit (FEU).

Tanker rates have surged even more. Very large crude carrier (VLCC) rates from the Middle East to China rose 154% in just one week, while rates for long-range tankers (LR2) on the Middle East-Japan route increased by 148%. Rates for very large gas carriers (VLGCs) on the same route rose by 33%. Marine insurance premiums are also rising. Marsh McLennan, the world's biggest marine insurance broker, said that hull and machinery coverage for ships transiting the Strait of Hormuz has increased by over 60%.

BIMCO has urged all shipowners to update their security risk assessments. Larsen advised ships in the region to minimise risks by sailing away from the Iranian coast, staying in close contact with naval forces through UK Maritime Trade Operations (UKMTO), and maintaining high vigilance. He recommended that crews report any suspicious activity, ensure ships are watertight, and keep firefighting and damage control systems ready.

He added that BIMCO does not directly advise shipowners to avoid conflict zones completely. Instead, each shipowner must decide after evaluating the threat level, vessel vulnerability, and risk tolerance of crew, cargo owners, and the company itself.

On Sunday, the Greek government issued a strong warning to its shipowners, the country controls the world's largest oil tanker fleet. Greek government spokesman Pavlos Marinakis said that Greek-flagged and Greek-owned vessels in the area should remain in safe ports until the situation becomes more stable.

Some Greek shipping companies are still reviewing the situation, with one operator saying they may allow ships to enter the region, while another said they would likely stay away.

Naval forces operating in the region have also increased their threat levels. The Joint Maritime Information Center (JMIC) warned that U.S.-linked ships face high risk while transiting the Red Sea and Gulf of Aden. The update came after Yemen's Houthi rebels issued new threats targeting American military and commercial ships.

Previously, a ceasefire between the U.S. and the Houthis had reduced such attacks, but the recent airstrikes have raised tensions again. JMIC recommended that ships linked to the U.S. consider re-routing.

V. CATERING & HOSPITALITY

The rise of fast food culture : exploring the evolution

Fast food has become an integral part of our modern lifestyle, shaping the way we eat, socialize, and even think about food. The rise of fast food culture has been a remarkable phenomenon, transforming the global culinary landscape and leaving a lasting impact on society. In this blog, we delve into the evolution of fast food and examine its profound influence on our eating habits, health, economy, and social dynamics.

- **The Origins of Fast Food**

We take a journey back in time to explore the origins of fast food and how it emerged as a response to the changing needs and preferences of the modern consumer. From the humble beginnings of street vendors and drive-in diners to the birth of iconic food brand in India, we uncover the key milestones that paved the way for the fast food revolution.

- **Changing Eating Habits and Health Implications**

The convenience and accessibility of fast food have altered our eating habits, with profound consequences for our health. We delve into the impact of fast food on nutrition, discussing the rise of processed and unhealthy food options, the prevalence of obesity and related health issues, and the need for promoting healthier alternatives in the fast food industry.

- **The Economic Influence of Fast Food**

Fast food has not only shaped our eating habits but has also had a significant impact on the economy. We explore the economic aspects of the fast food industry, including its role in job creation, franchising opportunities, supply chain management, and its contribution to the overall economy of a region or country.

- **Social Dynamics and Cultural Significance**

Fast food has become a symbol of globalization, consumerism, and cultural exchange. We examine how fast food chains have transcended geographical boundaries and become cultural icons, influencing popular culture, lifestyle choices, and even social interactions. We also discuss the debate surrounding the homogenization of food culture and the challenges faced by local cuisines.

- **Environmental Concerns and Sustainability**

We discuss the environmental implications of the fast food industry, including issues such as packaging waste, deforestation, and carbon emissions. We explore the efforts made by some fast food chains to adopt sustainable practices and the importance of promoting eco-friendly alternatives in the industry.

The rise of fast food culture has undoubtedly been a transformative force, revolutionizing the way we eat and shaping our society in numerous ways. While it offers convenience and affordability, it also presents challenges related to health, sustainability, and cultural diversity. By understanding the evolution and impact of fast food, we can make informed choices and work towards a healthier, more sustainable future.

Whether you're a fan of fast food or a critic of its influence, there's no denying its significant presence in our lives. It's essential to reflect on the evolution and impact of fast food culture as we navigate the complexities of the modern culinary landscape.

If you want to start a food franchise in India, Naadbramha Idli restaurant is offering amazing opportunities for budding entrepreneurs. They are the best fast food restaurant in India and have been constantly progressing since their launch.

VI. HEALTH ZONE

Gard reports increase in crew deaths citing suicide, stress and illness

Insurer Gard marked the annual Day of the Seafarer releasing a report citing what it sees as “a troubling increase in crew deaths,” based on 2024 claims data and a survey of seafarers. According to the data, Gard highlights that the “number of suicides among crew exceeded the number of fatal accidents,” saying that the report emphasizes the need to further prioritize mental and physical wellbeing at sea. “By sharing this data and insight, we hope to raise awareness, support better decision making, and to further strengthen the industry’s commitment to those who keep the world trade moving,” said Rolf Thore Roppestad, CEO of Gard. An analysis of more than 30,000 P&I claims handled by Gard between 2020 and 2024 found that more than half related to people. In 2024 alone, the company received around 3,000 claims involving people, and nearly 90 percent were from crewmembers at sea.

Among the key findings it is highlighted from the analysis is a 25 percent increase in the frequency of crew death claims in the three years following the Covid-19 pandemic compared to the three years before the pandemic. In 2024, it registered more than 90 incidents resulting in the death of crew, and while most were related to illness (83%), seven were incidents, including falls and man overboard (injuries equaled 8%), and suicide was 9%.

The highest number of deaths (11) was among ABs, but masters (8) were tied with fitters for the second highest number. It received reports of five deaths of chief engineers. The suicides it reports happened both among senior and junior positions, but 75 percent of the cases were seafarers below the age of 41. Commenting on the suicides and stress, Lene-Camilla Nordlie, Vice President and Head of People Claims at Gard, said, “This underscores the importance of having a stronger focus on mental health and wellbeing at sea. While some stressors can be handled by seafarers themselves, many factors are controlled or influenced by companies and authorities.”

Critically, it says that stress is a key factor in 8-out-of-10 illness claims. It points to illnesses caused or aggravated by stress, saying illness claims made up 60 percent of the claims received from crewmembers. It said these include abdominal, cardiovascular, and back pain, and while saying the health problem rate was similar to the general population, it notes that it is more difficult to treat illness at sea. Gard emphasizes it is more challenging to prevent and treat problems at sea due to demanding working environments and limited access to medical care.

Illness is the leading cause of death claims with 83 percent of fatalities related to illness. Injuries, such as fingers and to the back, it said accounted for 37 percent of the claims (over 800 claims). Other frequent problems it cited include sleep deprivation and chronic fatigue, which it said are more pronounced on vessels with smaller crews.

Christen Guddal, Chief Claims Officer at Gard, highlighted that there is a strong link between the health and well-being of seafarers and operational safety at sea. “Getting enough rest, having good social support, being part of a team – all of this impacts your state of mind and situational awareness.”

The analysis is in Gard’s second Crew Claims Report, and is based on claim data from 2024, and excludes Covid-19 related claims as they said it would have created significant anomalies. Gard also conducted its Crew Welfare Survey, which received over 6,000 responses from seafarers

Gard Crew Claims Report 2025 reveals troubling rise in seafarer deaths

Marine insurer Gard has this week released its second Crew Claims Report, outlining key trends and developments in seafarer injuries, illnesses and fatalities worldwide. Drawing on claims data from 2024 and insights from over 6,000 seafarers, the report reveals a troubling increase in crew deaths and emphasizes the need to further prioritise mental and physical wellbeing at sea.

The Gard Crew Claims Report is based on a comprehensive review of all crew claims registered under Gard’s P&I mutual portfolio during 2024 – around 3000 cases in total – drawing comparisons from previous years to identify key trends and variations.

To complement the claims data, insights for the report are also drawn from Gard’s Crew Wellbeing Survey from 2024, which includes responses from over 6,000 seafarers across 46 nationalities, exploring factors such as physical health, mental wellbeing, rest and social support.

Among the report findings is a 25% rise in the frequency of crew death claims in Gard's P&I mutual portfolio when comparing the three years following the Covid-19 pandemic to the three years before it. "This is a highly concerning development, and one we will monitor closely to see if there are underlying issues that need to be addressed," said Lene-Camilla Nordlie, Vice President and Head of People Claims at Gard.

Other key findings include:

- Illness is the leading cause of deaths. 83% of the crew fatalities registered in 2024 were related to illness.
- Stress is a key factor: 8 out of the 10 most common illnesses among crew can be caused or aggravated by stress.
- Suicide rates remain concerning: The number of suicides among crew exceeded the number of fatal accidents, according to Gard's data.

"This underscores the importance of having a stronger focus on mental health and wellbeing at sea," said Nordlie. "While some stressors can be handled by seafarers themselves, many factors are controlled or influenced by companies and authorities."

Christen Guddal, Chief Claims Officer at Gard, highlighted that there is a strong link between the health and wellbeing of seafarers and operational safety at sea.

"Getting enough rest, having good social support, being part of a team – all of this impacts your state of mind and situational awareness."

"At Gard, we strongly believe that prevention is better than cure. Many of the incidents we handle every year could have been avoided. With this report, we aim to shine a light on the real-life challenges of life at sea and encourage meaningful conversations and tangible health and safety improvements across the maritime industry," Guddal added.

Guddal also emphasised the importance of the 'Mariners Medico Guide' – a freely available medical app developed by Gard in collaboration with leading health experts. Designed specifically for seafarers, the app contains guidance on both mental and physical symptoms, making it easier for crew members to seek help when they need it.

Rolf Thore Roppestad, CEO of Gard, welcomed the report, saying: "Seafarers are the backbone of global trade, and their health and safety should be a priority for all of us. By sharing this data and insight, we hope to raise awareness, support better decision-making, and to further strengthen the industry's commitment to those who keep the world trade moving."

QUOTES

Don't compromise yourself. You are all you have got. There is no yesterday, no tomorrow, it's all the same day.

The more faithfully you listen to the voice within you, the better you hear what is sounding outside.

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

Editor

Mr. Ram Chandra Pollai, Librarian