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First India's International Cruise terminal opens in Mumbai

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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.20-19016/17/2023-TRG-DGS(C.No.25280)

Date:13.05.2025

Training Circular No. 21 of 2025

Subject: Consideration for Multiple Admission Pathways in Maritime Education and Mechanism for Filling Unfilled Seats Due to IMU CET - Recommendations Based on DGS Circular 12 of 2020, MIV 2030, NEP 2020, and Recent Government Orders

1. Whereas the Indian Maritime University Common Entrance Test (IMU CET) was instituted as a centralized mechanism to standardize admissions to maritime education programs across India with an emphasis on quality and transparency.
2. Whereas DGS Circular 12 of 2020 and its addendum emphasize the enhancement of academic quality while promoting greater access, flexibility, and support for maritime training institutions to build local capacities and ensure inclusive maritime education. The University Grants Commission (UGC) and the National Education Policy (NEP) 2020 advocate for multiple pathways to learning, support for regional diversity, and institutional autonomy to foster a flexible and equitable education system.
3. Whereas evidence from various DGS-approved training institutes indicates that a large number of eligible candidates fail to clear IMU CET despite strong academic performance at the board level, resulting in unfilled seats and wasted training capacity.
4. Whereas a substantial number of seats in DGS-approved maritime institutes remain vacant each year solely because candidates could not qualify in IMU CET despite otherwise meeting eligibility and academic criteria.
5. In alignment with the **Maritime India Vision (MIV) 2030**, which envisages increasing the global share of Indian seafarers from the

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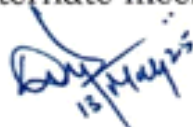
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current 12% to 20% by the year 2030, it is imperative that our strategy is both enabling and forward-looking. One of the most critical enablers in achieving this target is the capacity enhancement of Maritime Training Institutes (MTIs), allowing them to admit a greater number of eligible candidates, strictly in accordance with the Directorate General of Shipping (DGS) Guidelines.

6. It is proposed that MTIs be permitted to fill all available vacant seats within their sanctioned intake, especially when such seats remain unutilized due to IMU-CET procedural or administrative issues. Denial of such opportunity may not only result in under utilization of existing training infrastructure but may also impede our collective ability to achieve the aspirational goals set under MIV 2030.
7. Furthermore, it must be emphasized that while permitting MTIs to admit candidates against such vacant seats, it shall remain their unequivocal responsibility to ensure that all pre-sea trainees receive the mandatory **onboard ship training**. This is a critical component of pre-sea education, and any relaxation in admission procedures must be strictly contingent upon the MTIs' demonstrated capability to secure and provide such training opportunities.

To summarize, a calibrated policy allowing MTIs to maximize intake-without compromising on training standards and in full compliance with DGS norms-will be essential to expanding the national pool of qualified seafarers. Failure to do so may jeopardize our ambition of becoming a leading maritime nation by 2030.

8. **Now therefore**, it is proposed to consider the following mechanism for unfilled seat management and admission diversification:
 1. **First Phase: CET-Based Admissions:** Admissions will be offered based on the IMU CET merit list as per existing policy. Institutions shall ensure that a minimum of 60% of the candidates who have cleared IMU CET are admitted, to uphold the spirit of merit and standardization.
 2. **Second Phase: Alternative Pathway for Remaining Vacant Seats:** It is proposed that in the event approved seats remain vacant after the completion of 60% admissions through the IMU-CET merit-based selection process, and where, even after a period of two months from the date of declaration of the IMU-CET results, MTIs are unable to admit candidates beyond the 60% threshold, such institutes may be granted permission to fill the remaining vacant seats through an alternate mechanism.


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This alternative admission route shall be exercised strictly under the following eligibility conditions:

a. Candidates must have secured a minimum of 60% aggregate marks in Physics, Chemistry, and Mathematics (PCM) in the 10+2 examination, or as per the norms prescribed by the Directorate General of Shipping; and

b. Candidates must have appeared for IIT-JEE or any State-level Engineering Entrance Examination and obtained a minimum of 40 percentile score.

3. **Transparency and Reporting:** All admissions made under the second phase shall be uploaded on the DGS e-Governance portal with full documentation for audit and review. Institutes must maintain transparency and follow timelines as notified by DGS.
4. **Compliance and Standards:** All admitted candidates, whether through CET or alternate route, must meet the prescribed medical fitness, academic qualifications, and language proficiency standards as per DGS/STCW norms.



13 May 25

(Deependra Singh Bisen)

Dy. Director General of Shipping (Training)

To:

1. All Maritime Training Institutes
2. All Principal Officers, MMDs
3. Nautical Wing, Engineering Wing
4. Indian Maritime University, Headquarters, Chennai
5. IT & E-Governance Branch.



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.20-11/10/2024-TRG-DGS (Comp.No.30393)

Dated:13.05.2025

Training Circular No. 22 of 2025

Sub.- Implementation of the Revised Exit Examination Framework for DG Shipping Approved Maritime Training Institutes (MTIs)-reg.

Whereas the 2010 Manila Amendments to the *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978*, as amended (hereinafter referred to as "the STCW Convention"), obligate maritime administrations to exercise due diligence in the supervision, regulation, and quality assurance of Maritime Training Institutes (MTIs) authorised to deliver maritime education and training; and whereas said amendments further mandate that all seafarers be duly trained and competently assessed for the requisite proficiency stipulated within the Convention;

2. Whereas the Directorate General of Shipping (hereinafter "the Directorate") has, vide *DGS Training Circular No. 17 of 2020*, promulgated guidelines for the Online Exit Examination applicable to DG Shipping approved modular courses, subsequently supplemented by *DGS Circular No. 21 of 2022*, dated 16th September 2022, detailing infrastructural and procedural guidelines for the conduct of such examinations; further the *DGS Circular No. 04 of 2025*, dated 5th February 2025, provides for the discontinuation of Exit Examinations in respect of Refresher Courses; and in continuation thereof, an Advisory dated 5th March 2025 was issued to all MTIs delineating examination protocols and mandated security arrangements for the Exit Examinations.

3. Whereas, the Directorate has entered into a Service Level Agreement (SLA) with *M/s Virtual Guru Edu Limited* (hereinafter referred to as "Virtual Guru"), a designated service provider, for the provision of the following:

- (i) An independent, robust oversight mechanism to uphold examination integrity; and
- (ii) Seamless integration of MTIs into a centralized *Virtual Monitoring System (VMS)*.

4. The SLA encompasses several key deliverables to ensure the effectiveness and integrity of the examination process. These include:

- (i) availability of the software application with an assured uptime of over 99.5%;
- (ii) implementation of stringent security protocols and adherence to prescribed data standards, including full compliance with relevant statutory and regulatory frameworks;
- (iii) deployment of a real-time proctoring and oversight system to detect and prevent malpractice;
- (iv) establishment of a dedicated support and helpdesk mechanism for MTIs;
- (v) provision of a structured grievance redressal process for candidates;
- (vi) centralized maintenance and management of the question bank to ensure content integrity and consistency.

5. Whereas, now therefore, all DG Shipping approved MTIs are hereby directed as follows:

- i. Installation of Surveillance Equipment: Each MTI shall ensure the installation of Closed-Circuit Television (CCTV) systems equipped with real-time audio-video capabilities in every designated Exit Examination hall. Said systems shall be supported by an uninterrupted power supply and stable network connectivity.
- ii. Submission of Infrastructure Details: MTIs shall submit to the Directorate:
 - a. The number of examination halls located within their approved premises and the number of computers within each examination hall;
 - b. The dimensions (in square metres) of each examination hall with photographs;
 - c. Existing CCTV system credentials for integration with VMS.
- iii. CCTV Configuration and Costs: Based on the information provided, Virtual Guru shall assess and determine the number of CCTV cameras required per MTI. The cost for each installation shall be INR 19,500/- plus applicable GST, to be borne directly by the MTI and paid to Virtual Guru. Each installed CCTV unit shall carry a one-year warranty.

Annexures & Technical Resources

6. The following documents are annexed hereto for reference and compliance:

- i. **Annex I:** List of Modular Courses Mandated for Exit Examination

7. The following user support tools are available on the Directorate's portal www.dgsexams.in:

- i. User Manual for MTIs
- ii. User Manual for Students
- iii. Grievance Redressal Portal for MTIs and Students
- iv. Feedback Submission Portal

8. All grievances and feedback submitted through the portal shall be monitored and addressed by officers duly nominated by the Directorate.

9. This Circular shall come into force after one month from the date of issue.

10. This issues with the approval of the Director General of Shipping.


(Deependra Singh Bisen)

Dy. Director General of Shipping (Trg.)

To,

1. All Maritime Training Institutes.
2. All Principal Officers, MMDs.
3. Nautical Wing/Engg. Wing.
4. IT & E-Gov. Branch

Annex – I**The list of STCW and modular courses for which Exit Exams are mandatory**

Sl. No.	Course ID	Course Name	Course Duration
1.	5111	Basic Training for Oil and Chemical Tanker Cargo Operations	6 Days
2.	5112	Advanced Training for Oil Tanker Cargo Operations	10 Days
3.	5113	Advanced Training for Chemical Tanker Cargo Operations	10 Days
4.	5121	Basic Training for Liquified Gas Tanker Cargo Operations	5 Days
5.	5122	Advanced Training for Liquified Gas Tanker Cargo Operations	10 Days
6.	6211	Proficiency In Survival Craft and Rescue Boats	5 Days
7.	6311	Advanced Training in Fire Fighting	4 Days
8.	6411	Medical First Aid	4 Days
9.	6421	Medical Care	10 Days
10.	6511	Ship Security Officer	2 Days
11.	6621	Security Trng. for Seafarer with Designated Security Duties	2 Days
12.	6121	Fire Prevention and Fire Fighting	3 Days
13.	6111	Personal Survival Techniques	3 Days
14.	6131	Elementary First Aid	2 Days
15.	6141	Personal Safety & Social Responsibilities	3 Days
16.	5411	Basic Training for ships operating in polar waters	5 days
17.	5412	Advanced training for service on ships operating in polar waters	5 days
18.	1061	Vertical Integration Course For Trainer-VICT	10 Days
19.	6513	Port Security Officer	3 Days
20.	1118	Refresher Updating Course For Engineers	3 Days
21.	6512	Company Security Officer	3 Days
22.	1101	Indian Maritime Legislation Course	18 Hours
23.	1062	Assessment, Examination and Certification of Seafarers	10 Days
24.	5211	Crowd Management, Passenger Safety and Safety Training	3 Days
25.	5212	Crisis Management and Human Behaviour	1 Week
26.	3223	High Voltage Safety and Switch Gear at Management level	5 Days
27.	3123	High Voltage Safety and Switch Gear at Operational level	1 Day
28.	3122	Marine Boiler & Steam Engineering Course - Operational level	6 Days

29.	3222	Marine Boiler & Steam Engineering. Course - Management level	9 Days
30.	5311	Basic Training for Ships using Fuels covered within IGF code	4 Days
31.	5312	Advanced Training. for Ships using Fuels covered within IGF code	5 Days
32.	6221	Fast Rescue Boats	3 Days
33.	3611	Bridging Course for Existing Electrical Officers to ETO	16 Days
34.	1063	Train the Simulator Trainer Assessor	5 Days

II. IMO NEWS

New maritime labour convention amendments set to boost seafarers' conditions

Seafarers are set to benefit from improved working and living conditions following the adoption of important amendments to the Maritime Labour Convention (MLC), 2006.

The International Maritime Organization (IMO), which participated in the MLC Special Tripartite Committee meeting at ILO in Geneva (7-11 April) welcomes these developments.

The amendments reflect a continued commitment by the international community to ensure fair treatment, enhance safety and wellbeing at sea, and recognize the vital contribution of seafarers to global trade.

More specifically the meeting adopted the following amendments:

- Protecting seafarers against violence and harassment on board;
- Calling for the designation and recognition of seafarers as key workers;
- Strengthening the rights of seafarers with respect to shore leave, for the benefit of their health and wellbeing;
- Facilitating the movement of seafarers for the purpose of repatriation;
- Requiring States to cooperate and take due account of the IMO/ILO Guidelines on the fair treatment of seafarers in the event of a maritime accident, and the recently adopted IMO/ILO Guidelines on the fair treatment of seafarers detained in connection with alleged crimes;
- Recommending that ships have the most up-to-date medical information and guidance on board, to be available for the person responsible for medical care on board.

The amendments will now be submitted for approval at the next session of the International Labour Conference, taking place from 2 to 13 June 2025. If endorsed, they are expected to enter into force by December 2027. Alongside the amendments, the Special Tripartite Committee also adopted a number of key resolutions. Of particular relevance to IMO are the recommendations to extend the mandate of the Joint ILO/IMO Tripartite Working Group (JTWG), to conduct a final review to update the ILO/IMO Joint Database on Abandonment of Seafarers and continue cooperation on seafarers' welfare.

This meeting has underscored the power of tripartite dialogue and multilateral cooperation in delivering meaningful, effective solutions to global challenges.

IMO leads global shipping toward NetZero transition with new regulations

The new set of regulations, known as the "IMO Net-Zero Framework," takes a two-pronged approach: a global fuel standard that limits the greenhouse gas (GHG) fuel intensity of marine fuels, and a price placed on the GHG emissions from ships. IMO Secretary-General Arsenio Dominguez emphasized the global shipping industry's need for significant investment in technology and alternative fuels to achieve a net-zero transformation and drive sector-wide change at the Blue Economy Finance Forum in Monaco. The global shipping industry is preparing for a net-zero transformation that will have a sector-wide impact on everything from supply chains and business models, to ships, ports and the maritime workforce. IMO approved new regulations for net-zero ship fuels and emissions in April, set for adoption in October. Calls for investments in decarbonization are getting louder.

This includes investing in scaling up production of alternative fuels in large enough quantities to replace the 350 million tonnes of fuel oil currently burned by ships each year. Upgrading port infrastructure and bunker operations will also be required to safely provide clean energy for ships when they call at ports around the world. Early movers are already taking action. According to the World Shipping Council, there are at least 200 ocean liners (container ships) already in operation that can run on zero or near-zero emission fuels (ZNZ fuels), while close 80% of all new orders for container ships and vehicle carriers will have the same hybrid capability. The new set of regulations, known as the "IMO Net-Zero Framework," takes a two-pronged approach: a global fuel standard that limits the greenhouse gas (GHG) fuel intensity of marine fuels, and a price placed on the GHG emissions from ships. The regulations send a clear demand signal to fuel producers, while rewarding "first movers" shipping companies who take the risk to adopt low- and zero-emission solutions early, and who are then able to share their experiences and expertise with others. The IMO Net-Zero Framework works alongside earlier measures adopted by IMO to enhance energy-efficient ship design, operational improvements and carbon intensity ratings.

They will be reviewed every five years, with emission limits tightened over time. Dominguez highlighted that these regulations are mandatory, to be applied to all ocean-going ships trading internationally, regardless of their flag. There will be an impact on training, with nearly half a million seafarers requiring upskilling by 2030, and safety measures will need to be comprehensively updated to ensure fuels are deployed safely and efficiently.

III. ILO NEWS

Anglo-Eastern launches mission 30 to empower young maritime leaders

In light of the evolving crewing landscape, a tightening talent pool, and the increasing demands for diverse skillsets among seafarers, Anglo-Eastern is looking ahead to cultivate a young, agile workforce for management-level positions at sea.

Anglo-Eastern Univan Group, launches “Mission 30”, a bold initiative to increase the proportion of its management-level officers (i.e. Captain, Chief Officer, Chief Engineer, and Second Engineer) under the age of 30 from 1% to 30% by 2030.

In light of the evolving crewing landscape, a tightening talent pool, and the increasing demands for diverse skillsets among seafarers, Anglo-Eastern is looking ahead to cultivate a young, agile workforce for management-level positions at sea.

To ensure its seafarers receive comprehensive support and guidance on their career development, Anglo-Eastern set up a Career Care team comprised of some of its most experienced Marine HR leaders to drive its Career Care Programme launched in 2024. This strategic initiative equips seafarers with structured career pathways, personalised guidance, and future-proof skillsets to excel in a rapidly evolving maritime industry.

As part of Anglo-Eastern’s ongoing commitment to seafarer wellbeing and driven by its WE Care initiative, the Career Care Programme monitors and provides guidance to its seafarers about their career progression with specific focus on promotions to the next professional level, transition from ratings to officers, reskilling to a different type of vessel and transition to shore jobs.

Compiled every five years, the Seafarer Workforce Report released in 2021 by BIMCO and the International Chamber of Shipping pointed out the average age of officers serving at management and operational levels has increased since 2015. Moreover, the percentage of management-level officers under the age of 30 has been declining further in recent years.

“We’ve observed a shift in our workforce at sea – while most of our Chief Officers and Second Engineers were once under 30, today only about 1% of our management-level officers fall into this age group,” Vinay Singh, Group Managing Director of Marine HR at Anglo-Eastern, explained as the motivation behind Mission 30. “This trend poses a potential challenge as we gear up for the future – one that demands adaptability, digital fluency, and agility for innovations such as dual-fuel systems, AI integration, and smart ship technologies.”

Mission 30 consists of the following tools and measures to accelerate the professional growth of Anglo-Eastern’s seafarers.

- Personalised Career Ladder Map: Every officer receives a tailored and visualised roadmap highlighting the gap between their current position and their ideal career trajectory.
 - Targeted Training and Assessments: Focused programmes are in place to prepare officers for timely promotions.
 - Career Care Team Mentorship: Expert guidance is provided to seafarers on Certificate of Competency (COC) examinations, ship-type transitions, and long-term career planning. Newly promoted officers will be paired with well-respected peers as mentees and mentors.

To this date, more than 5,000 operational-level officers and cadets at Anglo-Eastern have been contacted to enrol in Mission 30.

Vinay Singh reaffirmed the company’s ongoing commitment to shaping a future-ready workforce and a better maritime future, “We invite all young seafarers to seize this opportunity – to grow faster, lead sooner, and become the next generation of maritime professionals. With the right support and ambition, we can help them reach new heights in their sea career before 30. We look forward to helping them get there.”

New guidance puts seafarers at centre of decarbonisation

In the rapid pursuit of decarbonisation and technological change, the fundamental burden for implementation of new technologies falls squarely on the seafarer.

With a lack of awareness in the industry about the impact on seafarers’ wellbeing and job satisfaction, ISWAN conducted a survey in 2023 of 400 seafarers and 55 shore-based staff around the world. In a report published last year and sponsored by The Shipowners’ Club, ISWAN shared its findings that although many seafarers were supportive of the aims of decarbonisation and willing to be active contributors, the rapid technological changes and regulatory regimes were having a substantial impact on workload,

fatigue and stress levels at sea. Concerns were also raised around potential criminalisation in the event of alleged breaches of new rules and regulations. The report highlighted the need to proactively plan for a seafarer-centred approach to the zero-carbon transition. Skilled, trained seafarers are vital to ensuring the maritime sector meets its environmental obligations, but if the costs to their wellbeing become too high, seafarers may leave, contributing to the sector's growing recruitment and retention crisis. ISWAN's new guidance sponsored by The Shipowners' Club, taking a seafarer-centred approach to decarbonisation: Guidance for seafarers and maritime stakeholders, provides practical ways in which seafarers can support their own wellbeing and that of fellow crew during the zero-carbon transition, and in which the maritime sector as a whole can foster environments that are supportive of seafarers' wellbeing and protective against the risks posed by rapid technological and regulatory change.

The guidance, written by Dr. Chris Haughton FNI FIMarEST FSET, emphasises the importance of valuing seafarers as experts and partners, and strengthening communication about technological change as part of a 'whole organisation' approach to connect ship and shore... (Brod, 1984). Addressing the need for an effective safety culture, ISWAN's guidance provides practical steps that maritime companies can take to invest in seafarer-centred working practices, such as reviewing crewing models to tackle fatigue, and prioritising psychological safety so that seafarers feel able to raise concerns or questions and have sufficient mechanisms to do so... Simon Grainge, ISWAN's Chief Executive, said: 'Many seafarers understand only too well the vital need for decarbonisation and are keen to play their part. There is a real opportunity for maritime stakeholders to capitalise on this motivation by partnering with seafarers as crucial drivers of the decarbonisation transition.'

Louise Hall, Director of Loss Prevention, Corporate Responsibility & Marketing at The Shipowners' Club, said: 'The Club is pleased to support ISWAN's latest guidance, which places seafarers at the heart of the industry's decarbonisation efforts... This guidance is a valuable resource in fostering a safe, resilient, and inclusive working environment during a time of significant industry change.'

First India's International Cruise terminal opens in Mumbai

India's first international cruise terminal located at Mumbai's Ballard Pier in Mazgaon, was inaugurated today, April 21, 2025 by Union Minister of Ports, Shipping and Waterways Sarbananda Sonowal. The terminal is developed by the Mumbai Port Authority (MbPA). The state-of-the-art terminal is spread over 415,000 square feet and can handle 500 cruise ships and up to 1 million passengers every year.

Daily, the facility can manage up to 10,000 travellers with the help of 72 immigration counters. The terminal can handle check-ins for up to five cruise ships simultaneously. The facility has been developed to not only cater to the growing number of domestic travellers but also to attract a larger share of international tourists to Mumbai and the surrounding metropolitan region.

As of now, nearly 300,000 Indians travel by cruise annually, mostly from foreign ports. The new terminal aims to change that, offering Indians an opportunity to begin international sea voyages directly from Mumbai... MbPA has signed a 30-year concession agreement with the operating partner, which includes a security deposit of ₹ 30 crores and an annual rent of ₹ 5 crore increasing by 5% each year.

The development work on the cruise terminal started back in 2018. Although the original completion deadline was set for July 2022, the project faced several delays due to funding and operational hurdles. However, with its completion now in sight, it is expected to transform Mumbai into a major hub for cruise tourism in South Asia.... During the inauguration ceremony on April 21, 2025, Minister Sonowal will also launched several other initiatives. This includes the newly redeveloped Sagar Upvan Gardens at Colaba and a shore-to-ship electric power facility that allows vessels to connect to onshore power, thereby cutting emissions and reducing the use of diesel generators while docked. A plot at Reay Road will be handed over to the Hare Krishna Mission for setting up a community kitchen.

The Jawaharlal Nehru Port Authority (JNPA), India's largest container terminal operator, will also be receiving office space in Mumbai for the first time at Mallet Bunder.

IV. SHIPPING NEWS

MSC container ship sinks off Indian coast, fears of oil spill

All 24 crew were rescued from the MSC Elsa 3 after it started listing 38 nautical miles from Kochi and later capsized. The Liberian-registered MSC Elsa 3 sank on 25 May at around 0750 hrs local time on 25 May off the coast of Kochi according to India's Ministry of Defence.

The MSC Elsa 3 was on a voyage Vizhinjam to Kochi when it developed a 26-degree starboard list. Initially 21 crew from the container ship were rescued by the Indian Coast Guard on 24 May. The Master, Chief Engineer, and 2nd Engineer stayed on-board the vessel and were rescued on Sunday morning by the Indian Navy vessel Sujata as the MSC Elsa 3 started to sink due to flooding one its holds.

"All crew members were safely rescued: 21 by the Indian Coast Guard and 03 by INS Sujata," the Indian Ministry of Defence said in a post on X.

There are fears of an oil spill 84.44 metric tonnes of diesel and 367.1 metric tonnes of fuel oil in the vessel's fuel tanks although as of Sunday morning the Indian Coast Guard said no oil spill had been reported.

The MSC Elsa 3 was reported to have 640 containers on-board 13 listed as containing hazardous cargo and 12 with calcium carbide. "The Indian Coast Guard has activated comprehensive pollution response preparedness and working in close coordination with State administration to address all possible scenarios. Indian Coast Guard aircraft equipped with advanced oil spill mapping technology are conducting aerial assessment of the affected area," the coast guard said on X on Sunday morning.

The 1997-built MSC Elsa 3 is owned and managed by the world's largest container shipping company Geneva-based MSC, according to Equasis. The 28-year old vessel's last Port State Control inspection was in Mangalore on 19 November 2024 when 5 deficiencies were found.

MSC owns a large number of elderly container vessels and as of November 2023 had 212 ships over 20 years old according to analysts Alphaliner.

Indian Coast Guard, Indian Navy rescue 24 crew members of MSC ELSA 3

All 24 crew members of Liberian-flagged container vessel MSC ELSA 3 were rescued safely - 21 by India Coast Guard and three by Indian Navy ship Sujata after the vessel sank off Kochi on May 24, 2025.

"The vessel was carrying 640 containers, including 13 containing hazardous cargo and 12 with calcium carbide," says the latest update on X from the Coast Guard. Additionally, the ship had 84.44 metric tonnes of diesel and 367.1 metric tonnes of furnace oil in its tanks.

"ICG has activated comprehensive pollution response preparedness, and is working in close coordination with state administration to address all possible scenarios. ICG aircraft equipped with advanced oil spill mapping technology are conducting aerial assessment of the affected area. As of now, no oil spill has been reported. ICG remains fully alert and committed to safeguarding marine safety and protecting the fragile coastal ecosystem of Kerala."

Coast Guard Mumbai had received a distress alert regarding the Liberia-flagged container vessel MSC ELSA 3 developing 26° list approx 38 nautical miles southwest of Kochi. The vessel departed Vizhinjam Port on 23 May 23, 2025 and was bound for Kochi with ETA on May 24, 2025.

"In the early hours of May 25, 2025, the vessel capsized rapidly, reportedly due to flooding in one of the holds. Three crew remaining onboard abandoned the ship and were rescued by INS Sujata, which joined operations last evening."

Centre to boost production of made-in-India merchant vessels, cut reliance on foreign ships

The Government of India has set the ball rolling to increase the fleet of large '*Made in India*' merchant ships with an eye on joining the league of the top maritime countries of the world over the next two decades...A situation like the recent three-day escalation between India and Pakistan can put ports on high alert, and may dissuade foreign ships from visiting Indian ports, thus harming trade. The government also feels that becoming a maritime power is an essential part of being a "*developed nation*" — something that the government hopes to become by 2027. "We need our ships to replace foreign ships, as the latter may stay away in an emergency, and that will harm our global trade. The policy of the government is to take strides in this direction over the next decade or two," said a highly placed source in the Ministry of

Ports, Shipping and Waterways... **Union Minister of Ports, Shipping and Waterways Shri Sarbananda Sonowal** said: *"India has everything it requires to be a global shipbuilding powerhouse. Our strategic location, technological expertise, demographic and cost advantage, and robust steel industry are there."* *"Further, recent radical policy reforms ushered in by our government by way of Maritime Development Fund, Shipbuilding Financial Assistance Policy, Shipbuilding and Ship Repair Clusters, infrastructure status to large vessels, customs duty exemption to components used in ship building and ship repair, comprise a comprehensive package to kick start a revolution to repost India's shipbuilding industry on the pinnacle of global shipbuilding arena,"* the Union minister said... *"The establishment of a new shipping company, in collaboration with state-run oil, gas, and fertiliser companies, aims to expand India's fleet by at least 1,000 ships over the next decade. This initiative will reduce reliance on foreign shipping services and cut freight costs by at least 33 per cent by 2047,"* says the ministry note... India is already a leading global player in ship recycling. In 2024, India was the second-largest global ship recycling nation by tonnage. India's share in the global ship recycling industry was around 33 per cent in 2023, accounting for one-third of the total global tonnage dismantled. The Alang Ship Breaking Yard in Gujarat is a major hub for ship recycling in India, responsible for dismantling a significant portion of retired ships. The next aim, thus, is to make India a leader in shipbuilding too – the idea being to strengthen the maritime triad of shipbuilding, repairing and recycling.

India now ranks third in building general dry cargo vessels for European short sea trade

The minister attributed this feat to Prime Minister Narendra Modi's "bold Maritime Amrit Kaal Vision 2047". "India's shipbuilding ambitions are no longer just on paper, they are taking shape in shipyards and recognised globally," the minister wrote on X, attaching an infographic of rankings.

From strategic reforms to skilling our workforce, every step taken by the Modi Govt. is making Make in India, Make for the World a reality. Our rise proves India means business and the world knows it," the minister supplemented in his X post. The Maritime India Vision (MIV) 2030 provides a comprehensive framework for the holistic development of India's maritime sector, encompassing ports, shipping, and waterways. MIV 2030 outlines 150 initiatives aimed at propelling India to global maritime leadership.

Its 10 interconnected themes, such as port infrastructure development, enhancing logistics efficiency, improving Indian shipbuilding tonnage, increasing coastal and waterway traffic, fostering technology innovation and policy support, promoting sustainability and global collaboration, address every facet of the maritime ecosystem, ensuring a well-rounded approach to transforming India into a leading maritime nation.

The status of MIV 2030 gets reflected through the progress made by the Indian Maritime sector over the past 3 years as outlined below:

Major Port Capacity increased from 1598 MMTPA in Financial Year 2022 to 1630 MMTPA in Financial Year 2024. Overall, Vessel Turn Around Time (TAT) reduced from 53 hours in Financial Year 2022 to 48 hours in Financial Year 2024.

Ship Berth Day Output increased from 16,000 MT in Financial Year 2022 to 18,900 MT in Financial Year 2024. Over the past three years, there has been a 37% increase in the Capital Expenditure to Rs 7,571 crore in Financial Year 2024 (from Rs. 5527 crore in Financial Year 2022) by Ministry of Ports, Shipping and Waterways including a 54 per cent increase in Gross Budget Support (GBS) to Rs 1,687 crore in Financial Year 2024 (from Rs 1,099 crore in Financial Year 2022) which is primarily towards the achievements of goals and targets outlined under MIV 2030.

In the past 3 years, around 75 port development projects have been awarded in Major Ports, which include projects for the enhancement of cargo handling capacity and operational efficiency.

Indian register of shipping achieves a milestone with first Korean owner vessel launch

The vessel is being constructed by Miraero Shipbuilding, Ltd for Dea Bu Marine Transport Ltd., and is intended for inter-island service along the Korean coast. Notably, the owner has voluntarily opted for IRS Classification, even though such vessels operating within Korean waters are not statutorily required to be classed. This unique choice underscores the owner's confidence in IRS and sets a precedent for the application of IRS services in this vessel category and regional trade. In the coming weeks, the vessel will undergo a series of critical surveys, including the inclining experiment and sea trials, which will be conducted in coordination with the Flag Administration. The final delivery is scheduled for the last week of June 2025.

Mr. Saikat Roychowdhury, Head of Operations, IRS said "This project is a testament to IRS's expanding global presence and our growing acceptance among discerning international owners. The decision by Dae Bu Marine Transport to opt for IRS Classification is both an endorsement of our technical capabilities and a significant step forward in serving vessels operating in Korean waters."

World's largest container ship MSC IRINA makes historic debut at Vizhinjam international seaport

The MSC IRINA, recognised as the world's largest container ship by TEU (Twenty-foot Equivalent Unit) capacity, docked at the Vizhinjam International Seaport on Monday morning and will be berthed till Tuesday. This monumental arrival marks a significant milestone for the seaport, which was dedicated to the nation by Prime Minister Narendra Modi on May 2.

The MSC IRINA boasts an impressive capacity of 24,346 TEUs, making it a formidable player in global shipping. With a length of 399.9 metres and a width of 61.3 metres, the vessel is approximately four times longer than a standard FIFA-designated football field. Designed specifically to facilitate the transportation of large volumes of containers between Asia and Europe, the MSC IRINA is pivotal in enhancing trade routes and logistics efficiency.

This vessel makes its maiden visit to a South Asian port, highlighting Vizhinjam's capabilities in handling Ultra-Large Container Vessels (ULCVs). The port has recently welcomed other Icon-class vessels, including MSC Türkiye and MSC Michel Cappellini, further establishing its reputation as a key hub in maritime trade.

The MSC IRINA was launched in March 2023 and embarked on its maiden voyage in April of the same year. It is engineered to stack containers up to 26 tiers high, offering unparalleled capacity in container stacking. Notably, the MSC IRINA surpasses its predecessor, OOCL Spain, by a margin of 150 TEUs. In alignment with contemporary environmental standards, the vessel is equipped with energy-saving features that contribute to a reduction in carbon emissions by up to 4%, significantly lowering its carbon footprint while maintaining operational efficiency.

The docking of the MSC IRINA at Vizhinjam International Seaport not only underscores the port's strategic importance in global shipping but also represents a leap forward in sustainable maritime practices, setting a benchmark for future developments in the industry

India supports the FoC regulation as MSC ELSA 3 tragedy hits hard

The FoC vessels, typically registered in jurisdictions such as Liberia, Panama, and the Marshall Islands, promise cost-efficiency and operational flexibility.

The Liberian-flagged MSC ELSA 3 capsized and sank off the coast of Kerala on May 25. India is targeting ships registered under so-called Flags of Convenience (FoC) regimes, claiming that the country must demand stricter international regulation of FoC regimes through the International Maritime Organization (IMO) in order to hold them responsible.

India's reliance on ships registered in FoC regimes for over 97 per cent of its export-import (EXIM) trade has quietly but alarmingly evolved into a critical vulnerability. It is a hidden risk in India's maritime trade due to our weak leverage over FoC vessels.

The FoC vessels, typically registered in jurisdictions such as Liberia, Panama, and the Marshall Islands, promise cost-efficiency and operational flexibility. But, behind this apparent commercial advantage lies a systemic erosion of regulatory oversight, accountability, and maritime sovereignty. The recent MSC ELSA 3 disaster off the Kerala coast offers a chilling illustration of the dangers embedded in this dependence.

To be sure, FoC registries are widely used in global shipping, accounting for nearly 76 per cent of the world's merchant fleet by deadweight tonnage or DWT. These registries typically offer lax regulatory environments, permitting shipowners to circumvent stringent labour laws, environmental obligations, and safety protocols.

A vessel owned in one country, operated from another, and flagged in a third, with little to no regulatory coherence between them, is increasingly the norm. India, which depends on such ships for an overwhelming majority of its international trade, has little say in their operation or safety standards. When things go wrong, as it did with the MSC ELSA 3, the costs are borne not by the flag states, but by coastal nations. The Liberian-flagged ELSA 3 had a murky record: multiple name changes, a long list of port state deficiencies, and a cargo manifest including 12 containers of calcium carbide, a highly dangerous substance.

After the vessel capsized, Liberia, the flag state, refused to participate in the investigation. While technically permissible under the United Nations Convention on the Law of the Sea (UNCLOS), such non-participation exposes the glaring shortcomings of the FoC model.

Such a lopsided burden-sharing structure is deeply problematic for a country like India, which is aspiring to be a global maritime hub and a responsible coastal state. FoC ships are frequently crewed by underpaid, undertrained personnel from multiple nationalities, making enforcement of labour standards and safety training extremely difficult.

Several reports have flagged discrepancies in crew competency, falsified certifications, and weak safety cultures aboard such ships. Indian Port State Control inspections frequently cite such issues, but with limited capacity and jurisdiction, enforcement is often superficial.

India's dependence on FoC ships also means a diminished role for its domestic shipping industry, weakening the strategic and economic resilience of the nation. At a time when geopolitical and climate risks are rising, this lack of sovereign control over vessels operating on national trade routes is a strategic liability.

India must call for tighter international regulation of FoC regimes through the IMO and allied maritime conventions. The current overdependence on FoC ships may appear economically expedient, but it is strategically reckless and environmentally dangerous.

Crew Missing and Injured as Fire Spreads on Wan Hai Ship Off India

The Indian Coast Guard and Navy are responding to an unfolding situation as a fire is burning on a Wan Hai containership off the west coast of India. Initial reports are that four crewmembers are listed as missing while 18 were rescued from a lifeboat and life raft, some with serious injuries, and were expected to be evacuated to India. In updated reports from the Indian Coast Guard the fire is continuing to spread on the abandoned vessel.

The authorities received a report at approximately 1230 local time on June 9 of a fire in one container that was spreading to others aboard the Singapore-flagged containership *Wan Hai 503* (51,300 dwt). Images appear to show containers askew and burning on the forward part of the ship with reports in the media that at least 40 to 50 containers went overboard. At least one container is upside down and the door is open on another container. Later photos show the more containers consumed in the fire.

Media reports are saying there were multiple explosions aboard the vessel. The ship is reported to be transporting various hazardous materials, including flammable liquids and solids, spontaneous combustible substances, and toxic substances.

In a later update, the Indian Coast Guard said the situation remains critical and that all efforts are being made to stabilize the vessel. They are reporting that dense smoke is continuing to billow from the ship as the fire appears to have spread, raising fears of secondary explosions.

A call went out for assistance from passing vessels and the *ONE Marvel* containership diverted along with the *MSC Ambra*. The surviving 18 crewmembers have been transferred from lifeboats to an Indian Navy ship and are now en route to New Mangalore Port. The Indian media is reporting two are seriously injured and three others have less serious injuries. A search was ongoing for the missing crewmembers, which are reported to include two from Taiwan, one from Indonesia, and one from Myanmar.

The Indian Navy sent one vessel to assist. The Coast Guard also dispatched five ships and aircraft have also been sent to survey the scene.

The *Wan Hai 503* is reported to be approximately 78 nautical miles southwest of the Kerala region of India. The vessel had departed Colombo on June 7 and was heading to Mumbai where it was due on June 10.

V. HEALTH ZONE

Seafarers Happiness survey underscores the pressures felt by crews of older vessels

The Mission to Seafarers' latest edition of its quarterly Seafarers Happiness Index has revealed a steadying in seafarer satisfaction, marking a small rise as the survey enters its 10th year. The first quarter 2025 report shows an overall rise in seafarer happiness to 6.98 out of 10, up from 6.91 in fourth quarter 2024. Despite positives, some key concerns were raised in the survey such as the increasing pressures faced by crew aboard older vessels, where mounting maintenance demands are straining already limited resources and impacting morale. The latest survey identifies safe manning as the most critical concern for seafarers. Respondents described how diminishing crew sizes combined with aging vessel infrastructure create an unsustainable equation. Many reported having to implement triage systems for maintenance tasks, addressing only the most urgent repairs whilst routine upkeep falls behind. This pattern creates cascading technical challenges that seafarers described as 'overwhelming' and 'demoralizing', affecting both operational safety and personal wellbeing.

Training also emerged as a concern in during the quarter. While many seafarers acknowledged access to some development opportunities, others expressed a desire for training that feels more grounded in reality. There is a clear call within the latest edition of the Index for more consistent, practical, and scenario-based instruction that builds real confidence, not just theoretical knowledge, especially in high-stress or emergency situations. For many, the gap between training and lived experience directly affects their sense of safety and preparedness at sea.

The impact of workload and stress continues to be one of the most significant personal stressors to be reported...Several respondents voiced a growing frustration that operational efficiency is often prioritised over human wellbeing, leaving little room for rest or recovery... Shore leave limitations continue to be a deeply felt frustration. Finally, the emotional toll of prolonged contracts and limited connectivity only deepen the sense of disconnection from loved ones. Seafarers reported heightened levels of homesickness and emotional strain, with many calling for better communication options and more balanced rotation schedules. Despite these pressure points, many seafarers continue to find fulfilment in their work. Strong teamwork and camaraderie were frequently mentioned as key to a positive on-board atmosphere. Many seafarers also enjoy the technical aspects of their roles, while the ability to support their families financially is a major motivator.

Ben Bailey, director of program, The Mission to Seafarers, said: "Addressing challenges like aging vessels, inadequate training, and restricted shore leave is not just a matter of welfare – it's essential for operational performance and future-proofing the sector. When seafarers are overburdened with the constant demands of maintaining aging ships, often with limited support with antiquated tools, their morale and wellbeing clearly suffer, as does the safety and efficiency of operations on board. "These issues are clearly interlinked. Neglecting seafarers compromises the reliability of global maritime trade. If we want a resilient and sustainable industry, we must act decisively, by investing in vessel upkeep, prioritizing targeted, hands-on training, and ensuring crews have access to rest, support, and meaningful connections ashore and at home. As the Seafarers Happiness Index marks its 10th year, these latest findings are a powerful reminder that the human element remains the foundation of maritime success. The health of our workforce cannot be an afterthought."

VI. ARTICLE INDEXING

Empowering women and leading innovation

Akanksha strongly advocates that maritime corporates must invest more in women, and ensure equal representation of women at their workplaces and in the boardrooms.

When Akanksha Batura Pai graduated from the National University of Singapore (NUS), none of her batchmates chose maritime or logistics as a career option. She was an outlier. Years later, Akanksha not only feels vindicated but also looks back with a sense of pride over her decision to join the maritime industry.

She has made a mark in the industry with her commendable achievements and has been ranked number one among Top 100 women in shipping. A tenacious maritime professional with experience in shipping, logistics and transportation, Akanksha is the IMO Goodwill Maritime Ambassador representing Singapore, council member of Singapore Shipping Association (SSA), and Executive Director of Sinoda Shipping Agency, overseeing the company's strategy and growth.

She is also strategy head for Raks International and TransAsia Marine Services and advisor, Sailor's Cart Pte Ltd. In these roles, she is committed to digitizing the maritime services industry, building the talent pipeline and developing an inclusive and sustainable strategy for the companies.

She is also a global ambassador of Mission to Seafarers, member of the Mission to Seafarers Singapore Committee and Nautical Institute Singapore Branch Committee, Maritime SheEO Ambassador, and spearheading Women in Logistics Community at Singapore Logistics Association (SLA).

To encourage other SME shipping organizations to embark on the digitalization journey, Akanksha has been featured in Singapore's Maritime Port Authority (MPA) and Enterprise Singapore's Go Digital videos and marketing collaterals to share her experience at Sinoda.

Recipient of an Honorary Professional Doctorate from the European International University, Paris, Anushka's career saw her go places and prove her mettle in every responsibility that came her way. She has a proven track record of driving efficiency, improving processes, and leading cross-functional teams. She has also been a very passionate industry volunteer and advocate, driving positive change through community engagement.

A strong community builder, connecting professionals and fostering collaboration to drive sustainability, diversity, and innovation, Akanksha is also the liaison officer for the Honorary Consulate-General of the Republic of Malta in Singapore.

Akanksha is a mentor at Pier71 and also for students through Singapore Maritime Foundation (SMF). She is on the NTU Maritime Business Society Board of Advisors, NUS Business School Alumni Association Director on BOD and NUS Campus Couples Alumni Group Chairperson.

She has won various awards from her alma maters and the industry that validate her work.

She is convinced that the industry will be making rapid changes in the next few years in terms of gender equality, digitalisation and decarbonisation. Akanksha strongly advocates that maritime corporates must invest more in women, and ensure equal representation of women at their workplaces and in the boardroom.

VII. NEW ARRIVAL

MHS & BACA Projects 2025

Sl.No	Accn. No	Title	Projected by
1	R133	Relevance temperature control in food safety	Pithe C N,,
2	R132	Consumption pattern of cereals In Uttarakhand	Mehar, A,,
3	R134	Compliance of FSSAI guild lines in restaurants in Uran	Mumbaikar, S R,,
4	R135	Micro management of staffing in hotels	Sarang, S,,
5	R136	Uses of green energy in hospitality industry	Patil, A P,,
6	R137	Challenges faced by entrepreneurs in the quick service restaurant	Bagwe, S V,,
7	R138	Women empowerment on merchant ship's	Thali, S A,,
8	R139	Importance of grooming and personal hygiene in hospitality industry	Singh, A S,,
9	R140	A feasibility on opening cloud kitchen in ulew	Koli, S P,,
10	R141	Comparative on efficiency of kitchen equipment	Joshi, S D,,
11	R142	Impact of information technology on hospitality industry	Koli, S M,,
12	R143	Improving life cycle of linen in hotels	Nangare, R N,,
13	R144	Environment impact of commercial kitchen exhaust	Liyaqat, A S,,
14	R145	Ergonomics of uniforms in the industry	Thakur, S S,,
15	R146	Impact of social media marketing on the hospitality industry	Bhoir, H P,,
16	R147	A study on menu engineering and its impact on kitchen operations	Singh, S,,
17	R148	A study of regional Uttaranchal cuisine	Nautiyal, M,,
18	R149	Enhancing food safety in street food	Koli, V N,,
19	R150	Controlling overhead cost in restaurant business	Singh, A P,,
20	R151	Alcohol consumption in rural and urban areas	Koli, S V,,
21	R152	Handling food Intolerances and Food Allergies in Food Outlets	Banda, R D,,
22	R153	Role of Hygiene and Cleanliness in Hospitality Industry	Qureshi, M A,,
23	R154	Grapes Farming Challenges and Opportunity	Shirsat, S A,,
24	R155	A study on Control of management in hotels	Savardkar, A A,,
25	R156	Developing Dhanaulti as A Tourist Destination	Singh, K,,
26	R157	Contribution Of Cocktails to Revenue in Restaurants	Kirve, A R,,
27	R158	Uplifting the Standards of Hospitality in Kashid	Khedekar, S,,
28	R159	A Study on Occupational Health and Safety Hotel Industry	Salgar, R B,,
29	R160	Study on Convenience Food Used in Indian Kitchen	Patil, S S,,
30	R161	Kitchen Hazards Causes and Control	Rade, S R,,
31	R162	Study on Developing Adventure Sports Tourism in Kokan	Raut, Y R,,
32	R163	A Comparative Study on Polishes Used in Hotel Industries	Tramu, S,,
33	R164	The Role of Glycemic Index & Glycemic Load in Diet Management	Patra, P,,
34	R165	A Study on Efficient Maintenance of Kitchen Equipment	Shelar, O B,,
35	R166	Comparison Between Stand-Alone Restaurant & Restaurant Chain	Sawant, A S,,
36	R167	A study on Relevance of Food Presentation in Fine Dine Restaurants	Shaikh, K,,
37	R168	Fields to fine Dining : A Possibility of Mahabaleshwar	Mohite, R D,,
38	R169	Chaudfroid in Indian Cuisine	Kadam, D J,,
39	R170	Accuracy of Labels on food Products	Koli, S,,
40	R171	To Study the History and Evolution of Japanese	Jyrwa, A C,,
41	R172	Chemicals used in Housekeeping & Their Effects on Environment	Patil, S C,,
42	R173	Alcohol use in Asian and European Cuisines	Koli, S R,,
43	R174	Signature cocktails as A Revenue Booster	Koli, H M,,
44	R175	Entrepreneurial opportunities in Butchery	Ghanwat, A V,,
45	R176	Effects of Packaged Food on Early Childhood	Bhagat, V G,,
46	R177	The Authenticity of Continental Dishes Prepared in Restaurants	Bhagat, S C,,

47	R178	Effects of Salads on Health	Tandel, K D,,
48	R179	Study on the Business Model of Oyo Rooms	Kadam, S K,,
49	R180	Feasibility Study on Opening of Food Restaurant in Ulwe	Gharat, L S,,
50	R181	Relevance Co-Ordination between all departments in Hotel Industry	Yadav, A P,,
51	R182	Influence of Social Media in Indian Tourism	Quresshi, A I,,
52	R183	Comparative Study of Natural Cheese and Processed Cheese Available in Market	Taware, A H,,
53	R184	Awareness of Vegan Cuisine in Restaurants in Navi Mumbai	Solanki, D D,,
54	R185	Effect of Fast-Food Culture on Fine Dine Restaurant	Gharat, P P,,
55	R186	Indian traditional Food Service in fine dine Restaurants	Mhatre, G R,,
56	R187	Authenticity of ethnic cuisine recipes in restaurants	Panchal, S,,
57	R188	Flavor pairing for chocolate	Yendarkar, H K,,
58	R189	The use of Insects as in alterative protein source in culinary applications	Babu, S,,
59	R190	Dealing with taboo food in Indian restaurants	More, A,,
60	R191	Role of accessibility of food in diet planning	Kamble, A,,
61	R192	Study on authentic Indian cheeses	Tikhe, V,,
62	R193	Impact of media on food choices	Shaikh, N,,
63	R194	Gastronomic trends in Indian cuisine	Salvi, P S,,
64	R195	Food waste reduction on commercial kitchen	Patil, S P,,
65	R196	Effects of food colour on health	Jogi, K A,,
66	R197	Impact of convenience food in industry	Jadhav, S M,,
67	R198	Relevance of a larger kitchen in Mumbai	Ghodinde, S S,,

VIII. NEW PUBLICATION

- | | |
|---|-------------|
| 1. Model Course: General Operator's Certificate for GMDSS, 2025 Edition . | 30 May 2025 |
| 2. Facilitation Convention (FAL), 2024 Edition, Chinese (digital only) | 20 May 2025 |

Future publication

- | | |
|---|-----------|
| 1. Model Course: Restricted operator's certificate for the Global Maritime Distress and Safety System (GMDSS) | June 2025 |
|---|-----------|

QUOTES

Vision without action is merely a dream; action without vision is merely passing time; but vision and action together can change the world.

If you try to please everyone, you will please no one. It is impossible to lead your life for other's happiness.

The shortest distance between two people is not a straight line. It's a curve called SMILE. The more you bend this curve, the distance gets that shorter!

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

Editor

Mr. Ram Chandra Pollai, Librarian