

3RD EDITION OF e-NEWSLETTER OF THE DGS, GOI, JANUARY, 2017



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MINISTRY OF SHIPPING,
DIRECTORATE GENERAL OF SHIPPING,
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e-Newsletter of the DGS, Govt. of India
(A quarterly e-newsletter of the Directorate General of Shipping, GoI)

Patron	Dr. Malini V.Shankar, IAS, DG Shipping & ex-officio Addl. Secretary to the GoI	<p><i>Editorial...</i> Transport is a basic infrastructure for development and Shipping is an integral part of it. Because of important role of merchant marine in national economy, the merchant shipping has been considered as indispensable for commercial, economic and industrial development. In this regard, undoubtedly, merchant ships and seafarers are the significant factors that are responsible for effective delivery of services.</p> <p>The seafarer's role in maritime safety, pollution control and in operation of ships is unique. The nature and conditions of life and work of seafarers are distinguished. This led the International Labour Organisation (ILO) to adopt Conventions and Recommendations setting labour standards specifically for the maritime sector. The Maritime Labour Convention (MLC) consolidates these, setting out seafarers' rights to comfortable conditions of work. It is a pleasure that the Government of India has ratified MLC on 09.10.15 and same has come into force for India with effect from 09.10.16. The Indian Maritime Administration has already authorized Recognized Organisations (IRS, ABS, LR, DNV, BV, NKK, KR RINA) as detailed in MS Notice 16 of 2016 dated 08/12/2016, to issue Maritime Labour Certificate.</p> <p>It is a fact that the seafarer is closer to the problem than anyone else involved in the maritime sector. Whenever something goes wrong, it is always the seafarer who suffers the consequences first. Seafarers, from time to time, have been strictly advised to avoid unauthorized agents for recruitment and placement services, on board. Inter-alia, a platform 'concurrent grievance redressal feedback mechanism' has been made available to the seafarer for any assistance, the DGS welcomes grievance and feedback from them</p> <p>The e-newsletter is a communication tool of the DGS and is used to disseminate information to its members and stakeholders. Any suggestion to improve the newsletter is most welcome.</p> <p style="text-align: right;">---GL Singh</p>
Advisory Board	1.Shri Amitabh Kumar, IRS, Addl. DG Shipping. 2. Shri B.R.Shekhar, Chief Surveyor 3. Shri Suresh Kumar, Chief Ship Surveyor. 4.Capt. K.P.Jayakumr, Dy Nautical Advisor.	
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***Director General of Shipping
& ex-officio Additional Secretary
to the Government of India,
Ministry of Shipping, Mumbai***

Dr. Malini V. Shankar, IAS (MH : 1984), has taken over the charge as **Director General of Shipping & ex-officio Additional Secretary to the Government of India**, Ministry of Shipping, Mumbai on 19.12.2016.

Prior to this appointment, she was **Additional Chief Secretary, Government of Maharashtra** in-charge of Revenue, Relief and Rehabilitation Department. Under her dynamic leadership and guidance, various policies, guidelines have effectively been laid down for disaster management/ mitigation program, as a part of Govt.'s commitment to build safer and more resilient communities.

In her earlier assignment as Additional Chief Secretary, Environment, she took up challenges to resolve the issues regarding Environment clearances, Coastal Regulation and Management Plans, Climate Change, Prevention of water and air pollution, Wetland Conservation and Consent to operate.

As **Principal Secretary, Water Resources**, she contributed immensely towards management of dams and canals, allocation of water, resources, improved water efficiency, promoting participative irrigation management, etc.

She has been a scholar in structuring of policy and implementation for drinking water supply and sanitation in the State of Maharashtra - both Urban and Rural. Her initiatives "water for all" and "Urban Water Reforms" have impassable impression amongst the public.

While functioning as **Development Commissioner, Industries**, she was an instrumental in promoting investments in Maharashtra - large, medium and small industries, as well as the Industrial Clusters Programme.

Discharging her duties as **JDC, MEPZ**, Government of India, Ministry of Commerce, she was responsible for enhancing FDI into the Region and exports from the Region.

She holds Doctor of Philosophy (Ph.D.), Public Policy - Institutional Economics from the prestigious IIT Madras.

The editorial team *on behalf of the Directorate General of Shipping, Government of India, and the entire shipping fraternity*, warmly welcomes her as DG Shipping with the immense hope that she would take the Indian Maritime Sector to new heights.

...Editorial team of e-newsletter (Helpdesk cell)



**DIRECTOR GENERAL OF SHIPPING
& EX-OFFICIO ADDITIONAL
SECRETARY TO THE GOI, SPEAKS...**

Shipping has long been the major form of transportation, as well as an essential communication link connecting coastal cities, countries and continents. Currently, around 90% of world trade is carried by the international shipping industry. Maritime activities need to expand, bringing benefits for people across the world.

2. The maritime sector would benefit from management systems so as to ensure its long-term sustainability, as well as the implementation of national and international regulations and instruments to address some still-unsolved issues and potential problems that might emerge in the near future. Considering this, the Admiralty (Jurisdiction and Settlement of Maritime Claims) Bill, 2016, a long awaited statute bearing a very salient & practical relevance for the maritime community, has been introduced in Parliament. This Bill will streamline the admiralty jurisdiction. Similarly under a task of a new codified, modern, rationalized, simplified and user-friendly Merchant Shipping legislation in India, the Merchant Shipping Bill, 2016, was introduced in the last session of Parliament. This is expected to simplify procedures and processes.

3. In terms of global scenario and India's sustainable economic development, ease of doing business is acknowledged to be of critical importance. Stressing the need to create an environment support for fostering of an ease of doing business, facilitation of trade, hassle-free movement of Indian flag ships/vessels across Indian ports, the Indian Maritime Administration has decided to dispense with the requirement of producing statutory certificates and documents for the purpose of port clearance, subject to a declaration-cum-undertaking.

4. Engaging continually new tools and technology into the examination system, the Directorate has introduced electronic tablet for writing the examination for grant of various grades of CoC of NCV in place of conventional system of writing examination on paper. The paperless digital technology step has been initiated to enhance transparency and reduction of reliance on paper records.

5. **Seafarers** and professionals working on ships play an important **role** in maritime sector. In an attempt to provide facility to the seafarers and stakeholders, a concurrent feedback mechanism has been operationalised and currently, more than 1400 queries have been replied to. This has become an advantageous platform for them to record their grievances for early redressal and necessary feedback.

6. DGS e-newsletter being an appropriate platform to deliberate and publicize the relevance information of maritime sector. I wish this venture a grand success.

(Dr. Malini Shankar, IAS.)
Director General of Shipping
&
ex-officio Addl. Secretary to the GoI,

EXTENSION THE VALIDITY OF REGISTRATION, SURVEY AND CERTIFICATION OF INDIAN FISHING BOATS BY THE MMDs AND MARITIME STATES & UNION TERRITORIES

Reckoning the convenience of Indian flag fishing boat owners to undertake change of registry from the present Registrars to the respective new Registrars under the Maritime State/ UT Administrations concerned, factoring the administrative convenience of the jurisdictional Maritime State/ UT authorities and also taking into account that the latter may, as yet, not be fully equipped to deal with the aforesaid works, the Directorate General of Shipping, extends the validity of its preceding DGS Order No. 1 of 2015. DGS order No. 6 of 2016 dated 9.11.2016 may please be referred to.



NEW GUIDELINES AND PROCEDURES FOR THE CONDUCT OF APPROVED PRE-SEA COURSES FOR TRAINING OF SEAFARERS IN INDIA

Directorate General of Shipping has issued DGS Order No.07 of 2016 in supersession of DGS Order No.2 of 2007, new guidelines and procedures for the conduct of approved pre-sea courses for training of seafarers in India. The guidelines have come into force with immediate effect.



THE GOVERNMENT LIFTED THE BAN ON APPROVAL OF:

(i) MODULAR, SIMULATOR AND POST SEA COMPETENCY COURSES :

The Director General of Shipping has revisited the Training Circular No.5 of 2007, regarding approval of post-sea and modular courses. The DGS and Competent Authority is pleased to decide to lift the ban for approval of Modular, Simulator and Post Sea competency courses for training of seafarers in India as per guidelines vide DGS Order No.5 of 2016. These guidelines have come into force with effect from 1st November, 2016.



These guidelines have been framed to give full and complete effect to the implementation of the amended provisions of International Convention on Standard of Training, Certification and Watch-keeping, 1978 as adopted by the conference of Parties to STCW Convention in Manila on 25th June, 2010 and the M.S. (STCW) Rules, 2014 under the provision of the Merchant Shipping Act, 1958.

(ii) G.P. RATING MARITIME TRAINING COURSES :

In supersession of DGS Training Circular No. 4 of 2015 (F.No.3-TR/(15)/2003) dated 07.05.2015 and preceding training circular no. 9 of 2010 (F. No. 11-TR(25)/2008) dated 07.09.2010 (wherein a ban was imposed on the approval for new G.P. Rating maritime training institutes-cum-capacity enhancement thereof in the extant such institutes and syllabus of G.P. Rating courses) the Competent Authority has issued new circular (Training branch circular No. 08 of 2016) lifting the ban for the G.P. Rating course from the date of issue of this circular.



FOSTERING AN EASE OF DOING BUSINESS, HASSLE-FREE MOVEMENT OF INDIAN FLAG SHIPS/ VESSELS, REGISTERED UNDER THE MS ACT, 1958

The objective of the Merchant Shipping Act, 1958, as amended, is to, inter-alia, foster the holistic development and growth of the merchant shipping sector and ensure a safe and efficient Indian mercantile marine in a manner best suited to serve the Indian national interests;



The Indian registered ships and other ships were required to produce certificates and documents prescribed under the Merchant Shipping Act, 1958 for the purpose of port clearance. For fostering an ease of doing business, the Competent Authority has dispensed with this requirement at all Indian ports for port clearance. This is subject to submission of a declaration-cum-undertaking duly signed by Master of the ship stating that all the said statutory certificates are valid and also that there are no overdue survey(s) or audit(s) in respect of the ship. The declaration-cum-undertakings will be verified by the jurisdictional Mercantile Marine Departments (MMDs), if so required. DGS Order 08 dated 30.11.2016 may please be referred to.

**GUIDELINES FOR
FOREIGN FLAG
PASSENGER VESSELS
IN THE INDIAN
WATERS**



Foreign Flag passenger vessels are being deployed in the Indian waters for the transportation of passengers between different ports in India, with licenses issued by DGS, Government of India, under section 406 or 407 of the MS Act, 1958, as amended. While permitting such foreign passenger vessels in the Indian waters, the DGS, GoI has to ensure that minimum maritime safety, security and pollution prevention standards prescribed for such vessels, and their passengers & crew by the international Maritime Organization are followed. In view of this the Director General of Shipping, GoI, being the national Maritime Administrator, in pursuance of the powers conferred on him under sections 406 & 407 of the MS Act, 1958, as amended, sets the conditions for the grant of permissions/ licenses to foreign flag passenger ships under either of the said sections, i.e.406 or 407 of the M.S. Act 1958, vide SD Circular 07 of 2016 dated 02.12.2016..

PLEASURE CRAFT: GUIDELINES / INSTRUCTION



The Director General of Shipping, Government of India issues (Order No. 7 of 2016 dated 30.11.2016) the guidelines/instructions for the construction, survey, certification and operation of pleasure crafts, for the purpose, till separate rules for the safe operation of pleasure crafts are notified.

THE ADMIRALTY (JURISDICTION AND SETTLEMENT OF MARITIME CLAIMS) BILL, 2016; AND
THE MERCHANT SHIPPING BILL, 2016
ARE IN PARLIAMENT.



(1) THE ADMIRALTY (JURISDICTION AND SETTLEMENT OF MARITIME CLAIMS) BILL, 2016

The Admiralty (Jurisdiction and Settlement of Maritime Claims) Bill, 2016 has been introduced in the Lok Sabha on 21.11.16, for consideration of the House. The proposed Bill consolidates the existing laws relating to admiralty jurisdiction of courts, admiralty proceedings on maritime claims, arrest of vessels and related issues. It will replace the four archaic civil admiralty statutes of British era. The repealing of four admiralty statutes is in line with the Government's commitment to do away with archaic laws which are hindering efficient governance.

(2) THE MERCHANT SHIPPING BILL, 2016

The Merchant Shipping Bill, 2016 has been approved by the Union Cabinet on 23.11.16. The Bill was introduced in the Lok Sabha on 16.12.16. The new legislation will repeal the existing Merchant Shipping Act, 1958 and Coasting Vessels Act, 1838. The provisions of the Bill will simplify the law governing the merchant shipping in India. Further, certain redundant provisions will be dispensed with and remaining provisions will stand consolidated and simplified so as to promote ease of doing business, transparency and effective delivery of services.

The significant reforms that will usher in, upon enactment of the Bill, are:

A. Augmentation of Indian tonnage promotion/ development of coastal shipping in India by:

- a) allowing substantially-owned vessels and vessels chartered on Bare Boat-cum-Demise (BBCD) contract by Indian entities to be registered as Indian flag vessels;
- b) recognizing Indian controlled tonnage as a separate category;
- c) dispensing with the requirement for issuing of licenses to Indian flag vessels for coastal operation and for port clearance by the Customs authorities; and
- d) making separate rules for coastal vessels to develop & promote coastal shipping in India.

B. Introduction of welfare measures for seafarers, such as:

- a) seafarers held in hostage captivity of pirates will receive wages till they are released and reach home back safely;
- b) owners of vessels to compulsorily take insurance of crew engaged on vessels including fishing, sailing without mechanical means of propulsion and whose net tonnage is less than 15; and
- c) The requirement of signing of articles of agreement by the crew before the Shipping Master will no longer be necessary.

C. Registration of certain residuary category of vessels not covered under any statute and to make provisions for security-related aspects.

All the seagoing vessels will be required to be registered under the new legislation, so as to secure the safety and security.

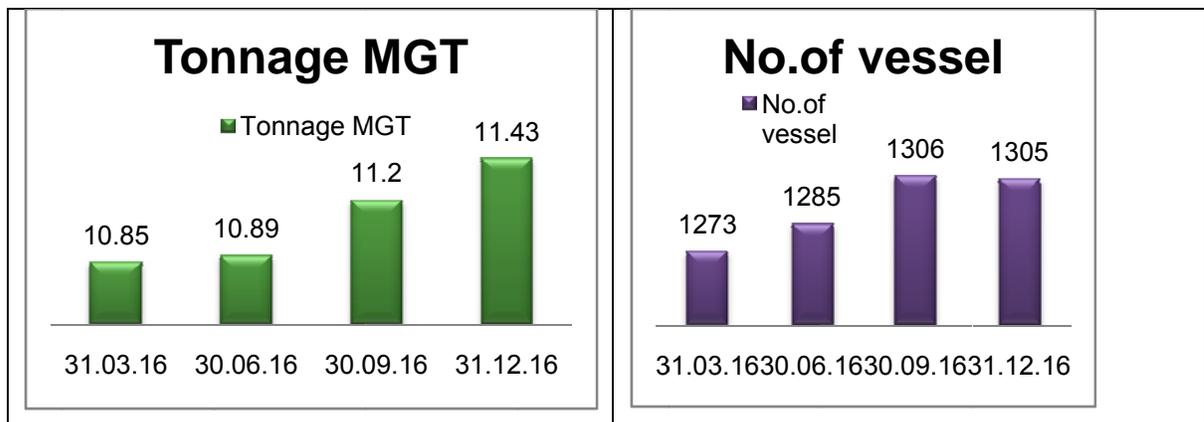
D. Incorporation of new international Conventions:

Seven new IMO Conventions have been incorporated in the Bill. Besides, the provisions for survey, inspection and certification of vessels which were scattered in various Parts of the existing Act are placed together to provide for a simplified regime for convenience of Indian shipping industry.

INDIAN SHIPPING TONNAGE



The Indian ships including Indian controlled ships with her tonnage position in million GT are visualized in the graphs hereunder:



**NCV EXAMINATION ON
TABLET – A FANTASTIC STEP
IN DIGITAL TECHNOLOGY:**



The Directorate has been continually engaged in adaptation and introduction of new tools and technology in the examination system for grant of various grades of CoC. One such step was to introduce the electronic tablet for written examination in place of conventional system of paper-based written examination.

For the purpose of easy and fast assessment of subjective answers of candidates in a holistic and uniform manner, enhanced transparency and reduction of reliance on paper records, the DGS has decided to introduce the paperless digital technology in the written examination system for conduct of all grades of NCV examination. The candidates will write the answers on tablets and the evaluation will be done online, excepting papers where specialized drawings or data that are not supported on tablets due to current technological limitations. Engineering circular No.133 of 2016 dated 25.11.2016, may please be referred for details.

PORT STATE CONTROL-TARGET HIGH RISK VESSELS:

The Indian waters were well protected for safety, security and pollution prevention by foreign ships touching our ports. All together 132 ships of foreign flag were inspected and 06 of them were detained for non-compliance with international regulations. 75 Indian ships were also inspected for compliance with various regulations out of which 09 ships had been detained. All these cases were meticulously handled and reported. Meanwhile, 03 Indian ships were detained at foreign ports. Efforts were made to ensure that the Port State Control inspectors target high risk vessels touching our ports.

SAFETY MANAGEMENT SYSTEM:

With an objective to provide a structured management approach to control safety risks in operations, 08 new companies have been issued interim Document of Compliance certificate, 07 full term Document of Compliance were issued to companies and 45 Safety Management certificate were issued to ships.

ENGINEERING EXAMINATION- MOST TRANSPARENT SYSTEM:

- (1) All oral examinations are in a fair means, conducted with external examiners and under CCTV coverage making the examination system one of the most transparent in the world. The recording of the oral examination can now be reviewed on request from an aggrieved candidate.
- (2) All written examination is also conducted under CCTV coverage and answer scripts are evaluated by external examiners.

CERTIFICATE OF COMPETENCY (CoC):

The engineering examinations were conducted as planned and results delivered in time by all the MMDs. A total of 1638 Certificates of Competency were issued during the quarter Oct'16 to Dec'16 for all grades of engineering exams and is comparably more than those issued in the earlier quarters of the year. The screening and evaluation process is robust and only competent candidates are certified, thus maintaining quality. On an average 26.2 % of the candidates successfully cleared the exams in the months of October and November 2016.

**ADVISORY TO ALL
SEAFARERS (PRESENT &
PROSPECTIVE)**



In view of the rise in number of complaints received from seafarers regarding cheating by unauthorized agents under pretext of offering placement on board the vessels, the DGS has issued notice to all seafarers, with the advice that placement through unauthorized agencies should, strictly be, avoided. It has also been advised that the seafarers may get their placement on ships including foreign flag only through registered placement and service agencies. List of such approved agencies is available in the website www.dgshipping.gov.in. Before considering any offer of appointment from placement agencies, the seafarers must check the website of DGS and ascertain whether such agency is registered or not. This may be noted by all concerned.

CLARIFICATION IN RESPECT OF THE ADVISORY IN TRANSACTION COSTS IN EXIM TRADE:

With an aim to redress the grievances of the EXIM traders regarding the lack of transparency and the arbitrariness of the transaction charges, the DGS, after detailed consultation with the stakeholders and the consensus emerging therein, issued clarifications in respect of the advisory vide letter No. MTO-2(1)/2015 dated 26.12.16.

RELAXATION/ RECOGNITION OF SEA SERVICE OF SEAFARER EMPLOYED DIRECTLY BY SHIP OWNERS OF FOREIGN FLAG SHIPS

(1) REVALIDATION OF CoC AND ENDORSEMENT OF GMDSS CERTIFICATES

The Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016 provide for a mechanism to protect Indian seafarers working on board Indian and foreign flag vessels and necessary safeguards for their repatriation in the event of their being stranded, or during other exigencies, when the ship owner concerned fails to discharge its/ his duty of repatriating such seafarers to their home ports.

The Directorate General of Shipping, Govt. of India has encouraged the placement of seafarers only through RPS providers authorized under said Rules. However, it has been observed that seafarers continue to be recruited on board, inter-alia, either directly by foreign flag ship owners or through unauthorized RPS agencies. In order to address such issue, It has also been informed that such sea service undertaken through unregistered RPS entities shall not be recognized for the purpose of competency examinations and certifications. Despite the same, several seafarers continue to get employed directly or through unregistered RPS entities. The Directorate, on receipt of various representations and after due discussions and internal consultations, decided that the sea service of such seafarers who have been directly employed by ship owners of foreign flag ships can be considered for the purpose of revalidation of certificates of competency and endorsement of GMDSS certificates only for

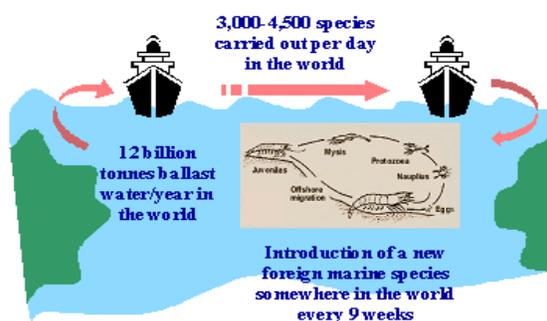
such sea service undertaken before 01.11.16. It may be noted that this sea service shall not be counted for the purposes of CoC examinations. In this regard, crew branch Circular No. 04 of 2016 dated 25.11.16 may please be referred to.

(2) ELECTRO TECHNICAL OFFICER :

Similarly, the DGS has decided that the sea service of such Electro Technical Officers who have been directly employed by owners of foreign flag ships can be considered for the purpose of such examination and certification only for such sea service undertaken before 01.11.16. DGS Circular No. 05 of 2016 dated 5.12.2016 may be perused.

BWM CONVENTION:

AN INEVITABLE REQUIREMENT ON INTERNATIONAL VOYAGE

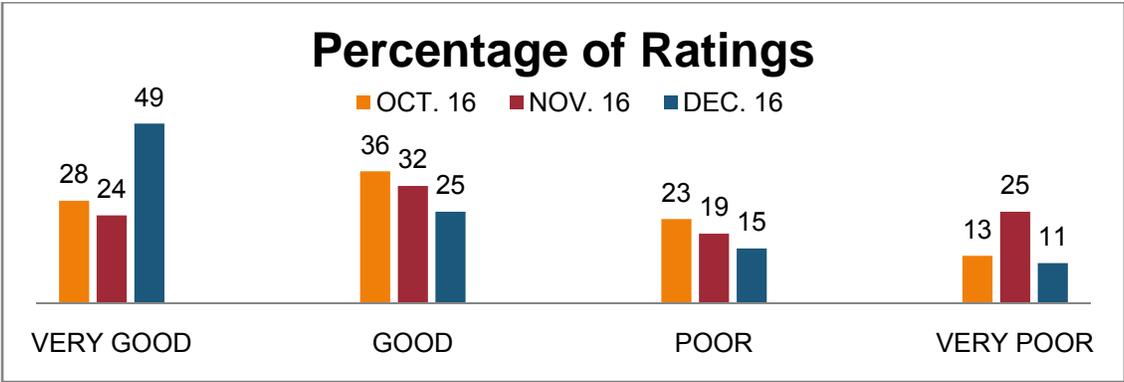


The International Convention for the Control and Management of Ships Ballast Water and Sediments, 2004 (BWM Convention) will be coming into force from September 2017. India is yet to ratify the BWM Convention. Indian flag vessels over 400 GT and above when visiting a port of a country which has ratified the convention requires the certificate under the BWM convention. Since India has not yet ratified the convention it cannot issue the international Ballast Water Management Certificate. Therefore, India will be issuing Statement of Compliance in place of International Ballast Water Management Certificate as permitted by the convention.

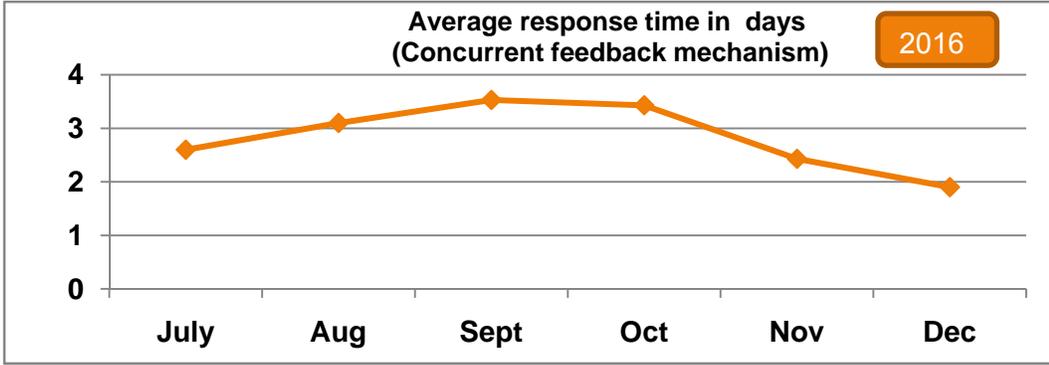
All Recognized Organizations (RO) have been advised to be governed by the BWM Convention requirements. They have also been authorized to approve the BWM plans and to carry out survey and issue the Statement of Compliance (SoC) for BWM Convention to all such Indian Vessels upon satisfactory verification of the BWM requirements and compliance with the applicable requirements as specified in the Engg. Circular 02 of 2016 dated 06.12.2016.

CONCURRENT FEEDBACK REDRESSAL MECHANISM

The Directorate General of Shipping has developed an online concurrent feedback Grievance Redressal mechanism. Based on data and feedback furnished by the seafarer & stakeholders, the rating percentage can be seen in the graph hereunder:



Similarly, graph on time response demonstrates as under:



The DGS believes in improvement and the graphs show a trend of improvement in the services.

CENTRALISED PUBLIC GRIEVANCE REDRESSAL AND MONITORING SYSTEM (CPGRAMS)

This is a Government of India Portal aimed at providing the citizens with a platform for redressal of their grievances. The Department of Administrative Reforms And Public Grievances is the nodal agency. On receipt of grievance, the same goes to the Ministry/ Department/ State Government concerned for immediate redressal. On receipt of concerned grievance from the Ministry of Shipping, the DGS redresses the grievances. At the end of the year, all queries have been replied except one which was also replied to on 04.01.2017. The DGS welcomes grievance and feedback.

CERTIFICATE OF COMPETENCY (CoC) FOR COOKS

The DGS has already clarified to all concerned that CoC for cook issued under the MS (Certificate of Competency as Cook in the Merchant Navy) Rules, 1991, are in compliance with the provisions of Maritime Labour Convention, 2006. Representations were received requesting that the said endorsement should be indicated on the certificate itself. It has accordingly been decided that Certificates of Competency as Cook, issued by the Shipping Masters, shall have the following statement printed on it:

“This Certificate is issued in compliance with the Regulation 3.2 of the Maritime Labour Convention 2006”.

Those seafarers who have already been issued CoC and who wish to get fresh certificates with the above endorsement may get their certificates replaced by applying online for a duplicate CoC (cook) through this office website <http://www.dgshipping.gov.in>. A fresh certificate containing the above endorsement shall be issued in lieu of the original certificate. In this regard Crew branch MS Notice 11 of 2016 dated 20.10.2016 may kindly be referred to.

Maritime Labour
Convention
(MLC), 2006 

**MARITIME LABOUR CONVENTION,
2006 - A MANDATORY
REQUIREMENT**

All the Indian flag ships of 500 GT & more and ship classified as River Sea & Indian Coastal Vessel notified under DGS Order No.01 of 2014 are required to obtain Maritime Labour Certificate within a period of one year from 09.10.16 or before the expiry of validity of their Statement of Compliance (SoC) whichever is earlier.

As on date, the names of authorized ROs are;
(a) Indian Register of Shipping (b) Lloyd's Register Group Limited (c) Bureau Veritas (d) American Bureau of Shipping (e) Nippon Kaiji Kyokai (f) Korean Register of Shipping (g) RINA Services SPA (h) DNV GL AS. For details, MS Notice No. 16 of 2016 dated 08.12.2016 may be referred to.

**IMO PARTICIPATION:
AN OBLIGATORY
REQUIREMENT**



India is an activate member of IMO. During the quarter ending 31.12.16, the following officers have attended the sessions/ meetings at IMO, London:

1. 70th Session of the MEPC was attended by S/Shri B R Sekhar, Chief Surveyor and A.B Dutta, Engineer & Ship Surveyor from 24.10.16 to 28.10.16 at IMO London.
2. 97th Session of the MSC was attended by Shri Aji Vasudevan, Deputy Chief Ship Surveyor from 21.11.16 to 25.11.16 at IMO London.
3. VI International Forum Arctic Today & Future on St. Peterburg was attended by Shri Aji Vasudevan, Deputy Chief Surveyor from 05.12.16 to 09.12.16.

PROMOTION:

1. Shri Ajith Kumar Sukumaran, Deputy Chief Surveyor, promoted to the post of Principal Officer (Engineering) w.e.f. 20.10.16;
2. Capt Ranjit Kumar Muduli, Nautical Surveyor, promoted to the post of Deputy Nautical Adviser-cum-Senior Deputy Director General (Technical) w.e.f.10.11.16;
3. Capt Ravindra Sagar Nautical Surveyor, promoted to the post of Deputy Nautical Adviser-cum-Senior Deputy Director General (Technical) w.e.f.10.11.16.

ACTIVITIES IN FIELD OFFICES:

**MERCANTILE MARINE
DEPARTMENT (MMD),
KOLKATA**



The Mercantile Marine Department, Kolkata has conducted 117 inspections/ surveys. Similarly, MMD, Kolkata which is one of the largest centres for examination of various grades of Certificate of Competency (CoC), has conducted 04 Nautical & 03 NWKO examinations where 700 & 13 candidates respectively appeared. The number of GMDSS endorsement certificate issued during the quarter was 653. In the Engineering Grade 18 MEO & 09 NCV (oral) were conducted wherein 1086 & 26 candidates respectively were appeared. During the quarter a Hindi in-house magazine was released and the office organized Official Language Implementation Committee meeting for the implementation of the requirements under the Official Language Policy of the Union. The seafarer redressal mechanism is functioning under the direct control of Principal Officer, MMD. During the quarter 01 grievance was received from seafarer, which was disposed off. Vigilance Awareness Week was observed (from 31.10.16 to 05.11.16), in which the PO, MMD, Kolkata administered the oath to all officers and staff. Banner/ posters were displayed to raise awareness regarding Vigilance. A Seminar was also organized on 04.11.16 on the issue.



**MERCANTILE
DEPARTMENT
CHENNAI:**

**MARINE
(MMD),**

During the quarter, under the Port State Control/Flag State Implementation, 17 inspections were carried out. Similarly, 16 vessels were surveyed during the quarter. Number of inspection carried out for approval to Training Institute, during the quarter, was 09. Number of candidates appeared for Engineering exams were 604 whereas for Nautical exams, 193 candidates appeared.

Number of certificates issued during the quarter, was 2389 which includes re-validation of CoC, CoC-GMDSS & DCE etc. Swatch Bharat Abhiyan was observed by cleaning the premises. National Unity day pledge was administered on 31.10.16. The Vigilance Awareness Week was organized from 31.10.16 to 05.11.16. An essay writing competition was organized on 02.11.16 on the theme "Public participation in promoting integrity and eradicating corruption".

A very severe cyclonic storm "Vardah" hit the coast of Chennai on 12.12.16 resulting in the very high speed winds shattering the glass window panes (7nos.) at 2nd and 3rd floors of the Anchor Gate Building. Action is being taken for carrying out the repair work.

The Pilot Launch ARANI, O.No.2829, Port of Registry-Chennai capsized near Finger Boat Jetty at Ennore Port due to the severe weather conditions caused by the cyclone "Vardah" at 1530 hrs. on 12.12.16. The "First Report of Marine Casualty/Incident/Near Miss" was forwarded to the D.G.Com Center, Mumbai on 16.12.16.

Local A.G Audit of MMD, Chennai was carried out from 26.12.16 to 30.12.16.

Hindi workshop was conducted on 28.12.16. All officers/ staff were encouraged to use official language Hindi in their day-to-day official working.

Shri Deepak Shetty, IRS,
(C&CE:1980) retired from
the Government Services
on 30.11.2016.



On attaining the age of superannuation, Shri Deepak Shetty, IRS (C&CE: 1980) Director General of Shipping & Secretary to the Government of India retired from the government service on 30.11.2016.

It may be mentioned that he has had multiple and varied official assignments in his career, including Deputy/ Joint Commissioner, Revenue Intelligence, Mumbai, Additional Textile Commissioner, Govt. of India (on an earlier central deputation), Mumbai, Additional Commissioner & Commissioner of Customs, CSI Airport, Sahar, Mumbai, Additional Director General, Central Excise & Service Tax Intelligence, West Zone, Mumbai, Commissioner, Customs, Central Excise & Service Tax, Orissa, Bhubaneswar, Commissioner, Customs, Central Excise & Service Tax, Daman & Joint Director General of Shipping, Govt. of India [in the rank of Joint Secretary, initially and then of the level of Additional Secretary, Govt. of India].

Shri Deepak Shetty has led various official Indian delegations to the international Maritime Organisation (IMO) and CGPCS [Contact Group on Piracy off the Coast of Somalia]. His dedicated and admirable contribution to the anti-piracy movement off the Coast of Somalia Gulf of Aden/Horn of Africa, for the past 5 ½ years, has been extremely noteworthy and will be remembered forever, particularly by Indian seafarers and their families. His role therein was publicly and formally commended in the Plenary of the CGPCS held at the United Nations at New York, USA, in May, 2014.

Shri Deepak Shetty had acquired a reputation as an expert on shipping management.

The DGS and shipping fraternity wish him a very happy retirement life.

Smt. Vidhya Ranadive, Upper Division Clerk, retires: On attaining the age of superannuation, Smt. Vidhya Ranadive, Upper Division Clerk retired from the government service on 30.11.2016.

The DGS and shipping fraternity wish her a very happy retirement life.

PENSION PAPERS SENT TO PAY & ACCOUNTS OFFICER (SH):

1. Shri Deepak Shetty, IRS, Director General of Shipping & Secretary to the Govt. of India;
2. Smt. Vidhya Ranadive, Upper Division Clerk;
3. Shri M.K Ghosh, Director, Indian Maritime University, Kolkata;
4. Shri A.K Thakur, Nautical Officer, Indian Maritime University, Mumbai;.
5. Revised retirement benefits to Smt. Rekha D Dalal, Lab. Assistant, Indian Maritime University, Mumbai;
6. Shri Ram Singh M Lhot, Topass, Indian Maritime University, Mumbai.

राजभाषा के विभिन्न
संवैधानिक प्रावधानों ,
राजभाषा अधिनियम ,
राजभाषा नियम आदि के
कार्यान्वयन

हिंदी

- ❖ महानिदेशालय में डॉ .मालिनी वी .शंकर) ,भा.प्र.से (,महानिदेशक एवं पदेन अपर सचिव ,भारत सरकार के रूप में दिनांक 19.12.2016 को कार्यभार ग्रहण किया .उनकी अध्यक्षता में राजभाषा कार्यान्वयन समिति की बैठक दिनांक 28 दिसंबर 2016 ,को आयोजित की गई.
- ❖ राजभाषा कार्यान्वयन समिति की बैठक में पॉवर प्वाइंट के माध्यम से विभिन्न विषयों पर प्रस्तुतिकरण किया गया.
- ❖ राजभाषा हिंदी में कार्य करने के झिझक को दूर करने के लिए हिंदी कार्यशाला का आयोजन दिनांक 19.12.2016 को किया गया .आयकर विभाग के अधिकारी श्री रमण सिंह इस कार्यशाला में तिमाही प्रगति रिपोर्ट को भरे जाने के संबंध में विशिष्ट जानकारी दी गई.
दिनांक 2016/12/01 एवं 2016/12/02 को क्रमशःसमुद्री वाणिज्य विभाग ,मुंबई ,क्षेत्रीय

पाल ,मुंबई ,सरकारी नौवहन कार्यालय और नाविक रोजगार कार्यालय ,मुंबई का राजभाषा संबंधी निरीक्षण किया गया .इस निरीक्षण के दौरान सुधार हेतु आवश्यक सुझाव दिए गए और राजभाषा संबंधित रिकॉर्डों को व्यवस्थित रूप से रखे जाने के लिए कहा गया .

- ❖ नौवहन महानिदेशालय के 4 अनुभाग नामतः नॉटिकल ,समन्वय ,नौवास्तु और सतर्कता अनुभाग का क्रमशः दिनांक 2016/12/13 से 2016/12/16 तक राजभाषा संबंधी निरीक्षण किया गया .निरीक्षण के दौरान राजभाषा हिंदी के विभिन्न पहलुओं को समझाते हुए तिमाही प्रगति रिपोर्ट में अनुमानित रूप से आंकड़े न दर्शाए .उन सभी अनुभागों को यह बताया गया कि राजभाषा विभाग के आदेशों एवं वार्षिक कार्यक्रम में दिए गए लक्ष्यों को ध्यान में रखते हुए फाइलों पर टिप्पणी होनी चाहिए.
- ❖ “कौमी एकता सप्ताह” दिनांक 19 नवम्बर 2016 ,से 25 नवम्बर 2016 ,के दौरान आयोजित किया गया .दिनांक 22 नवम्बर 2016 ,को प्रातः 11 :बजे श्री दीपक शेटी ,भा.रा.से ,नौवहन महानिदेशक एवं सचिव ,भारत सरकार ने सभी अधिकारियों एवं कर्मचारियों को हिंदी एवं अंग्रेजी में शपथ दिलवायी.
- ❖ दिनांक 31.10.2016 को इस निदेशालय में “राष्ट्रीय एकता दिवस” का आयोजन किया गया इस “राष्ट्रीय एकता दिवस” पर श्री अमिताभ कुमार ,भा.रा.से ,अपर नौवहन महानिदेशक ,भारत सरकार ने सभी अधिकारियों एवं कर्मचारियों को हिंदी और अंग्रेजी में शपथ दिलवायी.
- ❖ श्री सुनील कुमार ,संयुक्त निदेशक) रा.भा ,(पोत परिवहन मंत्रालय ,नई दिल्ली द्वारा इस निदेशालय का निरीक्षण दिनांक 26.10.2016 को किया गया .उन्होंने राजभाषा विभाग के आदेशों एवं वार्षिक कार्यक्रम में दिए गए लक्ष्यों को ध्यान में रखते हुए महानिदेशालय के अधिकारियों एवं कर्मचारियों का हिंदी के प्रति रूझान बढ़े इसके लिए प्रोत्साहित किया.

STANDARD OPERATING PROCEDURES: NEED OF THE HOUR:

With the purpose of developing standard operating procedure, the DGS organized a training workshop for various process/activities on 8-9.12.2016. The workshop was attended by officers of the DGS and representative of the Mercantile Marine Department and other allied offices.

DRAFT “TO-BE” REPORT OF NEW E-GOVERNANCE PROJECT OF THE DGS :

The new e-governance system of the Directorate proposes to anchor the complete gamut of services and action along with the two components i.e. ships and seafarers. In this regard, the draft “to-be” report has been prepared by M/s Ernst & Young LLP team. This “to-be” report will be the basis for the new system.

This report has been sent to all concerned officials and allied offices of the Directorate for necessary modification/ opinion/ views in the matter.

FRAMING OF TECHNICAL STANDARD FOR THE SAFETY OF NATURAL GAS – FUELLED SHIPS AND LNG BUNKERING

India has an extensive network of Inland waterways in the form of rivers, canals, backwater and creeks. Currently, heavy fuel oil and diesel oil is being used as a fuel by vessels in both inland and coastal waterways. Promoting the use of natural gas would be a great step in curbing pollution in these regions. Internationally the environmental regulatory pressure is building to cut emissions caused through water transportation. Globally, the imposition of stricter sulphur content limits for marine bunker fuel is driving the design and construction of LNG fuelled ships and setting up of LNG fuelling infrastructure.

With a view to promote design and construction of LNG fuelled ships and setting up of LNG fuelling infrastructure in India, Ministry of Shipping vide Order No SD-11018/7/2016 dated 7th October 2016 constituted a Committee of Experts to examine and recommend guidelines on technical standards for safety of natural gas fuelled vessels and LNG bunkering. The Committee consisted of technical experts from the Directorate General of Shipping, Indian Register of Shipping, Oil Industry Safety Directorate (OISD), Petroleum and Explosive Safety Organization (PESO), IPA, Oil Industry Development Board (OIDB), GAIL, DNV-GL, Lloyds Register, Bureau Veritas, Petronet and a representative of MoS.

The Committee had three meetings under the Chairmanship of Shri Suresh Kumar R.M., Chief Ship Surveyor, DGS, GoI, Mumbai on 26.10.16, 18.11.16 and 01.12.16 and several round of deliberations through e-mail correspondence.

The Committee, after extensive deliberations, formulated the technical guidelines for LNG fuelled ships and LNG bunkering facilities. The report of the committee has been sent to the MoS for necessary consideration.

KNOW “THE CABOTAGE”: A COLLECTION

The word *cabotage* is derived from the Spanish word ‘*cabo*’ which means *cape* or *headland*. The Concise Oxford Dictionary defines cabotage as “coastal trade; reservation to a country of traffic operations within its territory.

Many attempts were made in the past to reserve coastal trade for Indian shipping. The first attempt was made by Late Hon’ble Sir L. Bhai Samaldas in March 1922, when he moved a resolution in the Council of States recommending that instructions be issued to the departments concerned to provide Indian companies opportunities for quoting their rates. Nothing substantial ensued.

The second attempt was made in 1928 by S N Hajji; however, the Government expressed the view that it was against the interests of those Indians who were in Burma and other colonies.

A third attempt was taken by Sir Abdul Halim Ghaznavi in 1937 who introduced a bill to control coastal shipping in India so as to prevent unhealthy competition among the various operating companies. He even went to the extent introducing the deferred rebate system to be scrapped. Though this bill was widely supported by the general public, the Government felt that it would be difficult to be executed.

Finally, in 1945 the Government of India appointed the “post-war Reconstruction Policy Sub-Committee on Shipping” under the Chairmanship of Sir C.P. Ramswamy Iyer. This Sub-Committee recommended, among other things, the reservation of coastal trade for the next 5 to 7 years. This recommendation was accepted by the Government. The Policy of entire reservation of coastal trade was announced in August, 1950.

Coastal trade was finally reserved for Indian shipping under the Merchant Shipping Act, 1958.

Presently in India, the Government does not permit any foreign vessel to carry cargoes from any port on the Indian coast to another Indian port. Under Section 407 of

the Merchant Shipping Act, 1958, no foreign ship is allowed to carry cargoes on Indian Coast.

In case the foreign ship desires to carry cargo on the Indian coast, it will require applying to the DGS for a “coastal licence” or a “voyage licence” in order to execute the coastal portion of the voyage.

WHAT OUR BELOVED SEAFARERS SAY :

Ticket No.	Date & Time	Comments	Name of Seafarer
132957	10/14/2016 10:42 am	Excellent service by mmd	Brajbhan singh
717987	10/15/2016 1:49 pm	Very professional and helpful MMD staff	Vaibhav Bhadbhade
<u>206542</u>	10/25/2016 4:44 pm	excellent service	Brajbhan singh
<u>240375</u>	11/01/2016 11:51 am	Very nice experience	Ratul Ghosh
<u>464217</u>	11/07/2016 4:19 pm	GOOD	EBNE HASAN
<u>976101</u>	11/10/2016 10:17 am	Good Service	PRATEEK KUMAR
<u>641244</u>	11/17/2016 10:15 am	Very good	Amber Taliyan
<u>526778</u>	11/25/2016 2:14 pm	GOOD SERVICE	Shambhu Jha
<u>998048</u>	12/01/2016 2:18 pm	Very good service. Thank you very much	Ashok Kumar
<u>204744</u>	11/29/2016 10:52 am	satisfied	Kanagaraj Sengottuvel
819766	21/01/2017 1005hrs	Thanks for your revolutionary step. Digital India	Viril Yadav
262559	12/01/2017 1400hrs	Excellent & Hassle free Online service open by DG & MMD.	Vishal Saraf
160169	12/01/2017 12:10hrs	Thank you for your prompt support in extension of COC for our on board Master,	Monthina Laveena
297348	09/12/2016 1656hrs	Very good and time saving implementation of filling form online. thank a lot	Kumar sangeet
871554	10/24/2016 1104hrs	I really thanks for all the help and support specially the staff in the Kochi MMD. Thank You All	Varun Sharma

998048	12/01/2016 1400hrs	Today received my replacement of CDC, very good service, I congratulate to Kolkata mmd staff.	Ashok Kumar
874805	12/9/2016 1635hrs	Found satisfactory	Sachin Pawar
398523	12/9/2016 1704hrs	Online application process is a nice step. Support for multiple browsers would be helpful.	Aditya Kale