



# Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly E-Paper

In association with R L Institute of Nautical Sciences, Madurai, Tamil Nadu. | RNI No. TNENG/2012/41759 | Wednesday, June 03, 2020 | Voyage 9 Wave 18



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Blue Economy- Wave 31....



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Spice Jet all set to deliver essential .....



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Indian Pharma Industry should tap markets .....



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Mechanized Ports were not affected.....

# Capt. Agyapal Singh Khuman, Chairman- ATPI India, speaks about COVID- 19 Impact and the New Normal for Shipping & Marine Industry



The speed and severity with which the lockdown has progressed around the world, has taken most nations and organizations by surprise. Quickly imposed quarantine restrictions and border closures meant that, many offshore workers and seafarers have faced lengthy spells at sea. Further undergoing a 14 day quarantine period en route, overcoming a lack of commercial flights and dealing with evolving border restrictions, are just some of the impediments faced by the seafarers, in the current state of affairs. For a Marine and Energy business, the immediate impact on travel plans caused huge operational hindrances.

Those of us around the world living in lockdown in our homes are finding it hard enough, let alone those who are at sea between continents, with no hard and fast certainty that there will be a viable route to travel home.

## Global Partnerships and Progressive Marine Travel Solutions

ATPI Marine & Energy has partnered with the International Maritime Employers' Council (IMEC) to support seafarers returning home or continuing ship travel amid the Covid-19 pandemic. As part of the partnership, 250 members of IMEC have access to seats on specially chartered flights and scheduled flights, as airlines scale up operations.

ATPI Marine & Energy is meticulously working with Industry Associations like FOSMA and MASSA, Global Airlines, Government Agencies and Regulators to get clarifications/confirmations and ensure that seafarers can travel around the world, when most of the flights are not operational.

Marine and Energy organizations have people who yet need to travel, to and fro

between multiple destinations worldwide. For most companies, chartering a flight for one crew rotation is cost prohibitive, but when competitors come together and costs are shared-it can work well! ATPI has many clients with a need to get their people to similar locations and we have been able to actively liaison with multiple airlines and regulating bodies in order to create solution for charter flights and offer seats to various clients thereby making it far more cost viable for each of them.

## Rising to the occasion

It goes without saying that responding to a global lockdown situation is not without significant challenges for any business that requires extensive international travel for its operations to work. Organizations with extensive offshore travel will undoubtedly require greater support from their TMC partners, to navigate all the dynamic elements of a travel program.

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## Perfection takes practice

### And a time-tested recipe

Getting your goods to market on time, in the right quantities and in good shape is easy when you have the right ingredients. GAC's contract logistics and value-added services are stacked with hard-won wisdom that we're happy to share with you. Come and cook something up with us.

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Delivering your strategy.

## Shipping Corporation of India reports a net profit of over Rs 300 crores for Financial Year 2019-20



SCI the first PSU to declare its financial results in the challenging environment of the pandemic

MUMBAI  
Sagar Sandesh News Bureau

The State Owned Shipping Corporation of India has reported a net profit (PAT) of Rs. 302.35 crore as against Net loss (PAT) of Rs.121.99 crore for the year FY 2018-19.

Though the Outbreak of COVID -19 has severely impacted business operations across all industries, timely and effective measures taken by SCI have helped to minimise disruption of operations.

The Corporation has declared its audited financial results for the quarter and year ended 31st March, 2020, posting a net profit (PAT) of Rs. 113.75 crore for quarter ended 31st March, 2020 as against a net profit (PAT) of Rs. 45.99 crore reported for the quarter ended 31st March, 2019.

SCI emerges as the first public sector undertaking in Navratna/Maharatna category

to declare its financial results in the challenging environment of the pandemic.

**The Board of Directors recommended a dividend of Rs 0.75/- per equity share of face value of Rs. 10/- each.**

The Board of Directors recommended a dividend of Rs 0.75/- per equity share of face value of Rs. 10/- each. The outgo on this account will be approximately Rs. 35 crore, subject to the approval of members at the Annual General Meeting.

SCI, India's largest shipping company having DWT of 5.31 million (GT of 2.94 million) with a fleet of Fifty Nine vessels, also manages Fifty One vessels on behalf of various Government bodies, Administrations & Organisations.

## Capt. Agyapal Singh Khuman, Chairman..

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There are no consistent measures, and ever-changing guidelines. Every nation has its own approach, and commonly a different approach depending on where your passport was last stamped. From possible immunity certificates, to increased transit time, it's evident that the logistics for travel planning will only become more convoluted.

Thinking through every possible itinerary of a crew's journey is absolutely essential to avoid huge barriers. It requires an expert skill to navigate all the additional questions that need to be answered, in order to make crew travel achievable today. Additionally, to also pre-empt the likely points in a journey that are susceptible to change. For our

specialist travel advisors, this plotting for a journey of continuous change is now part of their daily routine. We have gathered significant intelligence and learning, to assist us in tackling the global disruptions that we expect will persist for awhile.

Finally, we would like to thank the entire Leadership teams of FOSMA, MASSA and all Shipping Companies in coming together and partnering for enabling crew changes.

Whilst science races to find vaccines, comprehend transmission patterns and evaluate risk factors, Global commerce has to continue and we at ATPI will keep "Delivering what really matters".

## Two-thirds of shipowners have no decarbonization strategy, survey finds



# ABS

Shipowners see ammonia and hydrogen as the most attractive fuel options for the long term, according to an ABS survey

NEW DELHI  
Sagar Sandesh News Service

Shipowners see ammonia and hydrogen as the most attractive fuel options for the long term, according to an ABS survey. Nearly 60 per cent of respondents said they viewed hydrogen and ammonia as the most attractive fuel choices in the long-term. However, the survey also indicated that nearly two thirds of owners currently have no decarbonization strategy in place.

The survey covered shipowners and operators registering for an ABS webinar, Pathways to Sustainable Shipping.

**When asked which fuel is most likely to be adopted in the near term, 70 per cent selected LNG in the short term and hydrogen as a future solution.**

When asked which fuel is most likely to be adopted in the near term, 70 per cent selected fuels in the light gas pathway, which includes LNG in the short term and hydrogen as a future solution.

"It is clear that the industry views both hydrogen and

ammonia as the long-term destination but sees LNG as having a big role to play in addressing the regulatory challenge immediately in front of us," said Georgios Plevrakis, ABS Global Sustainability Director. "These results are in line with the findings in our recently released Low Carbon Shipping Outlook. Based on the fuel pathways that we have identified and can shape the future of marine propulsion, hydrogen and ammonia are solutions that are expected to contribute to the reduction of carbon emissions in the long term. LNG, as the most mature of the alternative fuel solutions, can pave the way to a less carbon intensive maritime industry."

"This is at the heart of the ABS approach and the solutions we offer around alternative fuels," said Plevrakis. "We are working through our network of Sustainability Centers with global clients to define solutions to meet regulatory and market demands related to Green House Gas reduction."

**GHG ratings were an important factor in their business decision making**

A separate survey of industry leaders following an ABS

Webinar on Greenhouse Gas (GHG) Ratings revealed the vast majority are routinely using the ratings in their business decision making. Around 80 percent agreed or strongly agreed that GHG ratings were an important factor in their business decision making. And nearly half said they had already begun implementing options for GHG rating improvement.

"As shipowners and operators look to improve their environmental ratings to both maintain and attract potential charters, they face complex decisions on how best to identify, report and reduce GHG emissions," said Leteris Karaminas, ABS Global Sustainability Manager. "A key takeaway from the webinar is that owners taking advantage of accelerated GHG rating improvement options like the non-permanent Engine Power Limitation (EPL) are finding the benefits only temporary, as other vessels in the peer group take on improvements or new more efficient vessels enter the peer group. It will be necessary to consider alternative options, including combinations, in order to remain competitive and increase their ratings in the long term."

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