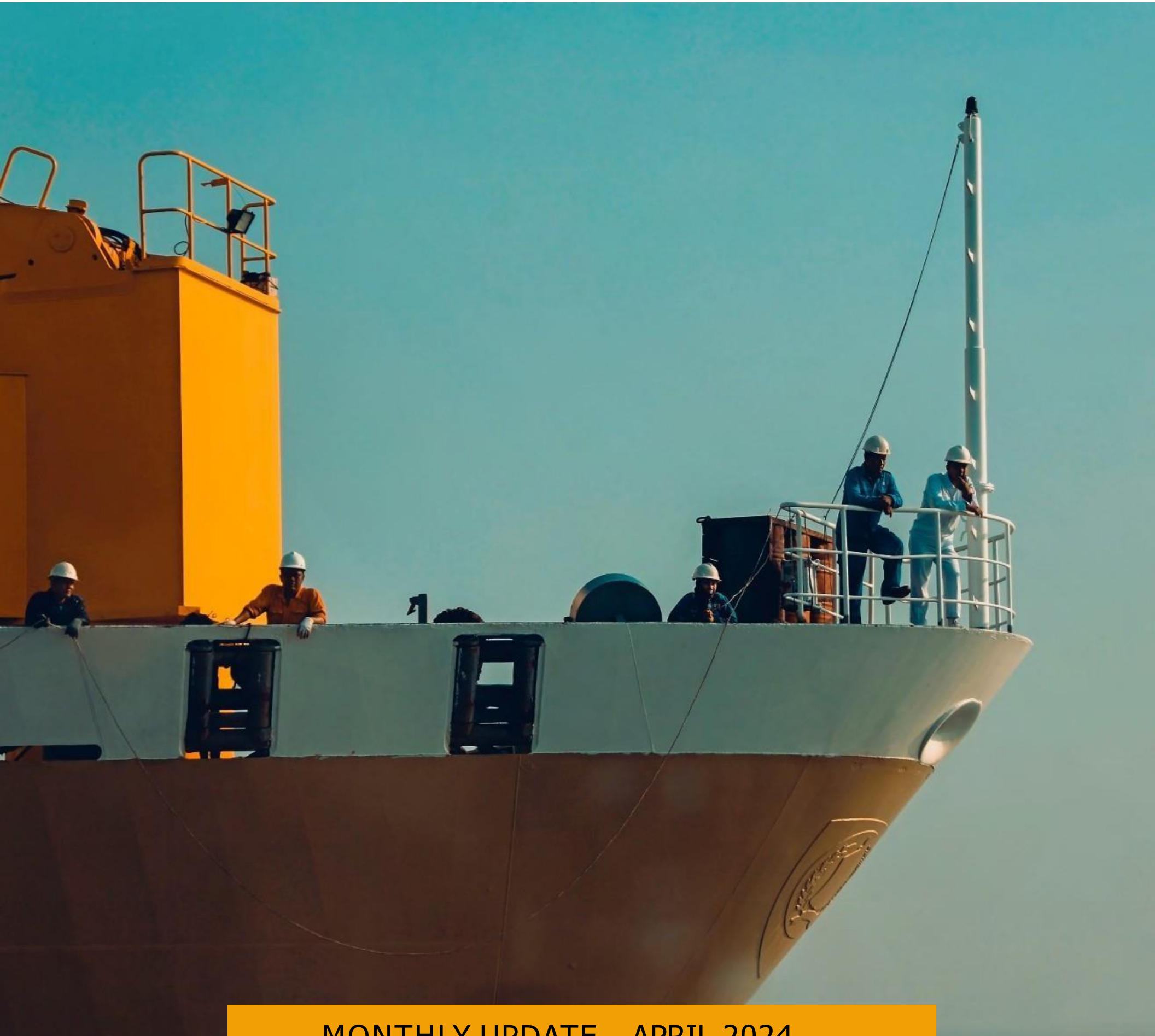




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J. M. BAXI & CO.



MONTHLY UPDATE – APRIL 2024

SEAFARER INSIGHTS



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CREW CHANGE DONE BY J M BAXI & CO. – MARCH 2024

PORTS	SIGN ON	SIGN OFF
CHENNAI	7	7
COCHIN	33	32
DAHEJ	11	13
DHAMRA	21	22
DHARAMTAR	3	3
ENNORE	4	4
GANGAVARAM	1	1
HALDIA	3	4
HAZIRA	1	1
JNPT	34	30
KAKINADA	19	24
KANDLA	26	25
KRISHNAPATNAM	27	29
MAGDALLA	1	1
MANGALORE	16	27
MORMUGAO	20	39
MUMBAI	117	112
MUNDRA	7	7
PARADIP	23	25
PIPAVAV	7	6
SIKKA	14	15
Grand Total	395	427
FY 2023-24 (Apr – Mar)	7517	7619



KEY HIGHLIGHTS

- **The Indian seafarer deserves better in choppy high seas**
- **DGS issue advisory to ensure safety of Indian seafarers operating near Iran, Israel**
- **BSM launches Smart Academy for seafarers**



MARKET UPDATE

The Indian seafarer deserves better in choppy high seas

- *With Indians playing a significant role in keeping the global shipping industry running, their welfare and safety acquires significance*

Amid rising safety concerns among Indian seafarers following the recent attacks on commercial ships in sensitive geographical areas such as the Red Sea and the Strait of Hormuz, India submitted three papers to the 111th Session of the International Maritime Organization's (IMO) Legal Committee (LEG), which is from April 22 to 26, 2024. These submissions address crucial issues such as seafarers' security, contract terms, and broader maritime security challenges. India has stressed the need for a comprehensive approach to maritime security and advocated improved contractual conditions for seafarers. While acknowledging the IMO's efforts to combat maritime fraud, India has called for broader international cooperation to tackle various maritime threats, including piracy, armed robbery, extremist attacks, regional conflicts, and emerging risks such as drone attacks and the use of maritime weapons.

Sea piracy is back

Recent pirate attacks off the coast of Somalia, including hijackings, suggest a resurgence of piracy. In December 2023 and January 2024, Somali pirates targeted vessels such as the MV Ruen and MV Lila Norfolk. India has called for vigilance, proactive measures, and international cooperation to combat piracy and protect seafarers, in line with the United Nations Convention on the Law of the Sea. India has also highlighted the impact of unlawful recruitment practices on seafarers' well-being and international trade. Since 2020, over 200 cases of seafarer exploitation have been reported to the Indian Maritime Administration. India has urged international coordination to address these issues and ensure seafarers' rights under the Maritime Labour Convention, 2006. The maritime industry, vital for global trade, depends heavily on seafarers who often face challenges and risks. India, with 9.35% of global seafarers and ranking third globally, confronts these issues, evident from recent incidents such as the seizure of MSC Aries and the detention of MT Heroic Idun at Nigeria (this last case went on for several months). These events highlight the vulnerabilities of Indian seafarers, catalogued by a survey, showing how a majority lacked legal representation, felt unfairly treated, and were unaware of their rights. India has submitted papers to the IMO's Legal Committee, which emphasise seafarers' security and contract terms. Yet, enhanced international cooperation is needed to safeguard seafarers and ensure uninterrupted navigation, especially amid rising incidents involving Indian seafarers and geopolitical tensions. Three years ago, the Maritime Union of India highlighted a 40% increase in kidnappings in the Gulf of Guinea, with 134 cases of assault, injury, and threats reported. Incidents such as the kidnapping of 20 Indian nationals from the MT Duke (off the western coast of Africa) and the ship owners paying hefty ransoms highlight the dangers faced by seafarers.

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MARKET UPDATE

An Indian initiative on rights

In response, the Indian government and the National Human Rights Commission (NHRC) launched the 'human rights at sea' initiative. Reports reveal cases of seafarers being held in foreign jails, stranded in foreign waters, and subjected to illegal detentions. 'Human Rights at Sea' has highlighted abuses against Indian seafarers, including 200 held in foreign jails and 65 stranded in Indonesia for 151 days. The NHRC has highlighted the challenges of holding ship owners accountable for violations against Indian seafarers operating under foreign registrations to evade taxes and has stressed the need for proactive cooperation among stakeholders and mechanisms to protect human rights in the maritime industry.

Maritime piracy is a growing concern for Indian seafarers. With around 2,50,000 Indian seafarers serving on specialised cargo vessels worldwide, recent data from the International Maritime Bureau show a more than 10% increase in serious piracy incidents over the last 10 months. Armed pirates have boarded nearly 90% of targeted cargo ships, endangering seafarers. Addressing piracy requires a comprehensive land-based solution. While private guards on merchant navy ships can deter piracy, the volatile nature of piracy-prone oceans poses challenges, as highlighted by Bjorn Hojgaard, CEO of Anglo-Eastern Univan Group, a major employer of Indian seafarers. Further, reports suggest that Iranian shipping companies, in collaboration with international recruiters, exploit Indian seafarers by luring them with false promises of high salaries and opportunities in the Middle East. These seafarers often face overwork, are provided insufficient food, and are forced into transporting illegal cargo, despite paying hefty fees to secure overseas jobs.

Seafarers need support

Despite these risks, many Indian seafarers remain committed to their careers at sea, which makes it imperative to have improved rights and protection. Currently representing 9.35% of the global seafaring population, India aims to increase its share to 20% in the next 10 to 20 years, with ship management companies playing a crucial role. During the COVID-19 pandemic, Indian seafarers demonstrated their resilience and professionalism, enhancing India's standing in the global maritime market. The Ukraine-Russia conflict has also created opportunities for new players in the Indian maritime sector. Recent attacks on commercial ships have heightened safety concerns among Indian seafarers, with some considering quitting their jobs due to security fears. This underlines the urgent need for government support and enhanced protection measures.

Source: The Hindu



MARKET UPDATE

DGS issue advisory to ensure safety of Indian seafarers operating near Iran, Israel

- The advisory has been issued considering the security risks and potential hazards associated with operating in the vicinity of Iran and Israel

Concerned over the maritime security in the Iran and Israel region, the Director General of Shipping has issued an urgent advisory for Indian recruiting agencies or companies and Indian seafarers. The DGS, referring to the current situation in the area, has urged all Indian registered Recruitment and Placement of Seafarers (RPS) Agencies and shipping companies to exercise utmost caution and refrain from facilitating the engagement or deployment of Indian national seafarers to Iran or Israel until further notice from the External Affairs Ministry. The advisory has been issued considering the security risks and potential hazards associated with operating in the vicinity of Iran and Israel, as highlighted in the DGS circular. It is imperative that the safety and well-being of Indian seafarers remain the top priority, the circular signed by Capt Manish Kumar, Nautical Surveyor said DGS strongly advised the RPSL companies and the shipping companies to direct Indian seafarers currently employed or engaged on board vessels sailing in the vicinity of Iran or Israel to promptly contact the nearest Indian Embassy and complete the formal registration process without delay. This is crucial to ensure that adequate support and assistance can be provided to them in case of any emergency or unforeseen circumstances. Considering the volatility of the situation in the region, DGS emphasised the importance of exercising extreme caution and limiting movement to essential tasks only situation. “It is our collective responsibility to ensure the safety and security of our seafarers and we appreciate your cooperation and compliance with this advisory” , said the DGS.

Source: The Hindu Business Line



MARKET UPDATE

BSM launches Smart Academy for seafarers

Bernhard Schulte Shipmanagement (BSM) is addressing the shortage of skilled labor in the maritime sector with the Smart Academy initiative, targeting nautical, technical, and electrical undergraduates from participating maritime universities. After completing their first year, these students can join the program as designated BSM cadets, receiving both academic and practical training aligned with current industry needs. As informed, the training is conducted in collaboration with universities to ensure a realistic and controlled work environment onshore and onboard. It focuses on developing behavioral competencies and preparing students for the increasingly digitalized maritime work environment. Eva Rodriguez, Director HR Marine of BSM, stated, “We enhance the education of future seafarers by engaging with them at an earlier stage.” She also emphasized BSM’s commitment to investing in crew education to reduce the crewing shortage and maintain industry safety standards. IACS Annual Review 2023: Advancements in safety, decarbonisation and digital transformation BSM will initially partner with selected maritime universities worldwide, aiming to recruit up to 100 students in the first year from Europe, the Middle East, Southeast Asia, Africa, and potentially South America.

Source: Safety4Sea



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