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J. M. BAXI & CO.



MONTHLY UPDATE – FEBRUARY 2024

SEAFARER INSIGHTS



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

PORTS	SIGN ON	SIGN OFF
CHENNAI	42	53
COCHIN	33	35
DAHEJ	28	28
ENNORE	0	1
GANGAVARAM	9	10
HALDIA	31	32
HAZIRA	8	8
JNPT	40	33
KANDLA	26	33
KRISHNAPATNAM	7	8
MANGALORE	22	18
MORMUGAO	42	42
MUMBAI	195	164
MUNDRA	11	12
NAGAPATTINAM	5	4
OKHA	0	5
PARADIP	18	21
PIPAVAV	7	3
PORBANDAR	12	13
SIKKA	20	19
VADINAR (SBM)	5	4
VADINAR NAYARA	1	2
VISAKHAPATNAM	4	2
Grand Total	566	550
FY 2023-24 (Apr – Jan)	6676	6699



KEY HIGHLIGHTS

- **Anglo Eastern Group to hire more Indian women seafarers**
- **Special welfare scheme from NUSI for women seafarers**
- **IBF Warlike Operations Area Committee: Increased support for IBF covered seafarers**
- **Seafarers Granted Right To Refuse Red Sea Transits As Houthi Attacks Escalate**



MARKET UPDATE

Anglo-Eastern's MoU with DGS: Targeting 3,000 jobs for Indian seafarers by 2024-25

- The Hong Kong-based Anglo Eastern Group, a major employer of Indian seafarers, has announced plans to increase gender diversity in the shipping sector by actively recruiting more women seafarers. The company aims to hire at least 40 women seafarers annually who have undergone 'ratings' training, focusing on semi-skilled roles that involve support work for officers aboard cargo ships.
- The move aligns with recent advisories from the Indian government encouraging greater inclusion of women in traditionally male-dominated industries, including the maritime sector. Eligible candidates for Anglo Eastern Group's initiative are those trained by Indian maritime institutes approved by the Directorate General of Shipping, reflecting a collaborative effort with regulatory bodies to promote gender diversity in the workforce.
- The recruited women 'ratings' will be subject to the company's rigorous hiring processes and will be assigned tasks crucial to the safe operation and maintenance of cargo ships. These tasks may involve seamanship, cargo handling, maintenance work on deck, and operation and maintenance of machinery. By actively participating in the drive to include more Indian women in mainstream professions, especially in the maritime industry, Anglo Eastern Group aims to contribute to India's economic growth and become a significant employer of Indian women ratings in the future.

Source: Sagar Sandesh

Special welfare scheme from NUSI for women seafarers

- The National Union of Seafarers of India (NUSI) has introduced a special welfare scheme called "NUSI Stree Shakti Support" on International Women's Day, March 8, 2023. This initiative aims to encourage women to enter the shipping sector by providing financial support to 18 women trainees from across the country for the GP Rating Course. The training took place at "Training Ship Rehman," and upon completion, these women are guaranteed employment by shipping industries, presenting a significant step towards promoting gender equality in the traditionally male-dominated shipping sector.
- The initiative, in collaboration with Anglo Eastern Shipping Company, guarantees employment on board for women completing the GP Rating Course. The NUSI Academy Goa Branch is set to receive applications for the July 2024 session until March 31, 2024. The program offers training at a low cost, providing a golden opportunity for young women in India to enter the shipping industry. The appeal from Mr. Milind Kandalgaonkar, General Secretary-cum-Treasurer of NUSI, encourages young women to take advantage of this initiative, emphasizing the potential for a promising career in the maritime sector.

Source: Sagar Sandesh



MARKET UPDATE

IBF Warlike Operations Area Committee: Increased support for IBF covered seafarers

- The International Bargaining Forum (IBF) Warlike Operations Area Committee (WOAC) has expressed increasing concerns about the safety of seafarers and vessels due to actions by Houthi forces in the Southern Red Sea and the Gulf of Aden. In response to escalating conflicts and attacks on commercial vessels, the IBF WOAC has decided to expand the High-Risk Area to include the Gulf of Aden and surrounding waters. This designation acknowledges the heightened threat level in the region and aims to ensure the safety and welfare of transiting seafarers.
- Within the designated High-Risk Area, the IBF WOAC has introduced measures to prioritize seafarers' safety. Seafarers now have the right to refuse to sail into the area, with repatriation at the company's cost and compensation equal to two months' basic wage. The decision to include this right underscores the paramount importance of seafarer safety, even though such actions may have potential implications for global trade. The compensation conditions are outlined, including exceptions if the seafarer is transferred to another vessel under the same owner/manager, maintaining the same rank, wages, and terms.
- The article emphasizes the crucial role of collaboration between local and international entities, including governments, flag states, ports, and airports, to facilitate the safe and expedited repatriation of seafarers if they choose to exercise their right within the High-Risk Area. The logistical challenges of passage and the need for disembarkation in a safe port are acknowledged, requiring careful planning and coordination. The IBF WOAC urges the international community to work with local governments to support international shipping, ensuring the safety of seafarers and allowing vessels to transit without threat or aggression, in accordance with international law.

Source: Sagar Sandesh

Seafarers Granted Right To Refuse Red Sea Transits As Houthi Attacks Escalate

- Seafarers have gained the right to refuse voyages through the Red Sea due to the escalating attacks by Yemen's Houthi rebels on commercial vessels. This industrial agreement, facilitated by the International Bargaining Forum (IBF), allows seafarers to give a seven-day notice before entering high-risk areas, opt for relocation at the shipping firm's expense, and receive compensation equal to two months' basic wage. This move emphasizes the prioritization of seafarers' safety amid the increasing threats in the region.
- The Gulf of Aden and its surrounding waterways have been designated as a High-Risk Area, acknowledging the serious threat posed by Houthi rebels. While seafarers now have the option to decline voyages through these dangerous zones, logistical challenges must be considered. Some shipping firms, especially in the container liner sector, have chosen to divert vessels through the Cape of Good Hope, contributing to supply chain issues and prolonged time at sea. The delicate balance between commercial requirements and seafarers' safety is emphasized in this context.
- Despite the recognition of the High-Risk Area, concerns persist about vessels calling at Israeli ports, particularly during the persistent conflict in Gaza. The article highlights dissatisfaction with the lack of progress in addressing these issues and emphasizes the ongoing risks faced by mariners operating in hazardous locations. As tensions rise and seafarers navigate increasingly dangerous waters, the maritime sector remains cautious, aiming to protect the safety of those at sea while ensuring the continuous flow of global trade along critical maritime routes.

Source: Marine Insights



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