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J. M. BAXI & CO.

MONTHLY REPORT
SEAFARERS INSIGHTS

APRIL 2021



TABLE OF CONTENTS

KEY HIGHLIGHTS

Bring 2 Lakh Indian Seafarers Under Ambit Of 'Priority Workers' For Vaccination: Maritime Bodies	----- 05
Seafarers' body writes to DG shipping for Indian crew's safety as cargo ship disallowed to leave Suez Canal unless \$1bn paid	----- 06
Crew change and repatriation of seafarers – IMO establishes new module on GISIS	----- 07

CREW CHANGE DONE BY J. M. Baxi & Co. FROM APRIL 2020 TILL 15th MARCH 2021

PORTS	SIGN ON	SIGN OFF
Alang	1	305
Chennai	62	56
Cochin	1593	1544
Cuddalore	8	6
Dahej	206	205
Dhamra	71	78
Ennore	52	48
Gangavaram	39	36
Goa	1	1449
Gopalpur	9	7
Haldia	231	242
Hazira	183	148
JNPT	156	156
Kakinada	58	31
Karwar	29	37
Krishnapatnam	87	82
Mormugao	349	1154
Mumba	0	65
Mumbai	1584	7908
Mundra	168	133
Mundra Port	3	4
New Mangalore	428	431
Paradip	212	222
Pipavav	3	3
Port Blair	15	0
Ratnagiri	6	7
Sikka	238	236
Tuticorin	115	116
Vadinar	156	154
VADINAR SBM	3	0
Vadinat	1	2
VDR IOCL	1	3
Vizag	130	125
Grand Total	6198	14993

ALL INDIA SUMMARY OF CREW CHANGE DONE BY J M BAXI & CO. FROM APRIL 2020 TILL 15th APRIL 2021

SIGN ON	SIGN OFF	AIR REPATRIATION
6198	14993	1833

BRING 2 LAKH INDIAN SEAFARERS UNDER AMBIT OF 'PRIORITY WORKERS' FOR VACCINATION: MARITIME BODIES

The Maritime Association of Shipowners Shipmanagers and Agents (MASSA) Chairman Mahendra Bhasin said the current population of Indian seafarers is pegged at 2.5 lakh and this maritime workforces is working aboard thousands of ships worldwide.

Not bringing about two lakh Indian seafarers under the ambit of 'priority workers' for vaccination may mar their employability perspective, maritime bodies cautioned seeking urgent intervention from the government. There are about two lakh Indian seafarers below the age of 45 years who are facing unprecedented crisis, maritime bodies MASSA and MUI said urging the government to bring them into the fold of 'priority workers' in the ongoing COVID-19 vaccination drive. The leading ship associations said this is impacting the prospects of Indian seafarers globally as maritime countries like, Philippines, China, Indonesia, Romania, Croatia, Singapore, etc have already included their seafaring citizens in the list of 'priority workers' in the ongoing COVID inoculation process. 'Around two lakh Indian seafarers are facing an unprecedented crisis currently as the government has not yet included them in the category of 'priority workers' in the ongoing COVID vaccination drive,' MASSA and MUI said. The Maritime Association of Shipowners Shipmanagers and Agents (MASSA) Chairman Mahendra Bhasin said the current population of Indian seafarers is pegged at 2.5 lakh and this maritime workforces is working aboard thousands of ships worldwide. 'These young seafarers mainly comprise of merchant navy officers, ratings, cruise staffers, etc. They serve cargo and cruise ships sailing outside India for many months at a stretch. 'It is estimated that not over 50,000 Indian seafarers are of the age 45 and above. Since young Indian seafarers have not been included under 'priority list' in the ongoing inoculation process by Indian government and hence remain unvaccinated, shipowners worldwide fear they might spread COVID infections onboard the vessels and thus disrupt the global supply chain,' Bhasin told PTI. He termed the situation as 'risky' and 'precarious' for the Indian ship manning industry as crew changes have become extremely challenging under the given circumstances. Not bringing seafarers under the ambit of 'priority workers' for inoculation places Indian seafarers at a distinct disadvantage from an employability perspective unfortunately, he said. 'With the availability of foreign seafarers having an 'immunity passport' globally, there exists a grave fear amongst young Indian seafarers that shipowners worldwide might eventually start employing inoculated foreign seafarers over Indian seafarers aboard the cargo vessels,' Bhasin said. General Secretary of India's oldest union of merchant navy officers - Maritime Union of India (MUI), Amar Singh Thakur said, 'a delegation of our senior office bearers will meet Union Minister of State for Ports, Shipping and Waterways of India Mansukh Mandaviya next week in New Delhi in this regard.' Since Mandaviya also heads the Department of Pharmaceuticals, a wing of the Ministry of Chemicals and Fertilizers, shipping bodies are extremely hopeful of getting a speedy and positive response for the interest of Indian seafaring population, he added.

Source: Business World

SEAFARERS' BODY WRITES TO DG SHIPPING FOR INDIAN CREW'S SAFETY AS CARGO SHIP DISALLOWED TO LEAVE SUEZ CANAL UNLESS \$1BN PAID

The union demanded that the “Indian crew should be safe and sound, and well-treated by the Egyptian authorities”.

The All India Seafarers' Union has sent urgent missives to the directorate general of shipping and German ship management company Bernhard Schulte Ship Management (BSM) after giant container ship Ever Given, with 25 Indian crew members on board, was disallowed by the Egyptian authorities to leave the Suez Canal until the owners of the ship pay up \$1 billion in compensation for the canal blockage last month. The union demanded that the “Indian crew should be safe and sound, and well-treated by the Egyptian authorities”. The Panama-registered cargo vessel owned by Japanese shipping company Shoeni Kisen Kaisha has three crew members from Mumbai and mostly from southern states like Tamil Nadu and Andhra Pradesh. The 2 lakh-tonne cargo vessel, which ran aground at the Suez Canal on March 23 for over a week, is still stuck in Egypt's Great Bitter Lake as it has not been allowed to leave. “The vessel will remain here until investigations are complete and compensation (\$1 billion) is paid,” Lt Gen Osama Rabie, who leads the Suez Canal Authority, told a local news station recently. “We hope for a speedy agreement,” he said, adding that the “minute they agree to compensation, the vessel will be allowed to move.” In his letters to the DG shipping and BSM, union working president Abhijeet D Sangle demanded that the “Indian crew on board at Ever Given should not be held hostage by the Egyptian authorities. They should be well-treated... In case it gets any complaint, we (union) will definitely demand for the sign-off (of the crew) as soon as possible. Talking to TOI, Sangle said, “The Suez Canal Authority estimates the losses from the week ending March 29, when the Ever Given was stuck (at the canal) and blocked traffic through the canal, at \$95 million in lost transit fees. There are also the costs to free the ship and other expenses to reimburse.” He said, “There are now two captains on board the ship. First is from Kerala who was leading the ship when the accident happened. The second captain from Chennai is also on board to replace the first one. Other crew members are from Mumbai, Tamil Nadu, Andhra Pradesh, & some from north India.” Talking to TOI earlier, DG shipping Amitabh Kumar had said, “If we receive any complaint from the company that the inquiry is not impartial, then of course we will intervene. But so far we have not received any such complaint.” When the Ever Given was stuck, over 400 cargo vessels and tankers were stranded on both sides of the Suez Canal and Egyptian authorities suffered huge financial losses. It took over 12 days since March 23 for Egyptian authorities to clear the ship backlog from the 193-km strategic passage connecting the Mediterranean Sea to the Red Sea.

Source: Times of India

CREW CHANGE AND REPATRIATION OF SEAFARERS – IMO ESTABLISHES NEW MODULE ON GISIS

Guidance on the use of this new module and how to access it, is set out in the above-mentioned circular letter no. 4398, item 4 of Annex I.

The International Maritime Organization (IMO) creates a new module on the Global Integrated Shipping Information System (GISIS) for crew change and repatriation of seafarers and discontinues the issue of their MSC.7/circ.1 series. The IMO has been issuing MSC.1/circ.1 in a series of revision, each time a new Member State informs the IMO of their national focal point of contact for crew change and repatriation of seafarers. BIMCO has been posting the updates in our COVID-19 implementation measures section and informing members weekly with our COVID-19 report. Via their circular letter no. 4398 dated 8th April, the IMO announced that a new module on Crew Change and Repatriation of Seafarers is now available on the Global Integrated Shipping Information System (GISIS). This is where Member States will enter the information, as done previously by the said circular letter series, directly into this new module, allowing for notification and dissemination of information on national focal point of contact for crew change and repatriation of seafarers to be available expeditiously. Hence, this MSC.7/circ.1 series will be discontinued as the same will now be transferred to the new module. Guidance on the use of this new module and how to access it, is set out in the above-mentioned circular letter no. 4398, item 4 of Annex I. Note that you need to set up a free account in GISIS in order to access the above as well as other resources available to public users.

Source: BIMCO

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