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J. M. BAXI & CO.



MONTHLY UPDATE – MARCH 2024

SEAFARER INSIGHTS



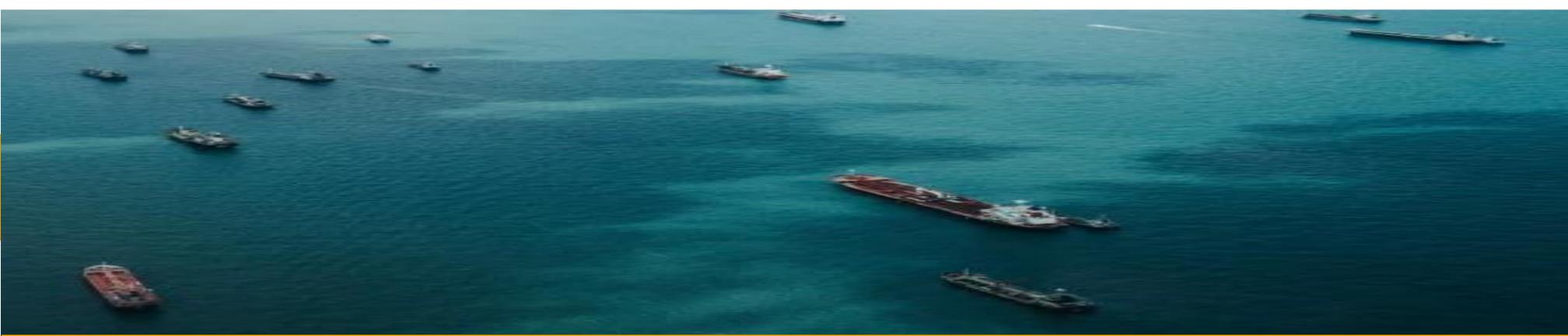
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CREW CHANGE DONE BY J M BAXI & CO. – FEBRUARY 2024

PORTS	SIGN ON	SIGN OFF
CHENNAI	5	9
COCHIN	25	28
DAHEJ	15	19
DHARAMTAR	6	4
GANGAVARAM	11	12
HALDIA	10	13
JNPT	20	22
KANDLA	12	11
KRISHNAPATNAM	19	20
MAGDALLA	10	9
MANGALORE	34	37
MORMUGAO	30	36
MUMBAI	183	204
MUNDRA	11	12
OKHA	1	4
PARADIP	14	17
PIPAVAV	7	2
SIKKA	16	14
VADINAR (SBM)	15	17
VISAKHAPATNAM	2	3
Grand Total	446	493
FY 2023-24 (Apr – Feb)	7122	7192



SAFETY FIRST

10 Golden Safety Rules for seafarers to live by

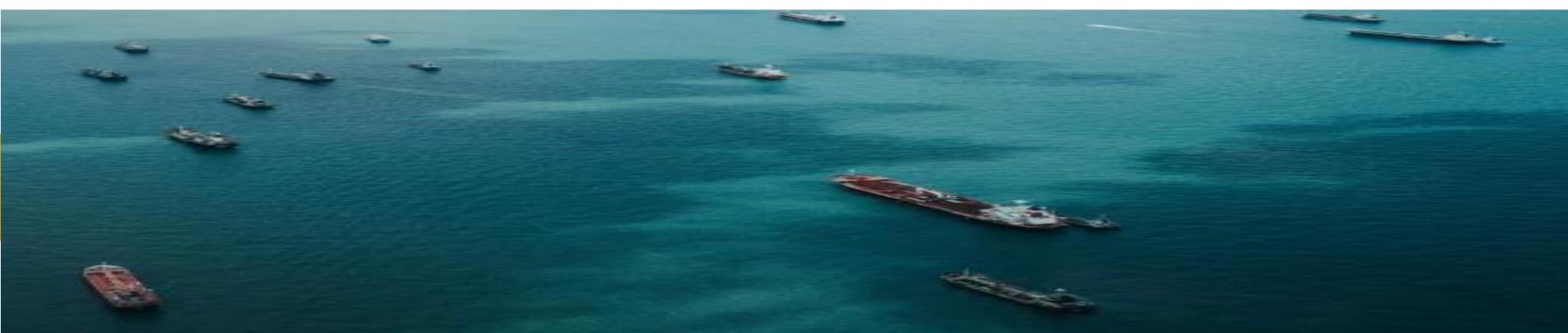
Together in Safety, a consortium of maritime organisations and companies, has launched the 10 Golden Safety Rules to help shipping improve its safety performance.

The Golden Safety Rules were developed by the Together in Safety Coalition following a review of fatal incident reports across all sectors of the shipping industry. They comprise of 10 areas, for every company and every seafarer to adopt in their everyday work to prevent injuries and fatalities.

Dr. Grahaeme Henderson OBE, Chair of Together in Safety, emphasized that shipping is fundamental to the world economy, and safety should be the top priority. According to Dr. Grahaeme Henderson, these rules will provide additional support to ongoing efforts aimed at preventing the significant number of avoidable serious injuries and fatalities occurring daily.

As clarified, the Rules have been designed to complement existing management systems and procedures, but do not replace these. They are designed to help keep seafarers safe and are applicable to everyone who works on a ship. The Rules are as follows:

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SAFETY FIRST

1. Stop



Ensure all colleagues are empowered to **STOP WORK** and intervene.

2. Enclosed Space Entry



Only enter an enclosed space if it has been ventilated and the atmosphere confirmed safe.

3. Fall Prevention



Always protect yourself from falling when working at height or during personnel transfer.

4. Energy Isolation



Verify isolation before working with stored energy and invisible hazards (e.g. electrical, pressure).

5. Working Over Water /Access to Vessels



When outside of ships rails always wear a Personal Flotation Device.

6. Line of Fire



Ensure yourself and others are positioned away from suspended loads, stored pressure, moving machinery and snap-back areas.

7. Navigation



Adhere to the collision regulations, supplement navigation aids with visual / manual checks, plan and execute the passage plan and avoid distractions & fatigue.

8. Lifeboats



Ensure own and others safety during maintenance and testing of lifeboats.

9. Hotwork



Ensure spaces are free of flammable materials and gases before working where flame is used, or sparks may be produced.

10. Distractions



Distractions can have disastrous effects on safety vigilance. It is essential there are no distractions which impede your focus on your safety duties.

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MARKET UPDATE

Seafarers should be protected from attacks and fraud

India has submitted three papers to the International Maritime Organization (IMO), in view of the upcoming 111th Session of the Legal Committee (LEG), asking the Organization to address current issues regarding the security and contracting terms of seafarers. The 111th Session of the Legal Committee (LEG) is set to take place 22 – 26 April. The Committee addresses seafarer matters, including the fair treatment of seafarers, and issues concerning unlawful activities at sea which affect the safety of navigation. India has made three submissions related to seafarers, to advocate for holistic approach to maritime security and better contracts for seafarers.

Maritime security in the Red Sea

- As India informs, to combat maritime fraud, the Organization has taken measures of cooperation between stakeholders in order to maintain and develop coordinated action, including the exchange of information with the International Maritime Bureau of the International Chamber of Commerce (resolution A.504(XII)). Presently, the Committee only addresses legal issues concerning piracy and armed robbery at sea, while legal issues arising from other contemporary maritime threats remain unaddressed. said India in the submission

Given the inherent cross-jurisdictional and global nature of maritime operations, there is an urgent necessity to address all maritime security threats that go beyond piracy and armed robbery at sea, through improved international cooperation, collaboration and coordination among all stakeholders.

- According to India, the prospective consideration by the Committee of these issues will enable it to promptly and holistically address the legal issues arising therefrom. Geo-political tensions and regional instabilities also trigger serious maritime security threats, such as deliberate targeting of ships by extremist groups and collateral damage arising from regional or geo-political conflict, India notes. Such threats may not just be confined to piracy or armed robbery at sea, but may also include other forms of violent attacks on ships, such as the recent drone attacks on merchant ships in the Red Sea, which pose serious risks to the safety and security of ships and seafarers. Other threats include usage of distinct maritime weapons such as anti-ship missiles, sea mines or water-borne improvised explosive devices.

Somali piracy and implications

- Furthermore, the recent instances of pirate attacks and hijacking of merchant ships and fishing dhows by Somali pirates indicate the potential re-emergence of piracy attempts in the region, which emphasize the need for renewal of the abovesaid authorizations. The analysis of the Information Fusion Centre – Indian Ocean Region suggests that in December 2023, four incidents of hijacking were reported off the coast of Somalia. It was also reported that Somali pirates have hijacked a dhow operating off Somalia and utilized the same for attacking or hijacking the Malta-flagged vessel MV Ruen, with 18 crew members onboard. The said vessel continues to be in Somali territorial waters, making it challenging for the concerned international authorities to take necessary measures therein. Another serious incident concerns the hijacking of the Liberian-flagged bulk carrier MV Lila Norfolk with 21 crew members off the coast of Somalia in January 2024. Reports suggest that there are at least five vessels that have either been attacked, boarded or hijacked by a Piracy Action Group operating out of Puntland, Somalia. It is also suspected that fishing dhows hijacked off the coast of Somalia are being utilized for these piracy attempts or attacks. In view of the above, there is a viable and imminent threat to freedom of navigation and commercial shipping from piracy in the region.



MARKET UPDATE

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India suggests that continuous vigilance and proactive measures in the region are not only essential but also non-negotiable to combat the threat of piracy and restore the safety of seafarers and commercial shipping, as well as freedom of navigation. According to India, the implementation of these measures necessarily aligns with the duty vested on all States to cooperate towards the repression of piracy under Article 100 of the United Nations Convention on the Law of the Sea.

Holistic approach towards maritime security

- Alas, maritime security threats go far beyond piracy and armed robbery at sea, and include various other contemporary maritime security concerns, such as terrorism, human/drug-trafficking, cybersecurity risks, weapons of mass destruction, illegal, unreported and unregulated (IUU) fishing, and other environmental threats. However, the Committee is currently only engaged in addressing legal issues relating to piracy and armed robbery against ships (document LEG 111/1). Unlawful or fraudulent practices associated with the recruitment and placement of seafarers. As India notes, cases related to current practices associated with the recruitment and placement of seafarers on board ships bear adverse consequences on seafarer protection and well-being and impose direct and indirect ramifications on international trade in general. They harm the physical and psychological health of the concerned seafarers and their families and threaten safety of navigation and security of international trade. They bear cascading ramifications on the fair treatment of seafarers, which is also addressed by the Committee. Such cases often result in seafarer exploitation with risks to their personal safety and security, such as abandonment, stranding, personal injury or even death.
- Since 2020, the Indian Maritime Administration has received reports of over 200 instances where seafarers, who were initially recruited for a specified vessel, were subsequently placed or transferred for service on a different vessel.

India informs in the submission

- Often, the condition of the latter vessel does not align with what was promised to the seafarer. In many of these cases, the seafarers are not only victims of abandonment or stranding, but they are also reported to be missing or dead. In approximately 50 such reported seafarer abandonment or stranding cases, the Indian Maritime Administration faces challenges in resolving their grievances due to unavailability of relevant details. These circumstances impact the ability of the concerned seafarer or the next of kin to access appropriate health protection, medical care, welfare, social security protection, wages, or compensation in the event of death or disability, as guaranteed under MLC, 2006. The lack of clear information, including with respect to the shipowner or the P&I insurance, hinders the prompt resolution of grievances impacting seafarer protection or well-being, India finds.

Therefore, there is an urgent need to have in place an internationally-coordinated mechanism for addressing cases arising from unlawful or fraudulent practices associated with the recruitment and placement of seafarers on board ships.

Source: Safety4sea



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