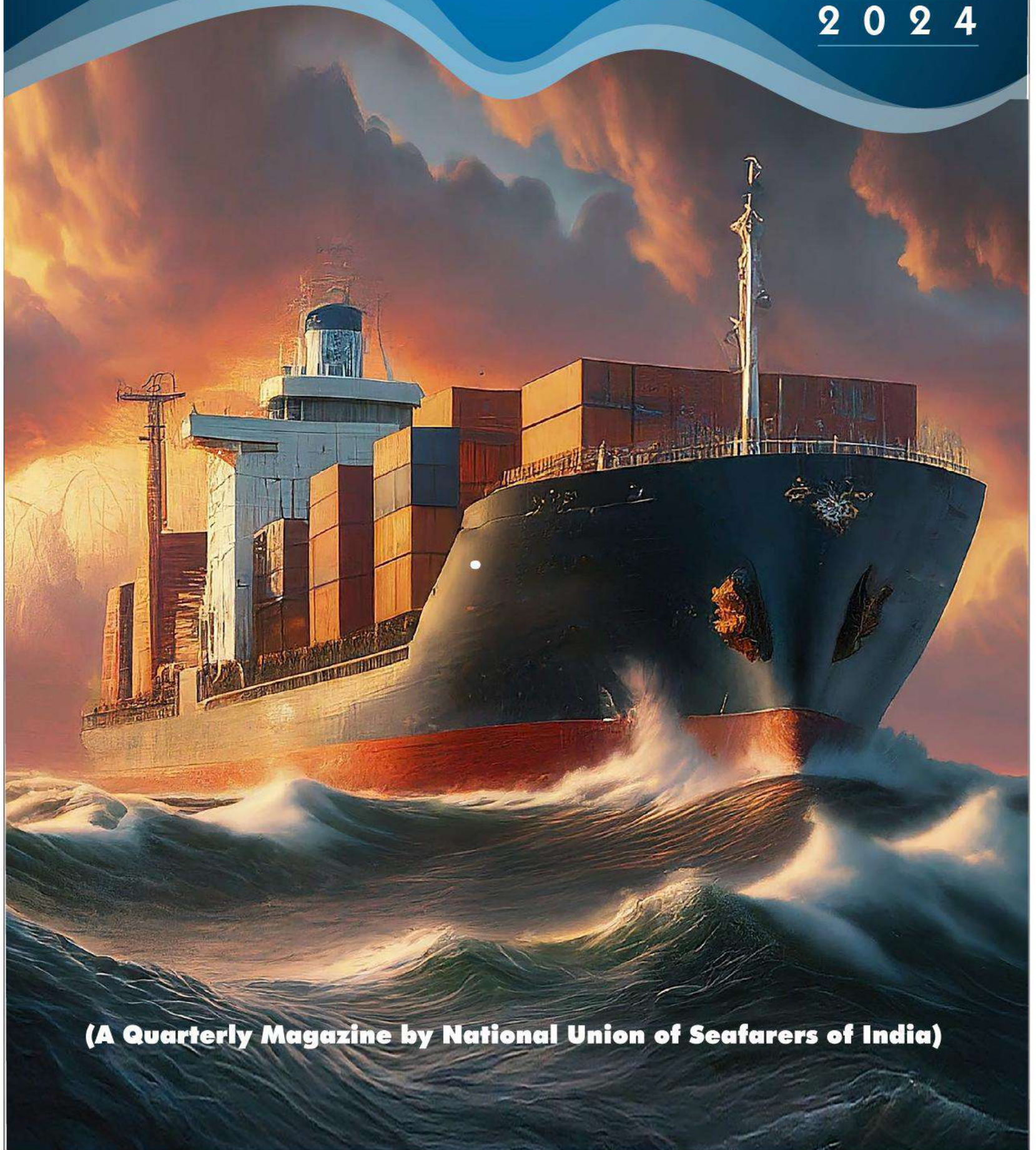




NUSI Sagarika

EDITION 5TH
JAN-MAR
2024



(A Quarterly Magazine by National Union of Seafarers of India)



NUSI SANKALP



**Plant trees.
Go green.**

NUSI SADA BAHAR (Tree Plantation)

NUSI SANRAKSHAN (Water Conservation)

"PEDH LAGAO – PANI BACHAO"

"PLASTIC HATAO – PARYAVARAN BACHAO"

Say No To Plastic - Littered Plastic Bags May Lead To Choking Of Drainage System Causing Water Logging On Roads And Rail Tracks Resulting In Disruption Of Transport Services.

Under Swyam Rojgar Yojana, families of seafarers make cotton carry bags and distributed amongst seafarers and their families and shipping fraternity in general.

NUSI SOLAR

Indian Sailors Home Society (ISHS), Mumbai

NUSI Holiday Home & Sanatorium, Lonavala

NUSI Offshore Training Institute (NOTI), Panvel

NUSI Maritime Academy (NMA), Goa

Mohamed Ebrahim Serang Centre, Valsad, NUSI

NUSI SWACH BHARAT ABHIYAN

CONSTRUCTION OF TOILET FACILITIES pan-INDIA

MESSAGE FROM THE EDITOR

Dear Sisters and Brothers,

Welcome to the latest edition of NUSI Sagarika. It's an honor to speak to the strong community in our maritime sector. This past year has been full of changes, with new technology like self-driving ships and green shipping making our work more efficient and better for the planet.

We have seen some challenges, too. Many of you have faced uncertainty, dealing with new rules and getting used to digital ways of working. We know it is not easy, and we are here

Your work protecting our oceans is amazing. Our dream project, "NUSI SANKALP," focuses on looking after the environment and making sure we work in a way that's good for the planet. This will help keep the oceans healthy for years to come.

I want to say a big thank you for all your hard work. You are the heroes behind global trade, staying strong through tough times. You inspire us all.



to help with training and support to make these changes smoother.

Being away from family and feeling isolated is hard. We are working to make sure you have better support for your mental health with "NUSI SAHARA" and encouraging open talks about the struggles you face. Remember, you are not alone, NUSI always support you. Taking care of your mind is just as important as keeping safe physically.

Looking forward, let's face the future together with bravery, hard work, and hope. NUSI Sagarika is more than just a magazine; it's about our community, and you are the most important part of it.

Wishing you smooth sailing ahead,

Milind Kandalgaonkar

Editor

General Secretary -cum- Treasurer

NUSI Profile

The present day National Union of Seafarers of India (NUSI) traces its origins since 1896 through the Goa Portuguese Seamen's Club. The achievements of the seafarers was largely due to the personal charisma and dedication of Shri Mohamed Ebrahim Serang. He realized that the movement has to be taken on a higher platform. He decided to give the seafarers movement a proper structure of a strong trade union organization.

In the year 1926 Shri Mohamed Ebrahim Serang established the first organised trade union in the history of Indian seafarers under the name of "National Union of Seamen of India (NUSI)" and was its Founder President.

Earlier Shri Mohamed Ebrahim Serang was operating the union activities from his own premises at 47, Old Nagpada Road, Bombay 400009 (later the street was named after him in 1975). The union was receiving membership of Re 1/- from 1926 to 1948 and thereafter the membership was increased to Rs. 3/- from 1948 to 1952 to Rs. 6/-. From this subscription amount, with much difficulty, the foundation stone of the present building of the National Union of Seafarers of India (NUSI) was laid on 6th January, 1950. The building was completed at a cost of around Rs. 1 lakh entirely from the subscription of the seafarers and the sacrifices of all those present at that point of time. It was a proud moment for Indian seafarers to have a union building of their own.



The National Union of Seafarers of India (NUSI) got affiliated with the International Transport Workers Federation (ITF) and the Hind Mazdoor Sabha (HMS) to give better support to our Indian seafarers even in foreign waters.

Shri Mohamed Ebrahim Serang retired from active unionism on his 80th birthday and expired on 2nd September, 1963 at the age of around 85 years leaving behind a rich legacy for which he is rightly called the "Father of Indian Seafarers Movement"

PM inaugurates Atal Bihari Vajpayee Sewri-Nhava Sheva Atal Setu in Navi Mumbai



Built at cost of about Rs 17,840 crores, Atal Setu is the longest bridge in India and also the longest sea bridge in the country

On January 12, 2024, Prime Minister Narendra Modi inaugurated the Mumbai Trans Harbour Link (MTHL), also known as the Atal Setu Nhava Sheva Sea Link. This 22-kilometre-long sea bridge, which is the longest in India, connects Sewri in Mumbai to Chirle in Raigad district. The project was first conceptualized in 1963 and construction began in 2018, with completion in 2024.

MTHL Atal Setu has been constructed at the cost of more than Rs 17,840 crores and is about a 21.8 km long 6-lane bridge having about 16.5 km length over the sea and about 5.5 km on the land.

The MTHL is a twin-carriageway six-lane bridge over Thane Creek in the Arabian Sea, comprising a 16.5-kilometre-long sea link and viaducts on land at either end with a cumulative length of 5.5 kilometres. The bridge uses orthotropic steel deck technology in its construction and is designed to last for 100 years.

The Prime Minister posted on Twitter: "Delighted to inaugurate Atal Setu, a significant step forward in enhancing the 'Ease of Living' for our citizens. This bridge promises to reduce travel time and boost connectivity, making daily commutes smoother."

The Prime Minister was accompanied by the Governor of Maharashtra, Shri Ramesh Bais, Chief Minister of Maharashtra, Shri Eknath Shinde and Deputy Chief Ministers of Maharashtra, Shri Devendra Fadnavis and Shri Ajit Pawar.

Atal Bihari Vajpayee Sewri – Nhava Sheva Atal Setu

The Prime Minister's vision is to improve the 'ease of mobility' of citizens by strengthening urban trans-

port infrastructure and connectivity. In line with this vision, the Mumbai Trans Harbour Link (MTHL), now named 'Atal Bihari Vajpayee Sewri – Nhava Sheva Atal Setu' has been built. The foundation stone of the bridge was laid by the Prime Minister in December 2016.

The MTHL is part of a larger infrastructure project that includes the Mumbai Coastal Road, with plans to connect the two via a connector in the future. The sea link will also connect to the Mumbai-Pune Expressway via an extension at Chirle. The project is seen as a major boost for economic development in the region, particularly as a major connector to the upcoming international airport in Navi Mumbai.

Atal Setu has been constructed at a total cost of more than Rs 17,840 crore. It is about a 21.8 km long 6-lane bridge having about 16.5 km length over the sea and about 5.5 km on the land. It is the longest bridge in India and also the longest sea bridge in India. It will provide faster connectivity to Mumbai International Airport and Navi Mumbai International Airport and will also reduce the travel time from Mumbai to Pune, Goa and South India. It will also improve connectivity between Mumbai Port & Jawaharlal Nehru Port.



Mumbai Coastal Road is now open for the public



Maharashtra Chief Minister Shri Eknath Shinde on March 11th inaugurated the first phase of the coastal road between Worli and Marine Drive in south Mumbai and said it is an "engineering marvel". A 10.5-kilometer-long stretch was opened for traffic in the first phase on March 12th. The work on the ambitious project started on October 13, 2018 and its projected cost is Rs 12,721 crore. On its first day, over 16,000 vehicles used the road.

The coastal road will be connected to the Bandra-Worli Sea Link and there onwards it will be extended up to Dahisar. The work on the ambitious project started on October 13, 2018 and its projected cost is Rs 12,721 crore. A world-class Central Park spread over several acres will come up along the road, named 'Dharmaveer Sambhaji Maharaj Coastal Road'. Shinde said the coastal road was built using advanced technology and it can be called an "engineering marvel".

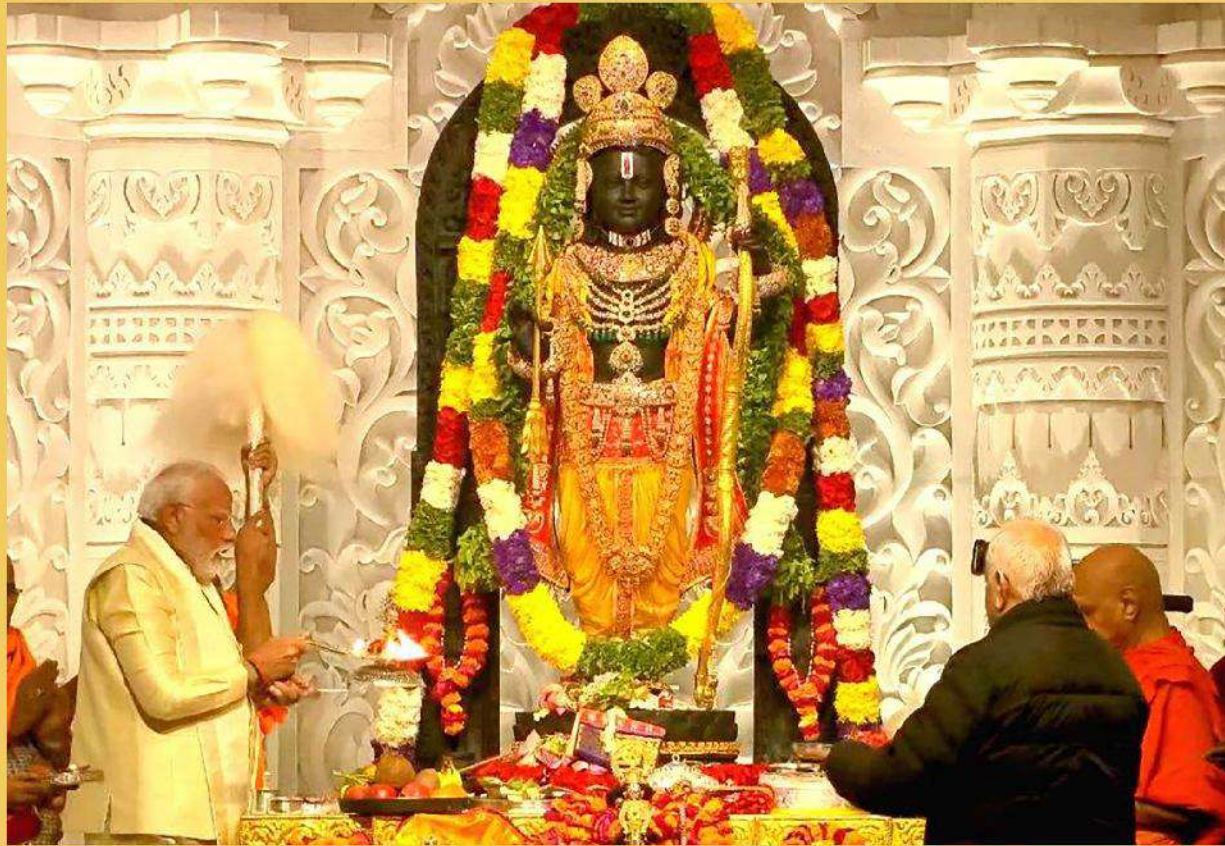
The 53-km-long coastal road, being constructed till Dahisar, will help the people in saving fuel and time, besides reducing pollution. An official had also claimed that the road would save nearly \$100 million annually in carbon emissions through fuel savings. Commuters told the media that the time to travel from Marine Drive to Worli has

reduced from 40-50 minutes to just 10 minutes.

The Mumbai Coastal Road has been kept toll free as of now. The road will be open from Monday to Friday between 8am to 5pm. It will be closed on Saturdays and Sundays for maintenance work. For most parts, the speed limit on the road has been limited to 80kmph. "The maximum speed limit on Dharmveer Swarajya Rakshak Chatrapati Sambhaji Maharaj Marg (Coastal Road) will be 80kmph, while in the tunnel it will be 60kmph and during turning & entry-exit points it will be 40kmph," Mumbai Traffic Police wrote in a post on X. All types of heavy vehicles, trailers, mixers, tractors, heavy goods vehicles, excluding BEST and ST buses, passengers carrying vehicles, and all goods carrier vehicles are banned on the road. Two-wheelers, three-wheelers and animal-drawn carts are also banned.

According to civic officials, motorists can enter the four-lane southbound carriageway from Worli Seaface, Haji Ali interchange and Amarsons Garden. The coastal road of 10.58 km length and 16.5 km of interchanges consists of four lanes on each side along with two 12.19 metre diameter tunnels of 2.07 km length. These are the largest tunnels by diameter built by tunnel boring machines in the country.

'Welcoming Ram Lalla along with 140cr Indians was a splendid moment': PM Modi writes back to President Droupadi Murmu



The Ram Mandir was inaugurated in Ayodhya, India on January 22, 2024. The ceremony was presided over by Indian Prime Minister Narendra Modi. The temple was built on the site where the 16th-century mosque, Babri Masjid, once stood. In 1992, the mosque was demolished by a mob of Hindu radicals, resulting in a controversy that has lasted for over three decades. For many Hindus, the inauguration of the temple is seen as a fulfillment of a long-cherished dream as they believe Ayodhya to be the birthplace of the deity Lord Ram.

Prime Minister Narendra Modi performed the 'aarti' of the Ram Lalla idol at the Shri Ram Janmabhoomi Temple in Ayodhya on Monday. The idol of Ram Lalla was unveiled at the temple in the presence of Prime Minister Narendra Modi. The Prime Minister led the rituals at the Pran Pratishtha ceremony.

The childhood form of Lord Ram (the idol of Shri Ramlalla) has been placed in the main sanctum sanctorum on the ground floor of the temple.

PM Modi performed 'parikrama' of the deity and did 'dandvat pranam'. He also took blessings from 'sadhus'.

RSS Chief Mohan Bhagwat, Uttar Pradesh Governor Anandiben Patel and state Chief Minister Yogi Adityanath were present at the ceremony.

Indian Air Force (IAF) choppers showered flower petals over Shri Ram Janmabhoomi Temple premises in Ayodhya as the idol of Ram Lalla was unveiled.

Over 8,000 guests have been invited to the ceremony at the grand temple.

The historic Pran Pratishtha ceremony was attended by representatives of all major spiritual and religious sects of the country. People from all walks of life including representatives of various tribal communities also attended the ceremony.

Prime Minister will interact with 'shramjeevis' associated with the construction of Shri Ram Janmbhoomi Mandir. He also visited the Kuber Tila, where the ancient Mandir of Bhagwan Shiv has been restored later in the day.

The magnificent Shri Ram Janmbhoomi Mandir has been constructed in traditional Nagara style. Its length (east-west) is 380 feet; width 250 feet and height is 161 feet; and is supported by a total of 392 pillars and 44 doors.

The pillars and walls of the temple showcase intricately sculpted depictions of Hindu deities, gods, and goddesses.

After the 'Pran Pratishtha' ceremony of Ram Lalla that concluded in Ayodhya on Monday, a heavy rush of devotees on Tuesday gathered outside the Ram Temple to offer prayers. The temple has been open to the public from 23rd January, 2024. Meanwhile, 'Ram Nagri' Ayodhya also grabbed global eyeballs, with earthen lamps or diyas lit up on a massive scale and crackers going up and dazzling the night sky in different parts of the city. Visuals also showed celebrations unfolding at the famous Saryu Ghat, with beaming locals expressing their devotion to Ram Lalla.

"Today, our Ram Lalla will no longer live in a tent. He will reside in a splendid temple," Modi declared, emphasizing the fulfillment of a centuries-old wait and the culmination of collective patience and sacrifices. The Prime Minister expressed a profound connection with the divine, felt during the sanctification ceremony within the temple's sanctum sanctorum.

In a nod to the nation's constitutional and legal framework, Modi highlighted that Lord Ram's essence is embedded in the first copy of India's Constitution. He expressed gratitude to the judiciary for resolving the prolonged legal battle over Lord Ram's existence, paving the way for the temple's construction in a lawful manner. PM Modi's proclamation of January 22 as the onset of a new era reflects the profound cultural and spiritual awakening this event symbolizes for millions. The Ram Temple, beyond its religious significance, is seen as a symbol of India's rich heritage and the triumph of faith and persistence.

This historic event, attended by an array of prominent figures from various fields, signifies a unifying moment for the nation, transcending religious, social, and political divides. It's a celebration of India's age-old traditions, cultural richness, and the enduring legacy of its spiritual icons. As the country embarks on this new era, the Ram Temple stands as a testament to India's journey, its values, and its continual evolution.



PM inaugurates, dedicates to nation and lays foundation stone of multiple development projects worth more than Rs. 20,000 crores in Tiruchirappalli, Tamil Nadu



The Prime Minister, Shri Narendra Modi inaugurated, dedicated to the nation and laid the foundation stone of development projects worth more than Rs 20,000 crores in Tiruchirappalli, Tamil Nadu on 2nd January, 2024. The development projects include sectors such as rail, road, oil and gas, and shipping sectors in Tamil Nadu.

Addressing the gathering, the Prime Minister wished a fruitful and prosperous new year to everyone and expressed delight that his first public program in 2024 is taking place in Tamil Nadu. He said that today's projects worth more than Rs 20,000 crores will strengthen Tamil Nadu's progress as he congratulated the people of the state for projects spanning sectors of roadways, railways, ports, airports, energy and petroleum pipelines. He said that many of these projects would boost travel and also create thousands of employment opportunities in the state.

The Prime Minister reiterated that the Azadi Ka Amrit Kaal for the next 25 years will play a crucial role in India becoming a developed nation. He referred to both economic and cultural aspects when it comes to Viksit Bharat as he underlined that Tamil Nadu is a reflection of India's prosperity and culture. "Tamil Nadu is home to the ancient language of Tamil and it is a treasure trove of cultural heritage", the Prime Minister said as he mentioned Saint Thiruvalluvar and Subramania Bharati among others who created magnificent literature. He also mentioned that Tamil Nadu is home to scientific and technological brains like C V Raman and other scientists who instil new energy in him whenever he visits the state.

The Prime Minister informed about India's huge investments in sectors such as roadways, railways, ports,

airports, homes for the poor and hospitals in the last 10 years as he underlined the government's emphasis on physical infrastructure. He also mentioned India breaking into the top 5 economies of the world where it has become a ray of hope for the world. Referring to the huge incoming investments in India from across the globe, the Prime Minister said that its direct benefits are being availed by Tamil Nadu and its people as the state has become a prime brand ambassador for Make in India.

The Prime Minister dedicated to the nation the General Cargo Berth-II (Automobile Export/Import Terminal-II & Capital Dredging Phase-V) of Kamarajar Port. The inauguration of General Cargo Berth-II will be a step towards strengthening the country's trade which will help boost economic growth and employment generation.

Concluding the address, the Prime Minister underlined the need for Sabka Prayas or everyone's effort to accomplish the goals of Viksit Bharat. He expressed confidence in the capability of the youth and the people of Tamil Nadu. "I can witness the rise of a new hope in the youth of Tamil Nadu. This hope will become the energy of Viksit Bharat", the Prime Minister concluded.

Governor of Tamil Nadu, Shri R N Ravi, Chief Minister of Tamil Nadu, Shri M K Stalin, Union Minister for Civil Aviation, Shri Jyotiraditya Scindia, and Union Minister of State for Information and Broadcasting, Shri L Murugan were among others were present on the occasion.



Abandonment of the seafarers on-board vessels.



Abandonment in the context of maritime law refers to when a shipowner or operator forsakes their vessel, typically leaving it without proper maintenance, crew, or financial support. This can happen for various reasons such as financial distress, legal issues, or safety concerns. The implications of such abandonments are multifaceted, affecting carriers, shippers, port authorities, and even the environment.

Every year a number of seafarers find themselves 'abandoned' by ship operators in ports across the globe. In such cases, companies have often run into financial difficulties and simply fail to pay their bills, the wages of the seafarers, and vessel costs such as provisions and port dues. Abandoned vessels are frequently subjected to detention by port authorities and seafarers find themselves stranded on their vessel, within port limits, and usually without critical supplies such as food, fuel and water. They are unable to leave without permission from the local authorities and funds for flights and visas

Seafarers work in an environment of hardship and isolation. Abandonment is one of the major challenges faced

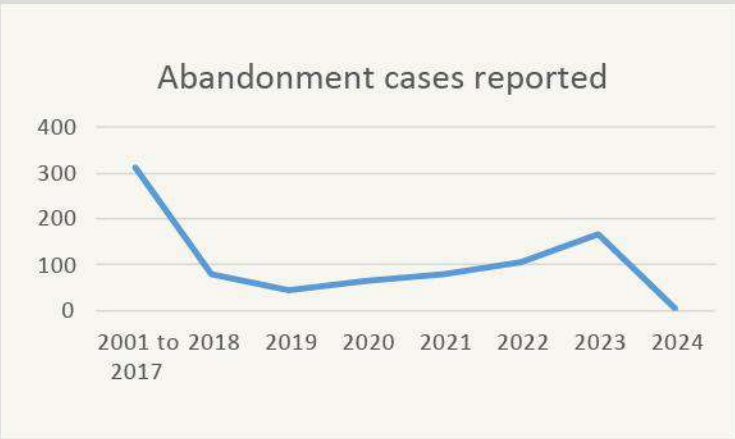
by seafarers onboard vessels. It's a **"worrying increase"** in the number of reports of vessel and crew abandonment in 2023.

As per the data on abandonment available on ILO Database, in the year 2020, more than 1200 seafarers were abandoned. It is been raised to 11 percent increase in the total number of abandonment complaints filed with the organization in 2023. The figure is on the rise with 13 additional reports in 2023 over 2022, bringing the number to a total of 132 vessels reported by crewmembers as abandoned last year. These figures raise serious questions regarding the effectiveness of the present legal regime in resolving the abandonment situations.

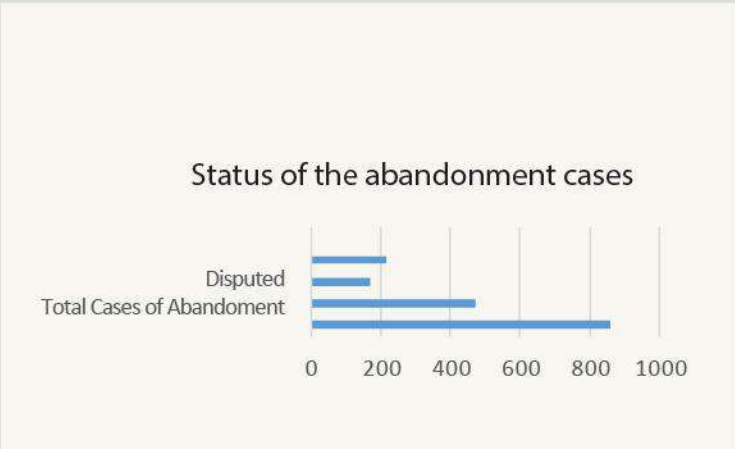
"Seafarers and their families pay the ultimate price for the greed and non-compliance of ship owners, enduring the inhuman consequences of a system that compromises their well-being, dignity, and basic human rights."



Year	Abandonment cases reported
2001 to 2017	313
2018	80
2019	45
2020	65
2021	80
2022	104
2023	166
2024	4



Status of the Abandonment cases	
Total Cases of Abandonment	857
Resolved	473
Disputed	170
Inactive	214



Abandoning a ship not only violates maritime regulations but also endangers the lives and livelihoods of seafarers. It's imperative for companies to fulfill their obligations and prioritize the welfare of their employees.

As the shipping industry evolves, the focus must remain on enhancing transparency, improving regulatory compliance, and fostering collaboration among all stakeholders. Only through concerted efforts can the maritime sector navigate the troubled waters of cargo abandonment, ensuring the smooth flow of global trade while safeguarding economic interests and the environment.

The problem of abandonment constantly persists in the shipping sector, and the time taken to resolve the situation is often very long. The law system, especially maritime law, serves as a critical framework for ensuring accountability, protecting rights, and resolving disputes within the shipping industry. However, there are always areas for improvement, particularly in enhancing enforcement mechanisms and addressing loopholes to prevent ship abandonment and protect seafarers' rights more effectively.

The Maritime Labour Convention (MLC), 2006, is a key international instrument that sets out comprehensive rights and protections for seafarers, including guidelines specifically addressing the issue of abandonment.

Guideline B2.5 of the MLC emphasizes the importance of protecting the rights and welfare of seafarers and outlines the responsibilities of flag states in addressing the issue of abandonment. By adhering to these guidelines, flag states can help ensure that seafarers are safeguarded against the risks and consequences of abandonment and that they receive the support and assistance they need in such situations.

As India is one of the largest nations supplying seafarers, also had the highest number of seafarers abandoned. To minimize the risk of being abandoned, the seafarers before accepting a position on board, find out as much information about the company and the vessel they will be joining. In particular, look for indications of problems on board.

“Seafarers must speak out. If the shipowners or insurer don’t help, don’t let fear of your employer stop you from acting”.



Red Sea crisis: Implications of Houthi attacks on global trade, security



The escalation of tensions in the Red Sea, driven by Houthi militants targeting commercial vessels, represents a significant threat to global maritime trade and regional stability. The reported 33 attacks since November 19, 2023, underscore the seriousness of the situation and the challenges it poses to international shipping.

Shipping vessels that sail between Europe and Asia pass through the Red Sea, which is the transit route from Mediterranean Sea to Arabian Sea through Suez Canal. The Bab-El-Mandeb–Red Sea route holds 12 percent of total world trade, according to a report.

The Red Sea serves as a vital maritime route connecting Europe, Asia, and Africa, facilitating the transportation of goods essential to global trade. Disruptions to this key artery can have far-reaching consequences for the global economy, affecting industries, supply chains, and consumer markets worldwide.

More than 80 percent of India's merchandise trade with Europe and the UK takes place through the Red Sea route. Government official said that India's Russian oil purchases might get more expensive as the trade route is being shifted to the Cape of Good Hope.

India has not joined a US-led military initiative in the Red Sea but it has placed a clutch of its Navy ships that are conducting air surveillance in the area. On January 29, INS Sumitra, a patrol vessel of the Indian Navy, rescued in two separate operations 19 Pakistani crew members of a fishing vessel and assisted an Iranian-flagged fishing vessel

attacked by Somali pirates along the coast of Somalia and Gulf of Aden that is adjacent to the Red Sea. **Red Sea crisis may raise freight and forwarding cost by 25-30%.**

With over \$1 trillion in annual merchandise passing through the Red Sea, any disruptions to shipping in the region can lead to delays, increased shipping costs, and supply chain bottlenecks. These disruptions can, in turn, impact various sectors, including manufacturing, retail, and agriculture, and contribute to market uncertainty and volatility.

Moreover, the attacks on commercial vessels in the Red Sea heighten geopolitical tensions and raise concerns about regional security. The involvement of Houthi militants adds complexity to the situation and underscores the broader regional challenges facing countries bordering the Red Sea.

Efforts to enhance maritime security in the Red Sea will require a comprehensive approach, including increased patrols, intelligence sharing, and cooperation among regional and international stakeholders. Diplomatic efforts aimed at resolving the underlying conflicts fueling the violence will also be essential to achieving long-term stability and ensuring the safety of maritime traffic in the area.

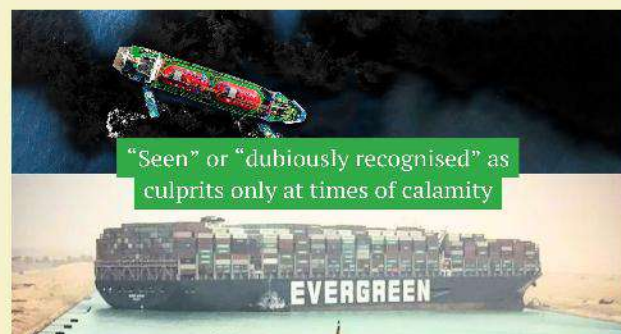
The international community must remain vigilant and proactive in responding to these attacks to mitigate their impact on global trade and uphold the principles of freedom of navigation and maritime safety.

Unsung Heroes – Seafaring During Covid-19 and Beyond...

The dictionary meaning of the word “unsung hero” which is a person who has achieved great things or committed acts of bravery or self-sacrifice yet is not celebrated or recognized.

Singing praises via a song has been a norm for thousands of years. Hence heroes not recognized or celebrated did not feature in any song... hence the term “unsung heroes”.

Seafarers, often referred to as the unsung heroes of the maritime industry, play a vital role in the global economy. They navigate the world's oceans, transporting goods and people from one corner of the globe to another, ensuring the smooth functioning of international trade. Despite their indispensable contributions, seafarers often go unnoticed and unappreciated. As per the statement of IMO Secretary-General Emeritus Mr. E. Mitropoulos “without shipping, half the world will freeze, and the other half will cease to exist”.



The Covid-19 pandemic shed light on the critical role that seafarers play in keeping the world economy afloat.

While other modes of transportation came to a halt, ships continued to sail, delivering essential goods and supplies to communities worldwide. However, behind this seemingly seamless operation lies a tale of hardship, sacrifice, and neglect.

Seafarers faced numerous challenges during the pandemic, including prolonged periods at sea due to restricted crew changes, denial of shore leave, and lack of access to essential medical care. Many found themselves stranded onboard ships, unable to return home to their families due to travel restrictions and bureaucratic hurdles.

The mental health and wellbeing of seafarers also came under strain, with reports of depression, anxiety, and suicidal tendencies among crew members. The isolation and uncertainty of life at sea, compounded by the additional stressors brought on by the pandemic, took a toll on their psychological health.

Seafarers make...
Cargo Trips to **Cruise Ships**

Seafarers Bring Everything...
From **Cosmetics** to **Crude Oil**
From **Mobiles** to **Automobiles**
From **Heavy Cranes** to **Food Grains**
From **Tractors** to **Nuclear Reactors**
From **Hair Pins** to **Shoes**
From **Mineral Water** to **Booze**
From **Toothpicks** to **Chopsticks**
From **Wallpaper** to **Toilet paper**
From **Organics** to **Electronics**
From **Coffee, Tea** to **Pharmacy**



“Seen” or “dubiously recognised” as culprits only at times of oil spills, collision, piracy and of-course “the recent blockage of the Suez Canal” which by the way was purely due to hostile weather conditions. They are usually at the receiving end. Did you know that after “mining”, “seafaring” is the world’s most hazardous profession?

Despite these challenges, seafarers continued to fulfill their duties with courage and resilience, ensuring that goods reached their destinations and supply chains remained intact. Their unwavering commitment to their profession, often at great personal cost, deserves recognition and appreciation.

Organizations like the International Transport Workers Federation (ITF) and the ITF Seafarers Trust have played a crucial role in supporting seafarers during these challenging times. Through initiatives such as the Seafarers Emergency Fund and mental health awareness programs, they have provided much-needed assistance and resources to seafarers and their families.

As we move beyond the Covid-19 pandemic, it is imperative that we do not forget the sacrifices made by seafarers. Governments, maritime organizations, and society at large must work together to ensure the fair treatment and wellbeing of these essential workers. Seafarers should no longer remain the unsung heroes of the sea but should be recognized and celebrated for their invaluable contributions to the global economy.

In the words of former IMO Secretary-General Mr. Kitack Lim, "Seafarers deliver so much for us, we have to deliver for them." It is time to honor the dedication and bravery of seafarers and ensure that they receive the support and recognition they rightfully deserve.

WE ARE HARDWORKING SEAFARERS - AT SEA FOR ALL

SEAFARING IS NOT ONLY OUR JOB BUT INDEED OUR PASSION
IT IS THE HEAT OF OUR BLOOD AND SWEAT IGNIGHTING THE ENGINES INTO ACTION
BY OUR EFFORTS INDEED THE WORLD BENEFITS OVERALL
WE ARE THE SEAFARERS "AT SEA FOR ALL"

COMING FROM DIFFERENT
BACKGROUNDS AND COUNTRIES FAR AND
NEAR CHALLENGING THE WAVES AND THE
STORMS COMES NATURALLY TO US
WITHOUT ANY FEAR

WE ARE PROUD AND MINDFUL OF OUR
TOUGH JOB, BUT HUMANS WE STILL ARE

WE BECOME RESTLESS REMEMBERING
OUR FAMILIES WHOM WE HAVE LEFT AWAY
SO FAR

WHEN WE CANNOT KILL TIME ONBOARD THE LONGING FOR THEM WITHIN BECOMES INTENSE
IT IS ONLY OUR FAMILY OBLIGATIONS AND THE LOVE WHICH HELPS US PULL THROUGH THIS SUSPENSE

WHILE ON THE DECK WHEN THE COOL BREEZE COMES AND CARESSES MY CHEEKS
I FEEL THAT IT IS COMING FROM THE COURTYARD OF MY OWN HOUSE FROM WHERE IT SNEAKS

BRINGING THE FEELINGS OF MY FAMILY - A MESSAGE AS IT SPEAKS
COME HOME FAST - WITHOUT YOU IT IS DIFFICULT EVERY PASSING DAYS AND WEEKS

WE ARE HARDWORKING SEAFARERS - AT SEA FOR ALL



By
Abdulgani Y. Serang

IMO Sub-Committee on human element, training and watchkeeping (HTW 10)

The 10th session of the IMO's **Sub-Committee on Human Element, Training and Watchkeeping (HTW 10)** was held from 5th to 9th February 2024. A comprehensive revision of the STCW Convention and Code was initiated to address experiences, emerging challenges and technological advancements. Training provisions for seafarers on ships using alternative fuels, including battery-powered ships, will be considered separately.

Relevant for ship owners and managers, seafarers, maritime training institutes and flag states.



Comprehensive review of the STCW Convention and Code

The STCW Convention and Code establish the minimum training, certification and watchkeeping standards for seafarers worldwide. HTW 10 progressed a comprehensive review of the 1978 STCW Convention and Code to address inconsistencies and to improve the provisions based on experiences and new technologies.

A two-step methodology for the comprehensive review was agreed. The first step will be an in-depth review of the entire Convention and Code, including issues related to outdated training requirements, emerging technologies, digitalization, cybersecurity awareness and psychological safety. The next step will be a revision of the Convention and Code as a result of the gaps identified. HTW 10 also agreed on a road map for the work, targeting completion in late 2027.

The methodology and the road map will be submitted to MSC 108 (May 2024) for approval. In addition, an intersessional Working Group meeting will be held before HTW 11 in 2025, subject to approval by MSC 108 and Council 132.

Training for seafarers on ships using alternative fuels

The decarbonization of shipping may entail the need for relevant training standards and requirements for seafarers to handle new types of marine fuels and technologies.

HTW 10 agreed that training provisions for seafarers on ships using alternative fuels, including battery-powered ships, should be developed in parallel with the comprehensive review of the STCW Convention and Code. The work is expected to be initiated at HTW 11 in 2025, subject to approval by MSC 108 (May 2024). **STCW online database (GISIS module)**

HTW 10 agreed to establish a new module in the IMO's online information database (GISIS) for a trial period to make information on recognition of STCW certificates and the "certificate verification facility" available to all stakeholders. The initiative is a response to reports on fraudulent STCW certificates and endorsements.

Model training courses

IMO model courses intend to assist instructors in developing training programmes for seafarers as per the International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978. The model courses are subject to regular review to ensure that they are consistent with the current IMO instruments and reflect best practices and modern technologies.

HTW 10 validated the following two model courses:

1.32 on "Operational use of integrated bridge systems including integrated navigational systems"

1.35 on "Liquefied Petroleum Gas (LPG) tanker cargo and ballast handling simulator"

Amongst the next model courses planned for validation is the model course 1.21 on

"Personal safety and social responsibilities", which will incorporate the new competences to prevent and respond to bullying and harassment in the maritime sector, including sexual assault.

Recommendations

As HTW is a Sub-Committee, all decisions concerning rules, regulations and dates are subject to further consideration and approval by the **Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC)**, as relevant. DNV recommends that our customers monitor the outcome of MSC 108 in May 2024.

India is reworking its Merchant Shipping Act

India is looking at reworking its merchant shipping laws as it replaces the existing eponymous Act of 1958. The new provisions will look to include up-to-date international maritime conventions to which the country is a party; allow for easier registration of ships under Indian flag by NRIs, overseas citizens of India, corporates including limited liability partnerships; enable electronic registration of vessels and granting recognition to e-documents like log-books, record books.

Merchant shipping refers to activities that are carried out for commerce rather than for defence or warfare.

Changes to the law that have been proposed are

against “unsafe vessels” too. “The Centre has been empowered to direct port authorities and others to take measures in respect of abandoned vessels,” the official said.

The Merchant Shipping Act of 1958 provided for registration of Indian ships and allows enabling provisions looking to accelerate the pace of development of the sector. The Act is divided into 24 parts, each part dealing with specific aspects of merchant shipping like registration of ships, sailing vessels and fishing vessels, National Shipping Board, manning of ships, engagement, discharge and repatriation of seamen and apprentices, safety of passenger

and cargo ships, control of Indian ships and ships engaged in the coasting trade, collisions, prevention and control of pollution of the sea by oil from ships, limitation of shipowners’ liability, civil liability for oil pollution damage, among others.

An official aware of the on-going discussions said, new provisions include a section in marine incidents and emergent response. The idea is to provide confidence to ship-owners that there are appropriate statutory measures for safety of vessels.

Stringent rules, including persecution and conviction, are being mulled for prevention of pollution and containment of the same. Air pollution arising out of ships operating in the sea has also been covered with appropriate actions.

According to the official, there will be reduction in compliance burden under the new rules. It will also promote ease of doing business, embrace digital tech, improve ownership criteria and also provide a statutory framework for handling maritime emergencies.

Incidentally, there were previous attempts at re-working the Merchant Shipping Act in 2016. But the then Bill fell through in May 2019 with the 16th Lok Sabha being dissolved. Re-working began in February – March 2021 and between July 2022 and July 2023 the Legislative Department reviewed the draft and there was receipt of concurrence.



currently being deliberated with the Ministry of Ports, Shipping and Waterways being the nodal ministry.

Proposed under the new provisions is a three-tier dispute resolution mechanism. It will look to resolve disagreements arising between ship-owners and salvors (those engaged in salvaging ships lost at sea), and also between seafarers and owners or masters or agents of ship. The resolution mechanism will look “to make the award of the shipping master enforceable instead of enforcement by a Magistrate,” an official aware of the new draft rules told.

Previously ambiguous terms like “abandoned vessels” have been defined, while the new rules call for action



CMMI Technical Seminar – Key Elements of MLC 2006, Latest Amendments, and Compliance



The Company of Master Mariners of India, Navi Mumbai Chapter, organized a Technical Seminar on the vital aspects of the Maritime Labour Convention 2006 (MLC 2006). Held on 10th February 2024, the seminar aimed to explore into the latest amendments and ensure a comprehensive understanding of compliance within the shipping industry.

The event was graced by esteemed personalities from the maritime sector. Capt. Binesh Kumar Tyagi, CMD of Shipping Corporation of India, adorned the occasion as the Chief Guest, while Capt. Tushar Pradhan, General Secretary of the Maritime Union of India (MUI) and Capt. Deepak Correa, COO of India Operations at Fleet Management, honored the event as the Guest of Honour. Enriched the seminar with their insightful presence.

Among the notable presentations, Shri Sunil Nair, Assistant General Secretary of the National Union of Seafarers of India (NUSI), delivered a compact yet informative presentation on the MLC 2006 amendments. Particularly, shed light on the outcomes of the Special

Tripartite Committee session held at the International Labour Organization (ILO) headquarters in Geneva in 2022.

The presentation provided attendees with a comprehensive understanding of the committee's pivotal role in shaping maritime labour regulations. By overviewing the committee's composition, working groups, and regulatory frameworks, facilitated a deeper comprehension of the MLC 2006 amendments.

Furthermore, the seminar served as a platform to address prevalent concerns within the shipping industry regarding compliance with MLC 2006 standards. Through interactive discussions and expert insights, attendees gained clarity on navigating the intricacies of regulatory compliance while upholding seafarers' rights and welfare.

As the maritime sector continues to evolve, such initiatives play a vital role in equipping stakeholders with the knowledge and tools necessary to navigate regulatory complexities effectively.

'Seafarers Connect-Hum Saath Saath Hai' - Seafarers go into huddle over mental well-being.

The seafarer community including its several organisations and associations came together at the 'Seafarers Connect-Hum Saath Saath Hai' event that saw discussions on several issues affecting them including mental well-being and the repercussions of the Red Sea conflict. The event, an initiative of the Director General of Shipping of India, brought together the Goa Maritime Officers Association (GMOA), Maritime Union of India (MUI), National Union of Seafarers of India (NUSI) and

Minister of State for Ports, Shipping and Waterways Shripad Naik, who was the chief guest, while suggesting yoga to help relieve stress also spoke on the issue of the Red Sea conflict that has affected shipping vessels.

"The Israel-Hamas war effect is still seen on the shipping industry and the central agencies whether navy or defense are working hard to ensure the safety of the seafarers."

The significant event aimed at bringing together seafarers and their families in Chennai. Initiatives like



the GoanSeamen Association of India (GSAI). The issue of mental well-being got prominence.

Deputy Director General of Shipping (crew) Captain (Dr) Daniel J Joseph, while speaking to the seafarers at the Ravindra Bhavan, Margao said, "Each soul at sea is important and precious. The rate at which I'm getting news of seafarers allegedly committing suicide is worrying. It is around five persons per month which is worrying. So we have started the concept of promoting mental wellbeing. The seafarer profession is very challenging and you will feel lonely."

'Seafarers Connect-Hum Saath Saath Hai' play a crucial role in fostering a sense of community and support among seafaring professionals and their loved ones. By organizing such events, the National Union of Seafarers of India (NUSI), The Maritime Union of India (MUI), and the Maritime Community, along with the support of the Director General of Shipping of India, demonstrate their commitment to addressing the needs and concerns of seafarers and their families. It's heartening to see hundreds of attendees participating, indicating the importance and relevance of such gatherings within the maritime industry.

Seafarers Club in Chennai Hosts Vibrant Get-Together Organized by NUSI



On March 22nd, 2024, the Seafarers Club in Chennai was thriving with brotherhood and warmth as the National Union of Seafarers of India (NUSI) orchestrated a lively gathering for seafarers and their families. Led by Mr. Sunil Nair, Assistant General Secretary of NUSI, the event featured an engaging interactive session aimed at fostering solidarity and addressing the needs of the seafaring community. The gathering served as a platform for seafarers and their loved ones to come together, share experiences, and discuss pertinent issues to their profession. Mr. Sunil Nair's insightful discourse and open dialogue encouraged attendees to voice their concerns and seek guidance on various matters related to their maritime endeavors. In a gesture of support and goodwill, NUSI also extended its open-handed arm by donating essential amenities to the Seafarers Club in Chennai. Water coolers, bedsheets, and pillow covers were among the contributions provided, aimed at enhancing the comfort and well-being of resident

seafarers. This thoughtful gesture underscored NUSI's commitment to the welfare of seafaring communities and its dedication to fostering a conducive environment for their relaxation and rejuvenation. The event not only served as a testament to NUSI's unwavering advocacy for seafarers' rights and welfare but also exemplified the spirit of unity and solidarity within the maritime fraternity. As seafarers and their families departed from the gathering, they carried with them a sense of good fellowship and reassurance, fortified by the support and experience at the Seafarers Club in Chennai. Through initiatives like these, NUSI continues to uphold its mission of empowering seafarers and enriching their lives both at sea and onshore, ensuring they thrive in a supportive and nurturing environment. As the maritime community in Chennai continues to flourish, such gatherings serve as invaluable opportunities for connection, support, and mutual upliftment within this vital industry.



Green Fuel & Autonomous ships

The maritime industry is on the cusp of a major transformation, driven by two key trends: the adoption of green fuels and the increasing use of autonomous ships.

Green fuels are essential for reducing the shipping industry's environmental impact. **Heavy fuel oil (HFO)**, the traditional fuel used by most ships, is a major source of air and water pollution. Green fuels, such as biofuels, ammonia, hydrogen, and methanol, offer cleaner alternatives.

- **Biofuels** are produced from renewable sources, such as vegetable oils and waste products. They can reduce greenhouse gas emissions by up to 90% compared to HFO.



Biofuels for ships

- **Ammonia** is a zero-carbon fuel, but it is also toxic and requires special handling. However, several companies are developing ammonia-powered ships, and the first commercial ammonia-powered ship is expected to be launched in 2024.



Ammonia for ships

- **Hydrogen** is another zero-carbon fuel, but it is even more challenging to store and transport than ammonia. However, there are several projects underway to develop hydrogen-powered ships.



Hydrogen for ships

- **Methanol** is a low-carbon fuel that can be produced from natural gas or renewable sources. It is already used in some ships, and several companies are developing methanol-powered ships.



Methanol for ships

Autonomous ships use artificial intelligence and other technologies to navigate and operate without a crew on board. This could have a number of benefits, including improved safety, efficiency, and cost savings. However, there are also a number of challenges that need to be addressed before autonomous ships can become a reality, such as regulatory hurdles and public acceptance.

The adoption of green fuels and autonomous ships has the potential to revolutionize the maritime industry. However, there are a number of challenges that need to be overcome before these technologies can be widely adopted.

IMEC / NUSI Structural Marine Fitter Training Course

Unlocking Opportunities in the Maritime Industry: The Significance of the Structural Marine Fitters Training Program



In the vast expanse of the maritime industry, skilled professionals are the backbone ensuring smooth sailing and efficient operations. Among these essential roles, marine fitters stand out as craftsmen adept at maintaining, repairing, and fabricating vital structures and machinery aboard vessels. Recognizing the critical need for trained personnel in this field, the NUSI Offshore Training Institute (NOTI), located in Panvel, at the behest of International Maritime Employers Council (IMEC) introduces the Structural Marine Fitters Training Program (SMTF).



Bridging the Skills Gap

The SMTF program serves as a gateway for individuals eager to embark on a rewarding career path within the

maritime sector. Designed with meticulous attention to industry demands, this six-week course equips participants with a comprehensive skill set essential for thriving in the role of marine fitters.

Target Audience

The program caters to a diverse range of individuals poised for career advancement. Whether currently employed as oilmen, motormen, or junior fitters onboard, the SMTF program offers a transformative opportunity for skill enhancement and specialization. By honing their expertise in welding, gas cutting, brazing, lathe machining, and machinery maintenance, participants gain invaluable practical knowledge essential for excelling in their roles.



Practical Learning Experience

At the core of the SMTF curriculum lies hands-on training, ensuring that participants are well-versed in the intricacies of

marine fitting practices. Through immersive practical sessions, students not only grasp theoretical concepts but also develop the finesse and precision required to tackle real-world challenges encountered in the maritime environment.

Industry-Relevant Curriculum

The SMTF program adopts a holistic approach to training, covering a wide array of essential skills vital for success in the field. From mastering welding techniques to precision lathe machining, every aspect of the curriculum is meticulously crafted to align with industry standards and best practices. By focusing on practical applications, participants emerge from the program equipped to handle the rigors of marine fitting with confidence and proficiency.



Empowering Career Growth

Upon completion of the SMTF program, candidates emerge as competent and skilled marine fitters ready to make a significant impact in the maritime industry.

Armed with a robust skill set and practical experience, individuals are primed for career advancement opportunities, opening doors to fulfilling roles and lucrative career prospects within the maritime sector.

Industry Reception

As the pilot program draws to a close this week, the Structural Marine Fitters Training Program has garnered exceptional feedback from industry stakeholders.

The enthusiastic reception underscores the program's efficacy in addressing critical skill gaps within the maritime sector. With accolades pouring in, the success of the pilot program sets a promising precedent for future iterations, reaffirming its pivotal role in shaping the next generation of marine fitters.



Conclusion

In an ever-evolving industry landscape, the demand for skilled marine fitters continues to soar. The Structural Marine Fitters Training Program offered by NUSI Offshore Training Institute stands as a beacon of opportunity, empowering individuals to unlock their full potential and embark on a rewarding journey within the maritime industry. With its comprehensive curriculum, practical learning approach, and focus on industry relevance, the SMTF program paves the way for a brighter future for aspiring marine fitters, driving innovation, efficiency, and excellence in maritime operations.



Kerala launches affordable Kochi - Dubai luxury cruise service at just one third the cost of airplane tickets!!



In a move to promote tourism and provide seamless international travel under budget, the Kerala government has granted permission to the Beypore-Kochi-Dubai cruise service, kickstarting soon. As per the details shared by Manorama, it says the green signal was given after witnessing a huge demand from non-resident Indian passengers.

The report also confirmed that the first step towards introducing service is being taken, and the same has been announced by Union Shipping Minister Sarbananda Sonowal.

Beypore-Kochi-Dubai Cruise Service Benefit

Once the service kickstarts, it will provide great benefits to the non-resident Keralites, living overseas. It is expected to give a big relief to the soaring airfare, and will cost them half or one-third of any airplane tickets. Under this amount, the cruise will allow them to carry three times more luggage than any airplane.

Passenger Capacity

The report says the cruise service is expected to take a load of up to 1,250 passengers at a time, providing them a

seamless travel experience on sea. It will be equipped with robust technology, ensuring smooth travel for everyone on board.

Idea Behind Cruise Service

The President of the Indian Association Sharjah, YA Rahim says the ship will take hardly three days to reach its destination. In addition, he further says, "The idea is to get the service up and running before school break in December. We want to make sure that Indian expats in the UAE can travel to their hometown without paying exorbitant airline charges. Many expatriates have faced the brunt of exorbitant airfares during peak travel seasons. The cruise service aims to provide a practical solution, offering a more economical transportation option and enabling travellers to purchase a one-way ticket for as low as ₹10,000. This collaboration with cargo companies further enhances the feasibility and affordability of the service, the report further added. Multiple airlines are offering flight tickets from Kerala to Dubai between the range of ₹11,000 and ₹20,000 for economy class.

World's largest cruise ship



The world's largest cruise ship, 'Icon of the seas', sailed its maiden journey on January 27. Till now, the title was held by the 'Wonder of the seas' cruise liner.

Here's all you need to know about the newest vessel making waves:

- The ship is reportedly around 1200 feet long and weighs around 250,000 tons.
- The ship costs nearly \$2 billion according to The Sun report.
- It has 20 different decks out of which 18 would be accessible to the passengers.
- The cruise has 40 restaurants, bars and lounges.
- The ship has seven pools; six waterslides and a 55-foot waterfall.
- It was delivered to Royal Caribbean on November 27, 2023.
- The ship has the capacity to hold 7,600 passengers who would be catered by 2,350-member crew, according to reports.
- It entered the port of Miami for the first time on January 10, 2024 from where it started its maiden voyage.

• Football star Lionel Messi has been named the icon of 'Icon of the seas'.

• The ship offers weeklong packages with Eastern and Western Caribbean itineraries and will visit Royal Caribbean's private island, Perfect Day at CocoCay, according to the Royal Caribbean Website.

• Onboard the Icon of the Seas, there would reportedly be a dedicated green space, adorned with thousands of real plants, fine dining and live music.

• The weeklong cruise reportedly costs around \$3,500 for two people in an average stateroom with prices going up to \$100,000 per trip for the Ultimate Family Townhouse – a three-story suite complete with touchscreen tables and a slide, as per CBS reports.

While Icon of the Seas made a new world record in the shipping world, concerns have also been raised about its climate liability.



MoPSW tableaux unveils power of Nari Shakti & Sagarmala during Republic Day celebrations



The Ministry of Ports, Shipping and Waterways (MoPSW) during the 75th Republic Day parade proudly unveiled its Tableaux, a visual representation of the visionary Sagarmala Program, catalyzing Port-led development in alignment with the Hon'ble Prime Minister's vision. This flagship program has significantly reduced turnaround times, enhancing cargo handling efficiency across ports.

Highlighting the Ministry's commitment to gender inclusivity, the front portion of the tableaux showcased a remarkable 1100% increase in the number of women seafarers over the last 9 years. This symbolizes "Nari Shakti Driving the Blue Economy," a central theme of the "Sagarmein Samman" initiative.

The central segment proudly exhibited achievements in port efficiency and capacity augmentation through Sagarmala's modernization initiatives. Major ports have witnessed a substantial capacity boost, doubling from 800 MTPA to 1617 MTPA. Embracing new technology and modernization, Indian ports now boast a remarkable turnaround time of 0.9 days, aligning with global standards. The 'AmritKaal Vision 2047' introduces a Port-led industrialization initiative, set to develop industrial clusters around ports, ultimately reducing overall logistic costs and stimulating economic growth.

The rear portion of the tableaux highlighted the Ministry's endeavors in lighthouse and cruise tourism development, aligned with the 'Swadesh Darshan' and 'Dekho Apna Desh' Scheme of the Government of India. This initiative aims to showcase India's rich maritime heritage and unlock the immense potential for cruise tourism.

"The Ministry's tableaux is a testament to the significant strides made in the maritime sector under the leadership of PM Modi, contributing to the nation's growth and prosperity. MoPSW is committed to increase the strength of our 'Nari Shakti' in the Maritime sector to keep pace with twenty-first century expectations." Shri Sarbananda Sonowal, Union Minister, MoPSW.

The confluence of "Maritime India Vision 2030" and "Maritime Amrit Kaal Vision 2047" stands as a powerful testament to India's unwavering commitment to steering its maritime sector toward a future marked by dynamism, sustainability, and global excellence.

As the Indian Maritime Sector embarks on this transformative journey, the visions collectively embodied the aspirations of a nation determined to harness its vast maritime potential as a catalyst for economic growth. "Maritime India Vision 2030" lays the groundwork for a decade of strategic development, emphasizing the enhancement of global competitiveness and a steadfast dedication to environmental responsibility. Complementing this, the "Maritime Amrit Kaal Vision 2047" unveils a comprehensive roadmap, epitomizing ambition in the evolution of India's maritime sector—envisioning sustainability, efficiency, and global competitiveness as the cornerstones of its progress.

Together, these visions articulated a narrative of progress, innovation, and responsible stewardship, defining India's role as a maritime powerhouse on the global stage.



"Empowerment in Action: International Women's Day Champions Social Change"



The National Union of Seafarers of India (NUSI) and the Maritime Union of India (MUI) came together on 6th March, 2024, in Mumbai to commemorate International Women's Day. This event marked a significant tribute to the invaluable contributions of women in the maritime industry. Ms. Saleha Shaikh, MUI Women's Wing Coordinator welcomed the gathering. Ms. Abhilasha Sonawane, NUSI Women's Wing Coordinator shared the various NUSI initiatives for the benefit of Women from the families of Seafarers.

The event witnessed an impressive lineup of speakers and guests from various domains. The Chief Guest Ms. Kavyanjali Dube, Deputy Commandant of the Central Industrial Security Force (CISF); and Dr. Ratna Sharma, Principal of Guru Nanak Khalsa College, Mumbai, Ms. Kalpana Desai, Board Member- Mumbai Port Authority and Treasurer of the Transport and Dock Workers Union (TDWU) and Ms. Arushi Sethi, Co-Founder of Trijog, a mental health organization was the Guest of Honour.

Throughout the event, speakers highlighted the importance of recognizing and honoring the vital role played by women in maritime professions. Each speaker shared insights and experiences, shedding light on the challenges faced by women in the industry and celebrating their achievements and contributions. The celebration underscored the ongoing efforts of NUSI and MUI in advocating for the rights and welfare of seafarers and their families. Over the years, we have been instrumental in

redefining trade unionism and introducing numerous welfare schemes to support seafarers and their loved ones. As we reflect on this year's International Women's Day celebration, we recognize the strides made towards gender inclusivity and empowerment in the maritime sector.

NUSI and MUI continue to stand as beacons of progress, fostering a culture of equality and opportunity for all within the maritime community.

NUSI branches celebrated International Women's Day in a meaningful way by visiting orphanages and old age homes across India. Such initiatives not only spread



awareness about the importance of gender equality but also demonstrate compassion and solidarity with undercounted groups in society. Providing support and companionship to those in need, especially on occasions like International Women's Day, helps foster a sense of community and empowerment..





A drawing competition for children of seafarers was organized at the NUSI Valsad



A Guidance Camp for Ladies' Seafarers was organized at the NUSI Chiplun.



NUSI SAHARA FOR SEAFARERS AND THEIR FAMILIES

Anchoring Well-being Support for Seafarers and their Families

The life of a seafarer is often romanticized, with visions of adventure on the high seas and exotic ports of call. However, behind the allure lies a reality fraught with challenges that can take a toll on psychological well-being. Psychological well-being is an essential aspect of our overall well-being, playing a crucial role in our ability to function and thrive. Seafarers often endure long periods away from home, facing isolation, poor working conditions, and high levels of stress and fatigue.

Studies, such as one conducted by ITF Seafarers' Trust & Yale University in 2016, have highlighted the alarming prevalence of depression, anxiety, and suicidal thoughts among seafarers. These psychological health issues not only affect the individuals themselves but also have far-reaching consequences for their families, colleagues, and employers. The demanding nature of seafaring, coupled with the lack of access to well-being support resources while at sea, underscored the urgent need for comprehensive support systems within the maritime industry.

At the forefront of addressing these challenges stands NUSI Sahara, a dedicated 24 x 7 well-being support helpline providing vital support through telephonic counseling sessions, workshops, and online resources for our seafarers and their families. The helpline operates on a two-tiered approach, addressing both professional and personal challenges faced by individuals and families within the maritime industry.

Navigating Stormy Seas: Common Concerns

Seafarers and their families face a myriad of concerns, ranging from the practical to the deeply personal. Some pressing issues are the inability to secure sign off or repatriation, leading to prolonged periods away from home and loved ones. This, coupled with the uncertainty of contract extensions and financial instability, contributes to stress and anxiety. Fatigue and burnout have been reported as frequent concerns.

Verbal and physical mistreatment by seniors, communication breakdowns, and conflicts in relationships further compound these challenges. The strain of separation can lead to breakdowns in familial bonds, with spouses feeling isolated, lonely, and overwhelmed, especially during significant life events such as pregnancy or illness. Additionally, mood disturbances, suicidal tendencies and substance overuse of coping have been reported as well.

Callers who shared work-related concerns were provided with environment to express themselves freely. They received practical techniques such as breathing exercises, grounding techniques, time management strategies, assertive communication skills, and guided meditation to manage their distress effectively. Additionally, they were guided through

cognitive strategies to foster a positive or realistic mindset, aiding in coping with emotional challenges they may be facing.

Those expressing personal or family-related issues were offered techniques to reduce anxiety through breathwork integration and relaxation methods to address restlessness. Specific psychoeducation tailored to their situation helped them understand their concerns better. Techniques like positive affirmations, guided imagery, gratitude exercises, priority setting, and journaling were suggested to manage emotions effectively.

For callers with relationship issues, conflict resolution, and expectation management skills were imparted. Cognitive reframing and behavior modification techniques were taught to help them navigate their emotions more effectively.

Every caller was reassured of ongoing support and encouraged to reach out whenever needed, ensuring that they felt guided and supported in strengthening their emotional well-being.

Beyond the Helpline: Strengthening Psychological Well-being Awareness

NUSI Sahara also organizes webinars and physical workshops focused on enhancing emotional well-being and stress management skills among seafarers and their families. Additionally, workshops focusing on the art of letting go, mindfulness and relaxation techniques, managing relationships are conducted as well. These interactive sessions provide a platform for sharing experiences, fostering peer support, and equipping participants with practical tools to manage stressors effectively.

Impact and Empowerment: Changing Lives, One Call at a Time

The impact of these initiatives reverberates throughout the seafaring community, fostering resilience, and empowering individuals to confront and overcome their struggles by providing practical help, emotional support and safeguarding the psychological well-being of seafarers and their families.

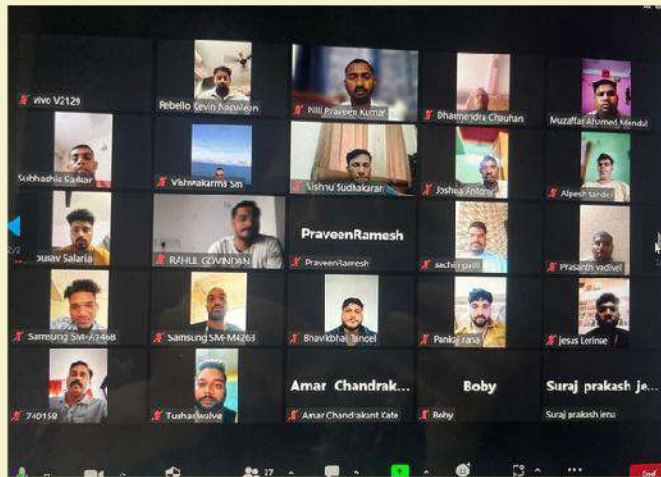
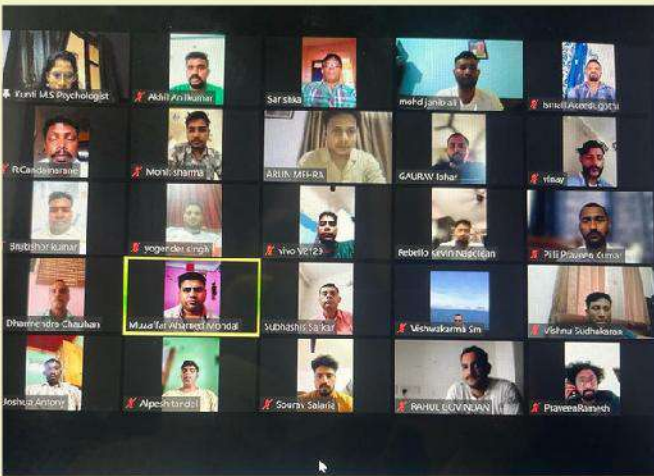
Moreover, by fostering open dialogue and reducing the stigma, these initiatives create a culture of support and solidarity within the maritime industry. Seafarers are no longer alone in their struggles but are part of a community that values their well-being and recognizes the importance of well-being support.

How to Reach NUSI Sahara

Toll Free Number 1800-102-5110

WhatsApp Number + 91 98339 91880





Welfare and Training initiatives for seafarers and family

There are many welfare benefits for seafarers and their family members under the initiatives of National Union of Seafarers of India (NUSI), the offices of the Seamen's Provident Fund (SPF) and Seafarers Welfare Fund Society (SWFS). **All benefits are strictly as per guidelines of applicable schemes respectively.** Thousands of our seafarers have benefitted over the years. But some of our seafarers are not even aware of the welfare initiatives. NUSI wants all our seafarers to be aware so that they can get the benefits as per eligibility. You can also send an email to nusi@nusi.org.in or visit our Website: www.nusi.org.in for any further guidance in these matters.

Initiatives of National Union of Seafarers of India (NUSI)

For decades, NUSI has negotiated secure terms and conditions on Indian and foreign flagships. NUSI members serving on merchant ships and cruise ships can take the benefit for themselves or their family members which is at the same level for serving, retired or deceased seafarers.

1. **"NUSI SAKSHAM"** – Skill Enhancement initiatives for seafarers for better career prospects. Send an email to nusisaksham@gmail.com
2. **"NUSI SURAKSHA KAVACH"** Life Insurance for seafarers.
3. **"NUSI SAMVAD"** Free Wi-Fi for seafarers in hostel.
4. **"NUSI SUBSIDY SCHEME"** Food Subsidy in hostel.
5. **"NUSI SHIKSHA ABHIYAN"** Education Grant for children of seafarers.
6. **"NUSI SCHOLAR"** Financial assistance for scoring highest marks in SSC.
7. **"NUSI SCHOLARSHIP"** Higher studies grant for children of seafarers after graduation.
8. **"NUSI STRI SIKHSHA ABHIYAN"** Education Grant for wives of seafarers.
9. **"NUSI STRI SHAKTHI SUPPORT"** Financial Support to Women Ratings.
10. **"NUSI SEEKHO – PARDES"** Financial Support to children of seafarers for studies abroad.
11. **"NUSI SUVIDYA"** Financial Support for professional courses.
12. **"NUSI SWAASTH SAHYOG"** Financial Assistance in medical cases for seafarers and their families.
13. **"NUSI SENIOR SEAFARERS"** Home for Senior Seafarers at Lonavala.
14. **"NUSI SILAI CLASSES"** Sewing Classes for family members of seafarers.
15. **"NUSI SAHARA"** A free wellbeing initiative for **all ranks** of seafarers and their families. Counselling helpline Toll Free Number - **1800-102-5110** or Whats app Number – **98339 91880**.
16. **"NUSI SAHELI SWAYAM ROZGAR YOJANA"** – Self-help for women in family of seafarers.
17. **"NUSI SALAAR"** - Professional Career Counselling for children and women family members of all ranks of seafarers. Send email to nusi.salaah@gmail.com
18. **"NUSI SKILLS SUPPORT"** - Financial assistance to NUSI members for STCW and skill courses.
19. **"MARITIME ENGLISH MADE EASY (MEME)"** - A self paced online learning program.
20. **"NUSI SAWARI"** - A free of cost bus service for seafarers for visiting shipping company offices etc.
21. All NUSI agreements on Indian and foreign flag vessels have social benefits.

NUSI Union App: Visit Google play store and type NUSI union app

NUSI Facebook: <https://www.facebook.com/nusiindia/>

NUSI Youtube Channel: <https://www.youtube.com/c/NationalUnionofSeafarersofIndia>

Twitter: National Union of Seafarers of India (@NUSIUnion)

Instagram: Nusi_ho

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NUSI Online Membership Payment: <https://membership.nusi.org.in>

NUSI Mobile App: Visit Google playstore and search for NUSI UNION App

Facebook Page Link: <https://www.facebook.com/nusiindia/>

Youtube Channel link:

<https://www.youtube.com/c/NationalUnionofSeafarersofIndia>

Twitter: @NUSIUnion

Instagram: nusi_ho

NUSI SAHARA

24/7 free of cost Psychological Counselling Helpline telephone service. All ranks of seafarers and their families can call and talk one-to-one or chat to a professional counselor on 1800-102-5110. There is a great benefit for our seafarers and their families who use this counselling facility.

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Contact Person Name:
Mr. F. X. Rodrigues (Branch Representative)
Phone: +91 832 271 5638
Mobile: +91 992 126 5853
Email Id: goanusi@gmail.com

Diu

Shop No.6, Moti SagarBhavan,
Near Ram Mandir, Ghoghla, Diu - 362 540.
Contact Person Name:
Mr. Hemal K. Rajput (Branch Representative)
Phone: +91 287 525 3569
Mobile: +91 990 414 5406
Email Id: diunusi@gmail.com

Cochin

No..C.C. 16/923, First Floor, Indira Junction,
Thoppumpady, Cochin - 682 005.
Contact Person Name:
Mr. G. Vinay Pai (Branch Representative)
Phone: +91 484 2227095
Mobile: +91 854 743 6654
Email Id: kochinusi@gmail.com

Kasaragod

Life Tower Building, Bekal - Kotakkunnu Road,
Post - Bekal Fort, Kasaragod Dist.
Kerala - 671 316.
Contact Person Name:
Ms. Prajitha Sukumaran (Branch Representative)
Phone: +91 4672-082129
Mobile: +91 808 967 3188
Email Id: kasaragodnusi@gmail.com

Kolkata

38, Dr. Suresh Sarkar Road,
Po. Entally, Kolkata, West Bengal 700 014.
Contact Person Name:
Mr. SK Golam S. (Branch Representative)
Mobile: +91 900 769 2234
Email Id: kolkatanusi@gmail.com

Lakshadweep

Building No.C.3.9 (A) E.1. 216.
Near Paradise Hut Lagoon Road,
PO. Kavratti Island,
U.T of Lakshadweep – 682555
Contact Person Name:
Mr. DomthakurKeruge (Branch Representative)
Phone: +91 489 6262123
Mobile: +91 949 507 8115
Email Id: kavrattinusi@gmail.com

Maharashtra

Plot No.39, S.NO. 117, SatheSankul,
Near T.V. Tower, Opp.S.T. Stand, At Chiplun,
Dist Ratnagiri, Maharashtra - 415 605
Contact Person Name:
Mr. Mubarak Juwale (Branch Representative)
Phone: +91 2355 250080
Mobile: +91 989 085 3427
Email Id: chiplunnusi@gmail.com

Maharashtra

House No. 577/A,
At & Po. Nhava, Tal - Panvel, Dist - Raigad
Maharashtra-410 206
Contact Person Name:
Mr. Hanuman S. Bhoir (Branch Representative)
Phone: +91 22 2721 2553
Email Id: nhavanusi@gmail.com

New Delhi

12, PushpVihar, Sector 6,
Opp. Family Court,
New Delhi – 110017
Contact Person Name:
Mr. Prakash Thakur (Branch Representative)
Mobile: +91 976 915 9425
Email Id: nhavanusi@gmail.com

Orissa

Qtr. No. M-B/202, Madhuban, Dist. Jagatsinghpur,
Paradip Port Orissa - 754 142.
Contact Person Name:
Mr. JatikantaBehra (Branch Representative)
Mobile: +91 943 700 2600
Email Id: orissanusi@gmail.com

Tamil Nadu

74/12, Flag Staff St.,
Opp. Princess Palace Marriage Hall,
Royapuram, Chennai - 600 013
Contact Person Name:
Mr. S. Kalaikovan (Branch Representative)
Phone: +91 461 232 2722
Mobile: +91 994 438 3726
Email Id: chennainusi@gmail.com

315-A/3, South Cotton Road,
Opp. To Lasalle School,
Tuticorin- 628001.
Contact Person Name:
Mr. Jude Dasan (Branch Representative)
Phone: +91 461 232 2722
Mobile: +91 994 438 3726
Email Id: tuticorinnusi@gmail.com

Valsad

VASTU NIRMAN, City Survey No. 3945,
T.P. No. 2, Final Plot No. 442,
Tithal Road, Valsad - 396 001.
Contact Person Name:
Mr. Mohd. YakubJuma (Branch Representative)
Phone: +91 02632 241421
Mobile: +91 8320213952
Email Id: mescvalsad@gmail.com

Vasai

Shop No. 6, Ground floor,
Shree Lawrence Co-Op housing society Ltd.
Opposite Galaxy Villa apartment,
Bhabola - Chulne Road,
Near St. Thomas Syrian Church.
Suyog Nagar, Vasai West.
Dist. Palghar, 401202.
Contact Person Name:
Mr. RonyD'Cunha (Branch Representative)
Mobile: +91 967 375 8093
Email Id: vasainusi@gmail.com

Varanasi

S-5/149. A-2. KH-2. Aktha Bela Road,
J D Nagar Colony phase – 2,
Pahariya, Opposite JankiVatika,
Varanasi – 221 007
Contact Person Name:
Mr. MahendraNath
Mobile – +91 887 996 4113

Mangalore

1st Floor, JMJ Building,
Near Balaji Medical Centre,
Kuloor-Kavoor Road,
Opp. Panjimogaru Bus Stop,
Mangalore - 575 013.
Contact Person Name:
Ms. Deepa Shetty (Branch Representative)
Mobile: +91 8762 401 242



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Overview of Current Skill Development Courses

S.N.	Course Title	Course Details	Offered At
1	Pump man's Skill Enhancement Training	A comprehensive Course covering the entire spectrum of a Pump Man's role onboard tankers and associated skills, including the various workshop skills. ✓ 10 days/70 hours.	NUSI Offshore Training Institute (NOTI)
2	Deck Ratings Skills Training	A comprehensive Course covering the entire spectrum of a Deck Rating's role onboard ships and associated skills, including various deck skills, steering, crane operations, painting, carpentry, safety and environment protection, etc. ✓ 5.5 days/38 hours.	NUSI Offshore Training Institute (NOTI) and Mohamed Ebrahim Serang Centre (MESCC)
3	Engine Ratings Skills Training	A comprehensive Course covering the entire spectrum of an Engine Rating's role onboard ships and associated skills, including the various engine room activities, safety, environment protection, workshop skills like welding and lathe operations. ✓ 5.5 days/38 hours.	NUSI Offshore Training Institute (NOTI) and Mohamed Ebrahim Serang Centre (MESCC)
4	Lathe and Welding Skills Training	A focused practical program meant for enhancement of a Fitter's skills in welding, gas cutting, lathe operations, etc. ✓ 6 days/42 hours.	NUSI Offshore Training Institute (NOTI), Mohamed Ebrahim Serang Centre (MESCC).
5	Ratings Skill Enhancement Program	A comprehensive program for upskilling a newly trained GP rating to make him ready for performance on board ships. ✓ 6 Weeks/42 days	NUSI Offshore Training Institute (NOTI)

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Tel 022 42951727

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'Samudraseema', 5th Floor, Plot No. 329, TPS III,
Dr Ambedkar Road, Bandra (West), Mumbai - 400 050.
Phone: 91-22- 26006147 / 26006342.



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Step 1. Download 'Skype' (an internet software application used for communication available on Google play)

Step 2. Open skype and search for "NUSI Sahara Seafarers" (see NUSI Logo)

Step 3. Call when Wi-Fi is available and speak to the Counsellor

Step 4. You can also chat with the counsellor on Whatsapp 98339 91880

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