

'Preparing for 2050'

Shipmanning & Training Summit in Mumbai Underscores Collaboration to Achieve Industry Goals of 2050



The 13th & 14th of September saw a very significant section of the global shipmanning & training sector assemble in the city of Mumbai for a look in at what the industry wants of the seafarer of 2050.

Turns out: 'quite a lot'.

Following the Indian, the Bhartiya, tradition of lighting of the ceremonial lamp, signifying the removal of darkness & ignorance, and spreading the Almighty's grace and divine energy – **Tamso Ma Jyotirgamaya** - Capt. Kamal Chadha MD of Marex Media, welcomed everyone, thanking the guests who had travelled from far and wide to attend this ATPI MAREX Global Shipmanning & Training Summit 2023.

The presence of the many key industry personalities showed their care for shipping with its constant demands and challenging adaptations.

Varuna Award winner, Capt. Rajesh Tandon, Deputy Chair of the Board of Advisors, in his brief address found this conference topic to be a most pressing and relevant subject of the time as the shipping industry is undergoing significant transformation driven by automation, digitalization, artificial intelligence, and green technologies, and it is estimated that approximately 800,000 seafarers worldwide will require new skills. This highlights an opportunity for India to emerge as a leading force in global seafarer supply. India can position itself as a key contributor to the evolving shipping landscape while aligning with the technology changes necessitated by the United Nations Sustainable Development Goals (UNSDGs).

Tandon highlighted that to seize this opportunity, India must prioritize collaboration among the various stakeholders, including but not limited to government agencies, shipping companies, training institutions, and industry associations. By developing standardized training frameworks, promoting lifelong learning, and fostering partnerships, Bharat can establish herself as a global hub for skilled seafarers as well as shore professionals to meet the demands of an evolving industry.

Her Excellency Mrs Yasiel Burillo, the Ambassador and Consul General of Panama focused on the importance of shipping and highlighted that there were about 45,000 Indian seafarers working on the Panamanian fleet. Her Excellency was very conscious of the wellbeing of seafarers and their families, especially during the Covid period, and the psychological support provided by the flag.

She shared two good news: one being election of Mr. Arsenio Antonio Dominguez Velasco, the first Latin American as the Secretary General of the International Maritime Organisation, and whose main commitment was to put the people and the planet first.

The other good news was that the Panama Canal operation was returning back to normalcy after one of the driest periods due to climate change.

The **Director General of Shipping, Mr. Shyam Jagannathan, IAS**, gave an overview of the Regulatory Aspects 2050, starting with the importance of regulations, especially as to what is acceptable and what is not. His snapshot of the role of DG Shipping and among others, supporting





290,655 seafarers, 156 MTIs, and 650 other users. He spoke about the Major Port Authorities Act 2021, Inland Vessels Act 2021, Panch Prann, the five pledges for developing India and elimination of colonial mindset. He also briefly outlined the Maritime India Vision 2030, Marine Incidents and Crisis Management Team at the Directorate General of Shipping, comprising of Nautical Advisor, Chief Surveyor, Additional D.G, Chief Ship Surveyor, Nautical Surveyor (Casualty and Response) and the DDG (Crew).

Jagannathan emphasized that safety and security of the seafarers is paramount and provided an overview of "what would constitute regulation in 2050".

Dr. (Mrs). Malini V. Shankar, IAS (Retd.) Vice Chancellor, Indian Maritime University, referring to the latest Manning Annual Review and Forecast report by Drewry, she mentioned that in 2023, the shortfall in the supply of officers has widened to a deficit equivalent of about 9% of the global pool. She mentioned that while this raises the fears of manpower cost inflation, it also presents an opportunity for the youth who aspire to join the maritime workforce.

She mentioned about the Future Skills and Competency needs that include soft skills in leadership and management and bridging programmes that complement the IMO based education. Development of Maritime Autonomous Ships and Systems leads to several requirements. At IMU, they run competitions such as IMO Mock. She then laid emphasis on the quality of faculty and training beyond just class rooms. Fatigue of seafarers, reduced manning, short stays in port, multitude of regulations – all such factors leading to increased stress for the seafarers, which must be taken into account.

She highlighted the role that the industry and academia can play through joint efforts in maritime education and research and ended her brief succinct speech with an optimistic note that the G20 has proven that India is on a roll. The Maritime India Vision 2030 is a document that has highlighted the prospects and action points to take us to 2050 and beyond. It is up to us to unite and make that happen.

IMEC Chairperson, Capt. Belal Ahmed's speech as the Chief Guest of the summit brought out certain pertinent points and his strong personal beliefs. He spoke about Covid and cooperation, focusing on the sacrifices made by the seafarers and "how the crisis brought the industry together". India was a shining example on how to bring ALL stakeholders together including the Government of India (DG shipping and Ministry of Foreign affairs in particular) to address the crisis and facilitate crew changes.

Internationally IMEC, ITF and ICS worked closely to create a joint action body that created sufficient pressure on Governments, IMO, ILO, local authorities, and charterers to assist movement of seafarers. And this global cooperation lives on among ITF, ICS and IMEC to tackle upcoming challenges in the industry jointly. An MOU has been signed to work on crew Training, crew Welfare and work on UN Just Transition goals. This is and will be a game changer in facing the challenges in our Industry.

Capt. Belal believes that -

Our Industry is at a crossroads, with technological innovation driving the modern shipping, coupled with Climate Change pressure and UN sustainability goals.





Ms Kavita Sanghvi



Global Maritime industry is forced to talk about and act on Global warming and transition to a net zero world of shipping.

Whatever technology is finally evolved and adopted, the people who will execute these changes, are the seafarers.

He says: Seafarers are the front-line soldiers on these unprecedented changes in the Maritime Industry.

We must all come together to support them in training and improving their welfare.

And finally, as his concluding remarks, he, very passionately said "India is a global leader in supplying the most competent seafarers. It is

important India considers a more active role in shaping the future of seafarers not only for Indian Seafarers, but also for the rest of the world.

Indian Leadership in Seafarer training must take the front seat by extending support to countries that lack competent trainers.

A paper on the details of this Summit is to be published soon and shared with the Shipping Ministries, the Administration, and the industry decision makers.

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