



Guiding Spirit to Shipping Industry

Sagar Sandesh

Maritime Tabloid English Weekly E-Paper

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When the going gets tough, the tough get going: SCI rises to the challenges of COVID 19- By Mrs H.K. Joshi, Chairman & Managing Director

NEW DELHI
Sagar Sandesh News Service

Mrs H.K. Joshi, Chairman & Managing Director, SCI

The COVID 19 outbreak is a catastrophe of a kind which is unlikely to have been experienced by any of us in this generation. It is a reality for which none of us were prepared and it has brought on a formidable and an unprecedented global threat across all nations. Everyone is grappling to contain its impact, the ramifications of which are visible in the spiraling downward economic trend. However, the cascading and the latent effects are yet to be fully assessed by many. While the general saying is that Shipping thrives in an adversity, we haven't still recovered from the depression of the economic crisis that started in 2008 and we find ourselves into another tailspin. The lockdown's impact on trade is so far seen in all segments except tankers.

SCI, well sensitized to the needs of its seafarers, commenced effecting crew changes in line with the SOP issued by the DG

The notable distress of the pandemic on the shipping sector has been primarily two fold. The Shipping Corporation Of India Ltd (SCI) like any other ship owner/ shipping line faced the challenge of executing the vital crew change-repatriation-resupply-transportation. The Seafarers being our front line warriors who helped to transport the essential commodities during the crisis remained our unsung heroes. SCI, well sensitized to the needs of its seafarers, commenced effecting crew changes in line with the SOP issued by the DG for controlled change in a timely manner. SCI by using

own vessels, swiftly moved stranded seafarers to India from foreign ports. Further, incidentally our major trade during this time was in the coastal region which helped us to manage the situation effectively. Despite the trying times, SCI's Tankers have been deployed in carriage of refined products from the refinery, ensuring continuity of the country's vital energy sector. Crude oil tankers facilitated continuous crude evacuation from ONGC to PSU refineries.

Bulk Carriers have been engaged in world wide trade with particular focus on transporting coal along the Indian coast playing a pivotal role in ensuring that Coal is available for power generation companies and energy requirements of India.

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continually blanked off and port calls are being skipped in the wake of low demand. Achieving optimal utilization of vessel/space with minimum costs has turned really challenging, inventories are increasing while trade is dwindling. The near-term outlook for major shipping segments like dry bulk, containers and offshore, as reported, is negative.

SCI being a responsible employer

took all due precautions for the safety of it's employees both ashore as well as floating

While the long term repercussions are yet to unfold, SCI had put in place various actions entailing several farsighted measures which could facilitate unhindered operations and functions while there was a complete lock down.

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Maersk Says Demand Developing Better Than Expected



Maersk now expects its volumes to fall between 15% and 18% in the second quarter, compared with its earlier guidance for a slump as deep as 25%.

NEW DELHI
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A.P. Moller-Maersk A/S said the development in the second quarter has been better than the world's largest container shipping company previously feared.

"With the current trading, the market demand in the second quarter of 2020 is developing more favorably than originally expected," Maersk, which controls about one-fifth of the global fleet used to transport goods by sea, said on Wednesday.

Maersk now expects its volumes to fall between 15% and 18% in the second quarter, compared with its earlier guidance for a slump as deep as 25%.

Shares in the company spiked 8.5% in Copenhagen trading.

As recently as May, when Maersk published its first-quarter results, the company warned of an historic slump in demand after emergency

lockdowns across the globe hit international trade. The bleak signal from Maersk followed a warning from the World Trade Organization that the coronavirus pandemic could result in the worst collapse in international trade flows since World War II.

It now expects operating profit (Ebitda) to be slightly higher in the second quarter than in the first

But on Wednesday, Maersk said that "based on the market development, combined with cost measures across the organization and significant blanked sailings in Ocean," it now expects operating profit (Ebitda) before restructuring and integration costs to be slightly higher in the second quarter than in the first, when it booked \$1.5 billion.

"Given the uncertainty on demand recovery in the second half of 2020 as economies are still impacted by Covid-19, the full-year guidance on earnings remains suspended," it said.

When the going gets tough, the tough

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SCI being a responsible employer as also a responsible operator took all due precautions for the safety of its employees both ashore as well as floating while continuing to ensure transportation of essential supplies and uninterrupted trade flow requirements.

SCI was the first CPSE in Navratna/ Maharatna category to have published its results before 30th May and was in compliance with all the regulations and laws within the stipulated timelines

without availing of the extensions granted by the SEBI and MCA. SCI registered a consolidated profit of Rs.336.48 crores for FY 2019-20 as against a net loss of Rs.62.66 crores for the previous year. Operating Revenue at Rs.4425.44 crore was the highest achieved over the last decade.

SCI's as a responsible corporate has once again risen to the need of the nation and has contributed in aggregate Rs.145.66 lakhs towards

PM-CARES/ CMs relief funds both as part of its CSR as also the voluntary contribution of one day's wages by SCI's employees (including seafarers) which is notable and deeply appreciated. SCI is bracing the Pandemic and some other storms too. We remain confident that aftermath, we shall collectively emerge more resilient, much stronger and wiser to effectively serve our customers with a heightened sense of service and business agility.

Railways deploys 960 COVID Care Coaches in 5 States; 503 Coaches are deployed in Delhi alone while Uttar Pradesh gets 372 coaches



Railways is working as Service Provider of Coaches as COVID Care Centres.

NEW DELHI
Sagar Sandesh News Bureau

Railways have joined the battle against Covid 19 when it put in place 960 Covid care coaches more than fifty per cent of them in Delhi alone and the rest in Uttar Pradesh, Madhya Pradesh, Telangana and Andhra Pradesh

As of now, Indian Railways has deployed total 960 COVID Care coaches in 5 states i.e. Delhi, Uttar Pradesh, Andhra Pradesh, Telangana and Madhya Pradesh. Out of total 960 COVID Care coaches, 503 COVID Care coaches have been deployed in Delhi, 372 in Uttar Pradesh, 20 in Andhra Pradesh, 60 in Telangana, and 5 in Madhya Pradesh. All efforts are being made to maintain comfortable temperature inside the coaches in the given weather conditions

In Delhi, 503 COVID Care coaches are deployed at 9 locations. 50 COVID Care coaches are deployed at Shakurbasti, 267 at Anand Vihar, 21 at Delhi Safdarjung, 50 at Delhi Sarai Rohilla, 33 at

Delhi Cant, 30 at Adarsh Nagar, 13 at Delhi Shahadra, 13 at Tughlakabad and 26 at Patel Nagar.

In Uttar Pradesh, total 372 COVID Care coaches have been deployed at 23 different locations i.e. Moghulsarai, Lucknow, Varanasi, Bhadohi, Faizabad, Saharanpur, Mirzapur, Subedarganj, Kanpur, Jhansi, Jhansi Workshop, Agra, Nakha Jungle, Gonda, Nautanwa, Bahraich, Varanasi City, Manduadih, Mau, Bhatni, Bareilly City, Farrukhabad and Kasganj.

In Madhya Pradesh, total 5 COVID Care coaches are deployed at Gwalior. In Andhra Pradesh, total 20 COVID Care coaches are deployed at Vijayawada while in Telangana, a total of 60 COVID Care coaches are deployed at 3 different locations i.e. Secunderabad, Kachguda and Adilabad.

These State Governments have sent the requisition to Indian Railways

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Railways and Railways have allocated these coaches to the State/UTs as per the guidelines of health and family welfare ministry of government of India. Indian Railways has geared up to provide its 5231 Covid Care Coaches to the States to sustain the fight against Covid 19. Zonal Railways have converted these coaches as COVID Care Centres to be used for mild or very mild cases

Railways is working as Service Provider of Coaches as COVID Care Centres. Doctors and paramedics are to be provided by State Governments. This is as per MOHFW guidelines issued on May 6th..

Railways will deploy 2 liaison officers for each location of coaches to assist State Government officials

Railways will deploy 2 liaison officers for each location of coaches to assist State Government officials. All efforts are being made to reduce the heat in the coaches in the given weather conditions. Railways assists State Government in all possible manners to help in care of Covid patients.

It may be noted that these Coaches can be used for very mild cases that can be clinically assigned to the Covid Care centers as per guidelines issued by MoHFW. These coaches can be used in areas where State has exhausted the facilities and needs to augment capacities for isolation of both suspect and confirmed Covid cases. These facilities are part of the integrated COVID plan developed by MoHFW and NITI Ayog.

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In association with R.I. Institute of Nautical Sciences, Madurai, Tamil Nadu.

Mumbai Office
217, Secands Road, Unique Industrial Estate, off Veer Savarkar Marg,
Bombay Dyeing Compound, Prabhadevi, Mumbai - 400025
Ph: 022 - 24211583 / 24210193, Fax: 022 - 2421 2149

Chennai Office
No.6, Ground Floor, Nungambakkam First Lane (Opp. Regional Office, Indian Oil Corporation), Nungambakkam High Road, Chennai - 600 034
Ph: 044-42664408 / Mob: +91 72000 84866

Admin. Office
21 "LAKSHMI", Sathya Sai Nagar, Madurai-625 003. Ph: 0452 437 8300 / +91 72000 84864

EDITOR & PUBLISHER	: Dr R Lakshmiopathy
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