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Asian Piracy Incidents Drop to Thirteen Year Low

Hemant Attreya -B.Tech-III

Image Courtesy: Op Atalanta/EUNAVFOR

Piracy and armed robbery against ships in Asia dropped by 52% to only 10 incidents in the first three months of 2019, according to the regional piracy watchdog ReCAAP ISC.

The figure comprises nine actual and one attempted incident reported during January-March 2019, compared to 21 incidents, of that 15 actual and six attempted, recorded in the same period a year earlier. The number of actual incidents has decreased by 40% for the respective periods.

Both the number of total and actual incidents reported in the first quarter of the year "are the lowest among the period of January-March of 13-year (2007-2019)," ReCAAP said.

The nine actual incidents were less severe, with one CAT 3 incident and eight CAT 4 (petty theft). There were no severe incidents such as CAT 1 and CAT 2 during the period. All incidents reported were armed robbery against ships.

"There were improvements at some ports and anchorages during January-March 2019 compared to the same period in 2018. The improvement was most apparent at the ports and anchorages in Indonesia; with three incidents reported in Indonesia during January-March 2019 compared to nine incidents during the same period in 2018," the report added.

There were also improvements at the ports and anchorages in Bangladesh, India and Vietnam. No incidents were reported at these ports/anchorages, compared to three incidents reported in Bangladesh and two incidents each in India and Vietnam during January-March 2018.

Of concern was the increase in the number of incidents at some anchorages in China and incidents of theft of scrap metal from barges while underway in the Singapore Strait during January-March 2019, ReCAAP concluded.

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Governing Council Meeting, March - 2019.

Dr.R.Lakshmipathy, Fouder & President addressng in the Governng Concil meeting held at the board room on 30th March,2019.Also seen are the members who took part in the meeting .

Congrats to Winners

Cadet Bishal Das and Shilton Das of B.Tech.IV receving the II prize for the event "Maritime Traffic-2019" conducted by AMET university, Chennai.

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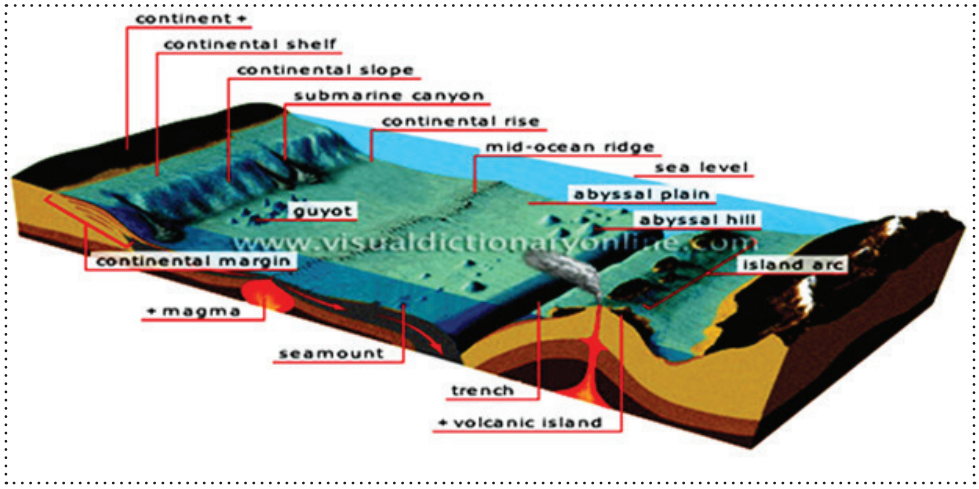
Know Your Oceans - The Abyssal Plain

Meenakshi Sundaram B - AO / FACULTY

An abyssal plain is an underwater plain on the deep ocean floor, usually found at depths between 3000 and 6000 meters. Lying generally between the foot of a continental rise and a mid-ocean ridge, abyssal plains cover more than 50% of the Earth's surface. They are among the flattest, smoothest and least explored regions on Earth. Abyssal plains are key geologic elements of oceanic basins also typically include an oceanic trench and a subduction zone.



The creation of the abyssal plain is the end result of spreading of the seafloor (plate tectonics) and melting of the lower oceanic crust. Magma rises from above the asthenosphere and as this basaltic material reaches the surface at mid-ocean ridges it forms new oceanic crust. This is constantly pulled sideways by spreading of the seafloor. Abyssal plains result from the blanketing of an originally uneven surface of oceanic crust by fine-grained sediments, mainly clay and silt.

Much of this sediment is deposited by turbidity currents that have been channeled from the continental margins along submarine canyons down into deeper water. The remainder of the sediment is composed chiefly of pelagic sediments.

Metallic nodules are common in some areas of the plains, with varying concentrations of metals, including manganese, iron, nickel, cobalt and copper. These nodules may provide a significant resource for future mining ventures. Decompression melting occurs when the upper mantle is partially melted into magma as it moves upwards under mid-ocean ridges.

This upwelling magma then cools and solidifies by conduction and convection of heat to form new oceanic crust. Accretion occurs as mantle is added to the growing edges of a tectonic plate, usually associated with seafloor spreading.

The age of oceanic crust is therefore a function of distance from the mid-ocean ridge. The youngest oceanic crust is at the mid-ocean ridges, and it becomes progressively older, cooler and denser as it migrates outwards from the mid-ocean ridges as part of the process called mantle convection.

The lithosphere, which rides atop the asthenosphere, is divided into a number of tectonic plates that are continuously being created and constructed at their opposite plate boundaries. Oceanic crust and tectonic plates are formed and move apart at mid-ocean ridges. Abyssal hills are formed by stretching of the oceanic lithosphere.

Construction or destruction of the oceanic lithosphere occurs at oceanic trenches (a type of convergent boundary, also known as a destructive plate boundary) by a process known as subduction. Oceanic trenches are found at places where the oceanic lithospheric slabs of two different plates meet, and the denser (older) slab begins to descend back into the mantle.

The subduction process consumes older oceanic lithosphere, so oceanic crust is seldom more than 200 million years old. The overall process of repeated cycles of creation and destruction of oceanic crust is known as the Supercontinent cycle.

Shippabo: Bringing Supply Chain to the Next Level

BISHAL DAS-B.TECH-IV

The rise of e-commerce has prompted a need for centralized information in the supply chain of many companies. Traditionally, the information can be spread across freight forwarders, factories and retailers, posing major obstacles to businesses.

This is why Shippabo, a cloud-based supply chain management platform, was created. Shippabo said it helps businesses organize and leverage their information so it's not a linear importing process for companies.

"To manage risk, organizations need to visually see where their manufacturers are and where the raw material is moving and how it impacts their own business," Nina Luu, co-founder and CEO of Shippabo, told World Maritime News.

"Traditionally no one has had it together in a way that allows the organization to benefit from collaboration," Luu explained.

Shippabo claims its technology brings greater transparency, easy collaboration, actionable data and better pricing to the world of shipping and logistics.

Headquartered in Downtown Los Angeles with offices in the City of Industry, CA, the company currently has over 120 companies as clients that achieve an average cost savings of USD 200,000 per year, per client, or 11% of their total freight spent.

Shippabo was launched as a team of eight in 2015 and today it has thirty employees.

The idea behind Shippabo

"Several years ago, I started a company importing home textile products and selling them to large retailers. My business grew quickly because of the growth of e-commerce. At the time, most retailers were set up to move large pallets and containers to different facilities. They didn't have the infrastructure to do a pick-and-pack of their products, and the 3PL industry wasn't as robust as it is today, so they couldn't turn to it," Luu said.

"This was before the entire concept of online marketplaces took hold. Instead, it was pure order fulfillment and somehow being able to provide products to end consumers."

"We identified that as opportunity and decided to create products and handle fulfillment for retailers. We also offered a private label fulfillment service that would allow retailers to really scale their ecommerce operations. They signed on very quickly," Luu added.

However, the company started running into challenges with the many manual logistics tasks, like accessing freight release and customs release documents. The company also tried to centralize information scattered between emails and different systems in a way that would allow it to visually see and analyze the data. But because the information was isolated, the company wasn't able to create a living document that the team could use to collaborate.

"That was the reason why we started Shippabo—the need for centralized information. It becomes even greater with larger sized businesses," Luu pointed out.

How does the platform work?

The first step for many logistics departments is being able to compare their contract carrier rates to market rates within a single rate management platform. Then the planners, buyers, and even the sales team can track each product's progress, even at the SKU level.

They can search by an item number and see if the product is, for instance, still in production or on a vessel, when it's arriving, and how many units. They can see all the way down to when it's actually in the warehouse or has been shipped to their clients. They will be able to manage all that in one single system, according to Luu.

As explained by Luu, one challenge with information that's in silos is if you have a custom broker who is clearing your customs, that customs broker has your duty information and it lives in one system. And the freight forwarders may give you a quote, but as your container progresses, accessorial charges often are added on that were not part of the initial quote. And that information lives in the freight forwarder's system.

"It's hard to access and see all the information together. And that makes it even more difficult to tell if you're making more money or less money," Luu continued.

Shippabo's platform aims to provide businesses with centralized collaboration, enabling everyone in a company's supply chain to have access to the same information at the same time.

Utilizing Shippabo's REST API, companies can integrate Shippabo into their cloud or onsite ERP, order management, warehousing or accounting systems.

Difference between Shippabo platform and blockchain

Conceptual applications of blockchain technology to the supply chain and logistics space are theoretically very exciting, according to Luu. However, the idea of trusting your cargo to partners managed by a blind algorithm is still a scary and abstract concept for many companies, she explained.

"Both large and emerging companies are fighting over what a blockchain industry protocol could be — IBM, SAP and Shipchain are all offering exciting visions of the future, but we're still very much in the days of BetaMax vs VHS," Luu said.

"If there's a winner that proposes a great solution for clients — we'll certainly work to accommodate. But right now these technologies are more bleeding-edge than proven solutions," she believes.

Challenges and opportunities

When asked about experiences and challenges since launching, Luu replied:

"Hiring has always been difficult in the tech space and especially so when the subject matter is logistics. We're tasked with bringing together not only the best and the brightest in both the engineering and supply chain management spheres but also the ones that are unconstrained by traditional methods."

"In order to build the supply chain management system for today and beyond, we will continue to hone an environment that allows everyone to bring their best ideas to the table, do some of their best work and grow."

Reflecting on the advice of Kendall Trainor, Walmart Sr. Director of Operations Support and Supplier Collaboration that "variability is the No. 1 killer of the supply chain", Luu said that peace of mind is often a foreign concept in shipping. She added that there are too many 'ifs, ands, and buts' to account for across the supply chain to ensure smoothly achieving on time and in-full deliveries.

As a result, shippers become less trusting and put layers and buffers into their processes.

"An ideal shipping process should free you to book a shipment as soon as you place a purchase order. You can anticipate when the shipment arrives at your warehouse. And you can start selling when you book a shipment, rather than buffering for all the variables," according to Luu.

Every supply chain should help businesses achieve efficiency in their inventory turn and pre-planning capabilities. In achieving those two objectives, businesses can more accurately plan for the future and prosper, she continued.

As informed, lack of container-level visibility is a common pain point across supply chains. Shippers want to know exactly where their containers are at each step of the way, so they can plan accordingly and keep operations moving efficiently.

However, there are still some blind spots in the shipment lifecycle as containers move between partners in the supply chain.

"You might be told it's one place or at one step of the process, but then you come to find out that may not be the case. Therefore, eliminating these blinds spots and providing full visibility around tracking both transactions and physical units is a significant competitive advantage – and this is what we're working towards," Luu concluded.

Courtesy: www.worldmaritimenews.com

Image Courtesy: Pexels, Pixabay.

Maritime Day Celebration at RLINS

National Maritime Day is observed every year on 5th April to commemorate the sacrifices of the unknown sailors who have made invaluable contributions in the field of merchant navy. In this year we have celebrated the maritime week from 31st March to 5th April, 2019. Our cadets participated in various activities which were meticulously planned and executed diligently to encourage a sense of participation among the students in the events such as Poster making,Extempore,Comnication gap, Quiz, Model making etc……..

Importance of Maritime Day

The development of the nation rests with the volume of trade it makes internally as well as in a global level. The nation is considered as a developed one when it successfully makes inroads in the volume of trade utilizing the precious in- land water ways and international sea route. Presently, 90 % of India's international trade in terms of volume and 77 % in terms of value is moved by sea. India continues to have the largest merchant shipping fleet among thedeveloping countries and ranks 17th in the world in terms of shipping tonnage. Hence, the Maritime Dayis celebrated across the world. On this day, the country renews its abiding faith in the importance of maritime zone as well as sea route for an allround development of the nation. The country also resolves to protect,preserve and defend its maritime zone and right to navigate in the high seas and international zones. The history of all the nations brings out the fact that if a nation wants to achieve economic independence and prosperity, surely it should venture in to sea borne trade which our nation started even before 3000years. The strategic geographical position of the Indian sub-continent with vast expanse of the seas around naturally led to seafaring even in the days of the Indus Valley civilization. Since time immemorial Indians have displayed a remarkable interest in seafaring and maritime activities.The shipbuilding industry in India had shown great progress so long as sailing ships with wooden hull were in vogue. Surely India is blessed with the vital resources of having perennial rivers criss crossing across the length and breadth of the nation and also India has about 7516 kilometres of coastline serviced by a total of 182 ports, 13 of them under a special status as major ports being under the purview of the central government. Seventy other ports termed as minor ones come under the jurisdiction of the respective state governments. Ennore in Tamil Nadu has been declared as the 12th Major Port.

56th Indian Maritime Day at RLINS

As is the wont of RLINS, it keeps its tradition of celebrating the maritime day with pride and dignity. The chief guest of this function was Dr. Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore. The chief guest was received by our principal .The chief guest hoisted the national flag and also took the guard of honor given by our cadets. The Chief Guest placed a wreath as a mark of respect for the unknown sailors. Mr. M. Subramanian, Advisor - Technical and Mr.Bhaskar Agnihotri, Principal placed wreath as a mark of respect. The members of faculty and staff paid floral tributes to them. Then as a mark of respect two minute silence was observed.

Earlier on the 4th evening there were a gala of cultural events participated by the cadets and the staff in the auditorium of RLINS. The chief guest gave away prizes for the winners of various events. Dr.M.Kumarasamy, Convener proposed the vote of thanks. The curtain was drawn with the national anhem and later a sumptuous dinner was arranged for all the participants.

The Chief Guest Dr.Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore, hoisting the tri colour on the parade ground on the occassion of 56th Maritime Day at RLINS.

The Chief Guest Dr. Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore, lighting the kuthuvilakku.

Dr. Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore sitting at the center. Also seen are (L-R) Mr.Ananada Das, Senior Faculty; Mr. Bhaskar Agnihotri,Principal; Mr. M. Subramanian, Advisor – Technical; Dr.M.Kumarasamy, Convener.

The chief guest Dr.Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore inspecting the guard along with the principal Mr. Bhaskar Agnihotri

The chief guest Dr.Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore along with. Mr. M. Subramanian, Advisor – Technical ;Mr. Bhaskar Agnihotri, Principal and winners of various events organised during a week long celebration of Maritime Week .

The chief guest Dr. Shrinivasa Mayya, Principal, Srinivasa Institute of Technology, Mangalore places a wreath on the 56th Maritime day .

The Inauguration of 56th Maritime Day is depicted in the drawing hall with rangoli by our girl cadets.

RLINS Wishes Hearty Congratulations To Yandamuri Tarun

RLINS wishes hearty congratulations for his successful placement in off-campus recruitment.

Yandamuri Tarun ID No: 201438RL018 of 2014-2018 batch of B.S Marine Engineering got placed in Apeejay Shipping Limited, Kolkata.