



**TRAINING SHIP RAHAMAN**  
**(Nautical Education & Training)**

Mess Committee meeting was held on 29th May for addressing grievances/suggestions by trainees.



Capt (Dr) Ashutosh Apandkar attended Doctoral Committee meeting in IMU – Chennai on 31st May. IMU has appointed him as PhD guide (See the Letter attached). Our hearty congratulations to Capt (Dr) Apandkar for being conferred with this singular distinction.

2nd Entrance Examination of GP Rating batch 62, held on 2nd June had a total of 229 online applications received & 108 students appeared for the test.



The Registrar Mumbai University invited Capt (Dr) Ashutosh Apandkar for a meeting on 2nd June. Practical & Oral Examination of GP Rating Batch 61 was conducted in our campus by BEST External Examiners from 2nd to 4th June. Capt Nilesh, Mr Sunil V. Satam, Capt Bibas Pal, Mr. Bhupendra Singh & Mr Anand Rao conducted the examination.



Capt (Dr) Ashutosh Apandkar called on the CEO Fleet Management on 4th June. The IMU Observer Mr G.V.V.S Gopichand conducted Final Examination of the students of Diploma in Nautical Science (IMU) Semester I & II in our campus from 4th to 11th June.



Final Examination in Progress

Xpress Feeders conducted campus interviews of Second Year & third year B.Sc. Nautical Science Cadets on 6th June. They selected two cadets. Capt Gill from Indian office also conducted interviews.

WPC Surveyor Mr Jha, Wireless Advisor to Government of India & Mr Nagaish, Senior Engineer in Charge visited campus for inspecting GMDSS Department on 7th June. Surveyors were appreciative of the facilities of campus & the quality of instructions of the GMDSS course.

Physical Endurance Tests & Personal Interviews of GP Rating Batch 62 were held in our campus on 11th Jun.



1st Entrance test for BSc Nautical Science batch 14 were conducted in our campus on 12th Jun. 290 students filled up online forms but actually 112 students appeared for the test.

Saudi Arabian Candidates departed on 12th Jun, after completion of their course.



Capt Vinod Suryavanshi, Fleet Management, conducted interviews for IMU DNS August 2018 batch on 13th Jun.

Anglo Eastern Ship Management conducted campus interviews for GP & CCMC Ratings on 14th Jun. Capt Anil Rai, Capt Bajpai & Mr Sachin Gaikwad represented the Company. The results are awaited. Capt (Dr) Ashutosh Apandkar, Capt Prakash Joag & GP Faculty attended farewell lunch organised for GP Ratings on 20th Jun.



## GP Ratings Farewell Lunch



BEST External Examiners Capt. Pranab Kumar Mishra, Mr Shyam Kumar & Mr Kiran Mahale conducted Online Examination of GP Rating Batch 61 & CCMC Batch 24 on 21st Jun.

Twelve candidates reported to Dockendale Ship Management, Andheri for IMU DNS interviews on 21st Jun.

2nd Entrance test & Personal interviews of BSc Nautical Science Batch 14 conducted in our campus on 23rd Jun. 63 students filled up online forms & 32 students appeared for the test.

Interviews for IMU DNS course by various shipping companies are in progress for August 2018 batch.

Distance learning programme (DLP) as on June 2018.

SSTP Certificate issued – 06 Candidates.

On Going DLP – 364 Candidates.

Number of Candidates trained in various courses for the month of June 2018 are as follows:-

REGULAR STCW & REFRESHER COURSES		
Sr. No.	Courses	Total no. of Candidates
1	PSCRB	49
2	MFA	31
3	Basic Safety Training Course	82
5	ROC & ARPA	09
6	OCTA	40
7	STR	89
8	REFRESHER PSCRB	08
9	REFRESHER PST	06



भारतीय समुद्री विश्वविद्यालय  
INDIAN MARITIME UNIVERSITY  
(Central University, Govt. of India)

IMU-HQ/C/12/12/2/2018/PhPG/2

Dated: 08.05.2018

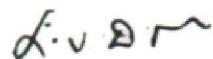
Sir,

**Sub:** Recognition as an approved Guide for Ph.D. – communicated – Reg.

**Ref:** IMU-HQ/C/12/12/2/2018/PhPG/1 dated 03.05.2018.

I am by direction to inform that you have been recognized as an approved Guide in the School of Maritime Management for Ph.D. programme of this University.

Kindly acknowledge the receipt of this communication.



**Controller of Examinations**

To:

Dr. Ashutosh Apandkar,  
T.S. Rahaman Campus - Nhava  
Nhava, Panvel, Raigarh- 410206

GME 06 batch cadets are attending TSR classes, weekly tests and practical training supervised by the new Engine Room Instructor.

RCAMSAR uploaded Full Mission Engine Room Simulator course, Operational as well as Management level on DG Shipping web site and DGS inspection is now scheduled on 28th Jun. Preparations are underway.

CIP for MEO class II will be shortly organised in consultation with DNVGL. This will follow the inspection by the D G Shipping.

Mr V A Kamath attended D G Shipping Seminar/workshop on training at BKC on 19th Jun.

### **Fire Fighting Complex**

The following number of candidates attended the courses as mentioned below:-

AFF	-	47
AFF REF	-	09
FPFF	-	87
FPFF REF	-	07
AUGMENTATION	-	114

Routine maintenance of fire extinguishers, SCBA set, BA Cylinders, fixed Foam and fixed DCP system carried out. Pressure gauges were sent for calibration and air purity tests on compressor No 3 was performed. Candidates (120) of OCTO Course assisted in enclosed space entry.

Arrangement were made for demonstration of K type fire in a cabinet and tried out in a deep fryer

### ***Abdul Rashid Academy Of Culinary Arts And Maritime Hospitality (ARACAMH)***

11 days course on Continental Cuisine & Galley Safety for five candidates of Northern Marine had commenced from 21st May and concluded on 01st June.

One day course on Galley Safety for three candidates of Northern Marine was conducted on 23rd June.

One week Pre joining Course for cooks with three candidates of MSC was held from 22nd May and concluded on 28th May.

On 09th and 10th Jun, Mr Sohib H Maniar, Capt Nikunj Narayan and Mr Sandeep Khatavkar from BES visited the campus as examiners for Practical and Oral exam of 79 CCMC students, batch 24. Capt Pranab Kumar Misra, Mr Shyam Kumar and Mr Kiran Mahale visited ARACAMH as examiners to conduct online examination on 21st Jun. All 79 students appeared for online examination. Written examination concluded on 23rd Jun 18. Students attended examination at NCRD Sterling Institute of Pharmacy, Nerul. Mr Chandan Pardeshi and Mr. R S Verma accompanied them.

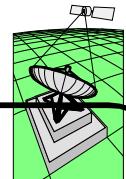
Our consistent marketing efforts that included Newspaper ads and Career Seminars held at Nhava Campus for this academic year bore noteworthy results. On 12th, 26th May and 3rd June, seminars were held in ARACAMH College, in which around 50 people attended. As a result, 60 students have confirmed admissions for BSc MHS batch 10. Admissions for BA in Culinary Arts batch 3 are in progress with 28 seats confirmed.

Admission for CCMC batch 25 is currently going on. Till date, 148 candidates have applied for the CCMC course out of which 80 have been selected.

BSc MHS 2nd year students, B A in Culinary Arts 2nd & 3rd year students resumed classes on 18th June. The college conducted parents'- teachers meet to facilitate communication with them about the progress of their children in their respected courses. There was "one to one" counseling done on the same day.



Anglo Eastern visited ARACAMH on 14th Jun to conduct campus interviews for T Y BSc MHS and CCMC students. Interviews of 16 BSc MHS and 79 CCMC students were conducted.



T S Rahaman had signed an MOU with MCTC Cyprus through B W Maritime for providing training facilities for training their candidates within the Campus. As a result, the first batch was trained in Feb this year. Mr Gabriel Sua from Philippines conducted the training. Second batch of candidates started their training from 2nd June and concluded on 9th June.

#### **Future Watch :**

Well baby clinic 14th and 28th July

### **Lady Khatun Marium School & Junior College**

NIOS students performed exceptionally well in the recently conducted board examination. 20 out of 21 students have been declared successful.

The school re-opened on 12th Jun after summer vacation. Total strength of the school has reached 1087 including 120 boarders. Regular classes for Standard XI commenced from 25th Jun.

4rd International Yoga Day was observed in the school on 21st Jun with enthusiasm. The students of Standard XII along with PT teachers conducted class wise Yoga sessions for the students. They also discussed the lifelong benefits of yoga.

As a part of Golden Jubilee year of the Central Industrial Security Force (CISF), ONGC Supply Base Nhava organised an awareness programme on 23rd June in our school. The programme included one minute drill by Security Wing, a Dog Show and Fire Show by Fire Wing.

Refresher training on e-guru was organized for all the Teachers by Ms Jayashree of NIIT on Saturday 23rd June between 2pm and 4 pm

### **Fatma Banu Hospital**

"A total of 375 Patients were treated in FB Hospital in the month of June that included 88 trainees and eight school children

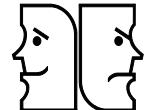
Nine children attended the well-baby clinic organised by the Hospital.

Spraying and fogging carried out in the campus

### **Infrastructure, Repairs and Maintenance**

Maintenance staffs repaired burners of Hasham mess kitchen, carried out waterproofing of the buildings at Worli and in Campus Nhava, and Electrical wiring of "Rolls and bowls" at Ulwe. Considerable work on School Hostel "D" Floor that included wall tiling, internal plastering, painting of ground floor, fixing the roofing, water lines and drainage lines of bathroom block, wiring and fixtures and furniture painting has been undertaken.

#### **NEW FACES**



Narayan Rahadi appointed as Assistant Electrician Maintenance Department with effect from 07 June 2018.



Mr. Sylvester Anthony Alphonso appointed as Training Instructor, RCAMSAR with effect from 11 June 2018.

# LKM SCHOOL



AWARENESS PROGRAM BY CISF SUPPLY BASE NHAVA



DOG SHOW BY DOG SQUAD



FIRE SHOW BY FIRE WING



INTERNATIONAL YOGA DAY CELEBRATION



ONE MINUTE DRILL BY CISF SECURITY WING



YOGA SESSION BY STUDENTS

Modifications of the Basic Training Kitchen and creation of a new classroom in the Catering College is underway. The furniture painting of classrooms and hostels of LKM School and Painting of staff officers' quarters at The Heights has been completed.

Maintenance staffs are now busy with repairs of the large Mock up, dishwasher of Hasham mess kitchen, water proofing of buildings at Worli and Nhava Campus and Electrical wiring of classrooms at Catering College. They are also engaged with floor tiling and fixing water lines and drainage of the bathroom block of School hostel D, fixing the logos on new vehicle of Nyssa and updated the signboard of The Heights simultaneously, repairs and maintenance of Cabins at Serang and Sagarika hostel and classrooms of Pre Sea GP Ratings and Cadets. Rainwater leakage complaints of buildings around Campus Nhava, Worli and Nhava House at Marine Lines were attended.

### ***George Campbell Library***

Library has added some e-books and journals in its digital section. Capt K S Varadkar and Capt Hemant Puranik donated some nautical books to library. The list will be published in forthcoming library bulletin.

Procurement of study materials for new batch of GP Rating is in progress and will be available soon. IMU batch 17 students have returned the study material issued to them from the library.

## **Important Visitors**

### **2nd to 4th June 2018, Oral & Practical BEST Examiners.**

Capt. Nilesh  
Mr. Sunil V. Satam  
Capt. Bibas Pal  
Mr. Bhupendra Singh  
Mr. Anand Rao

### **4th to 11th June 2018, IMU Observer.**

Mr. G.V.V.S Gopichand

### **6th June 2018, Xpress Feeders.**

Capt Gill

### **7th June 2018, WPS Surveyor.**

Mr. Jha  
Mr. Nagaish

### **13th June 2018, Fleet Management.**

Capt. Vinod Suryavanshi.

### **14th June 2018, Anglo Eastern Ship Management.**

Capt. Anil Rai.  
Capt. Bajpai.  
Mr. Sachin Gaikwad.

### **21st June 2018, Online BEST Examiners.**

Capt. Pranab Kumar Mishra  
Mr. Shyam Kumar  
Mr. Kiran Mahale

## ***Marine Museum***

Mr Grant Rhode, Lecturer in Boston University and Adjunct Professor of Strategy and Policy from US Naval War College, Newport, Rhode Island, USA along with 3 persons associated with the Maritime History Society visited the Museum on 17th Jun. His remarks in the Visitors' Book read, "Many interesting and important artefacts, excellent maritime food for thought." On 20th June, 117 GP Ratings from batch 61 visited the Museum.

## **YOUTH!**

Youth is the time of life when one is young and enthusiastic, not a child anymore and is yet to enter adulthood. It is also referred to as the teenage years of one's life. This is an indispensable part of existence that every individual faces.

Today's youth are extremely talented. They are curious to learn new things and ready to explore the world. With loads of energy to execute their own ideas, they are not ready to conform to the standard practices of the earlier generation. They apply logic to everything and question the thinking of others. The major problem faced by today's youth is unemployment. After putting in tremendous effort to fulfil their dreams, they are unable to get a job, thus leading them in the wrong direction.

The young generation today is in haste of accomplishing different things and is so driven towards achieving the end result they don't pay attention to the means they choose to accomplish it. While there have been several advancements in the field of science and technology, we cannot deny the fact that the crime rate has also increased over time. Youth turn towards smoking, alcoholism and drug abuse as soon as they face the slightest disappointment or failure. This will be a big loss for national development if corrective measures are not taken.

Today's youth need an assurance and proper guidance from parents, teachers and elders that being a good citizen is more important than achieving a high position or status in society. By nurturing honest and committed individuals, they are building a strong nation.

RATING AJINKYA GOSWAMI  
GP-III (BATCH 61)

## **GENERATION GAP**

The difference in attitude of people from various generations, leading to lack of understanding is what we call generation gap. The main reason for this vast difference in thoughts and views is the quick pace at which science and technology is advancing.

Lack of communication between family members leads to generation gap. The younger generation is more involved with their gadgets and technology. They prefer expressing themselves on social media than having a face-to-face conversation with their loved ones. They share their problems with thousands across the world but are unable to approach their parents or elders, for a solution.

It is a fact that the thought process between two generations will always differ due to our upbringing and social development. What really matters is how we can bridge the gap between the techno-savvy and the well experienced.

Good communication, understanding and appreciation for each other are the essential components to develop a bond between people of different generations. Spend time with family on a daily basis, interact with each other during meals or on weekends, get involved in common activities like going for a movie or attending a family function. The older generation should try to understand the views of the youth without forcing their ideas on them.

Nothing is possible until we do not try to make a change in reducing the generation gap.

CADET SHAHABAZ KHAN  
F. Y. BSc (NS) – BATCH 13

# WE NEED MORE SUCH TEACHERS

Inspiring narrative about Bhagawan, a Friend cum Teacher more appropriately called Facilitator. Explained how he created personal bond with the students —"I have tried my best to interact with students beyond just academics. I used to narrate stories, understand their family background, talk to them about their future, and show them things via the projector. These projector sessions, in particular, were very enthralling for them. They felt like they were sitting in a cinema hall. It's probably because of all these new things I tried to do that we developed a real bond. More than a teacher, I'm a friend, a brother to them."

We need more such Facilitators as against Teachers who simply do job for pay.....!!

DON'T GO SIR! TN STUDENTS CLING TO THEIR TEACHER

## Human Interest

Don't go, sir!: TN students cling on to their teacher, refuse to accept his transfer  
The students created a barrier with their love and affection for Bhagawan as he walked out with his transfer order, one student even hugging him from the back, refusing to let him leave.

A young man in a simple grey shirt and grey pants is surrounded by students – all of them crying, hanging on to him, holding him back. G Bhagawan, the beloved English teacher of the Government High School in Veliagaram, Thiruvallur, was given a transfer order, and the students of the school were heartbroken. They created a barrier with their love and affection for the 28-year-old – one student even hugging him



from the back, refusing to let him leave. Touched, Bhagawan, too, was crying as much as his students.

The pictures of this emotional moment were published in the media and by news channel Puthiya Thalaimurai, and the students' gesture moved even the bureaucracy. G Bhagawan was transferred to the Government High School in Arungulam near Tiruttani – but this deployment has now been put on hold for ten days, after which it will be decided if he should stay in Veliagaram

school or go to the new school.

Speaking to TNM, Bhagawan said, "This is my first ever job in a school. I was appointed as a graduate teacher in Government High School, Veliagaram in 2014. Actually, if you look at the teacher-student ratio I was a surplus staff. So they decided to put me in another school that was short staffed and I got transferred to Tiruttani."

Bhagawan teaches English for students from class 6 to class 10. He had participated in the teachers' transfer counselling that was held from June 12 to June 21, and chose Arungulam as his preferred location.

But as soon as the students got wind of their teacher's transfer, protests broke out in the school. Parents, too, supported the children who decided that they would not attend school on Tuesday to demonstrate that they were against the government's decision of transferring Bhagawan.

"They were hugging and crying and clutching my foot refusing to let me go. Watching them, I broke down. Then I took them to the hall and consoled them saying that I'll be back in a few days," Bhagawan said.



Speaking to TNM, A Aravind, the headmaster of the Veliagaram School said that the students had fostered a parental bond with Bhagawan and hence expressed their emotions on hearing about his transfer.

"The government conducts these counselling sessions to fulfil the stipulated teacher-student ratio across government schools in Tamil Nadu. Our school had 281 students last year. The junior most teachers are usually picked and transferred to other schools, based on the counselling. Bhagawan, and one other teacher from this school, have been transferred this year," he said.

Students have been reported as saying that though many teachers have left the school in the past, they have not felt this sad for any of them.

Explaining how he tried to create a personal bond with the students, Bhagawan told TNM, "I have tried my best to interact with students beyond just academics. I used to narrate stories, understand their family background, talk to them about their future, and show them things via the projector. These projector sessions, in particular, were very enthralling for them. They felt like they were sitting in a cinema hall. It's probably because of all these new things I tried to do that we developed a real bond. More than a teacher, I'm a friend, a brother to them."

## Modi govt amends shipping rules to favour Adani-owned Mundra port



Gautam Adani with Prime Minister Narendra Modi. A file picture

The shipping ministry relaxed the restriction on the movement of foreign ships engaged in transporting containers between Indian ports to favour private ports to the detriment of the public sector.

Author, commentator, publisher, documentary film maker, TV anchor and former editor of the formidable Economic & Political Weekly, Paranjay Guhathakurta has worn several hats since 1977 when he began his career as a journalist. He has worked for publications like India Today, Business India and Business World and has written extensively on business, politics and media. Bhasha Singh spoke to him on crony capitalism and a recent change in shipping rules that, he says, is likely to benefit the Adani Group to the detriment of the public sector..

Excerpts from the interview:

What are the policies tweaked or changed after 2014 that have favoured the private sector or 'cronies' ?

Let me give you the most recent example. On May 21 this year, less than a month ago, the Ministry of Shipping of Government of India issued a notification that has relaxed the restriction on the movement of foreign ships engaged in transporting containers (full containers with goods for import and export as well as empty containers) between Indian ports and among Indian ports along the coastline of this country.

This move, which comes less than a year before the next general elections, is the outcome of a policy tussle and lobbying that has been going for some years now. But it now appears to tilt the balance in the shipping industry and the ports sector in India hugely in favour of private shipping lines and major multinational shipping lines and private port operators to the detriment of public sector ports.

Indian shipping companies like the Shipping Corporation of India are now at a disadvantage against foreign shipping lines and companies like the Adani Group which has partnerships with some of the biggest shipping companies in the world like the Mediterranean Shipping Company. Similarly, when you look at India's biggest port, which is Jawaharlal Nehru Port Trust located in Nava Sheva (near Mumbai), that port is likely to suffer on account of the change in the policy and the gains would go to Mundra port.

What has changed and on what grounds?

The Government of India has changed what is known as cabotage rules. Cabotage is the movement of goods by ship within the domestic jurisdiction of a country. Such rules exist across the world in over 90 countries including the United States and China.

Favouring the private sector over the public sector has been the trend for quite some time. Isn't it?

Let's forget about ideology; let's forget whether the public sector is bad and the private sector is good; let's forget arguments that the public sector is inefficient and the private sector is super-efficient. Let us forget about Indian companies being inefficient and foreign companies being very efficient.

The problem I have with the change in policy is that it is going to have a direct impact on jobs. There are 300,000 seafarers in India and Indian companies are statutorily obliged to engage the services of Indian seafarers. But with the change in the policy, there will be job losses. I do believe that this policy change is contrary to what Narendra Modi has been talking about, namely, "Make in India" or "Serve in India."

The earlier rule restricted transport of goods from one Indian port to another by only Indian owned ships. Only if Indian ships were not available, would permission be given to private or foreign ships. But now the changed rules have withdrawn the restriction. Is that's what you are saying?

It is absolutely correct. Let's consider an analogy. Air India or Jet Airways, Go Air or IndiGo, these are all Indian airlines. They are allowed by the Government to move passengers within the country. But if foreign airlines like Lufthansa or Air France want to fly passengers between Delhi and Mumbai or from Delhi to Kolkata or from Kolkata to Mumbai, they are not allowed to do so barring under certain conditions.

Let me explain. Until this change in policy took place on May 21, if a foreign ship wanted to transfer goods from one Indian port to another, it would need special permission from the DGS (Director General of Shipping). The

DGS would first ascertain whether there were Indian ships available to do the same transportation. This would be done by asking the owner of the foreign ship to obtain a no-objection certificate (NoC) from the Indian National Shipowners' Association (INSA). Only after the INSA gave this NoC, the DGS would clear the proposal and allow the foreign to ship transport goods from one port to another within India. Now this restriction has been done away with which I may describe as a new form of colonialism.

But why would people who are transporting these goods opt for foreign ships?

Because they are cheaper. Indian companies have many obligations including higher taxes, such as the Goods and Services Tax, higher fuel costs and other payments which foreign shipowners don't have to deal with. It is one thing to allow free competition if it's international trade, but this is domestic trade. As I mentioned earlier and I repeat myself, there are over 90 countries in the world with coastlines who have imposed similar restrictions of movement of goods within their domestic jurisdictions.

You spoke of higher taxes paid by Indian shipowners; which means that even the Government is the loser? Absolutely correct. The government will also be the loser because the biggest loser as I mentioned, would be the Jawaharlal Nehru Port Trust which is government-owned, that is, technically owned by you and me and people of this country.

Most of us do not understand much about shipping rules. Could you explain the process?

When large ships come to India, it is not economical for them to berth at more than one port. So they discharge their cargo to smaller feeder ships which then move the cargo from, say, a port on the West coast to one on the East coast, from a port in Gujarat to Chennai or from Mumbai to Kolkata. It will be no longer economical for large foreign ships to visit the JNPT. It will make more sense for them to go to one port and that will probably be Mundra. So, there will be loss of business for the public sector and gains for shipping liners which are already in partnership or in association with companies in the Adani Group.

Is it possible to defend the policy and say that the change would cut down on cost and time to transport goods from coast to coast?

There is no evidence to indicate that there will be gains in time or gains in costs. There are a number of studies that have shown there will be no such gain. You might like to call it a protectionist policy or a going back to the days of the licence control Raj. But across the world, countries protect their domestic airlines and protect their domestic shipping companies. Why should India be an exception?

Wasn't this policy change resisted at the level of the bureaucracy?

Attempts to change the country's cabotage policy have been going on for years and years. I found it particularly unusual that it should happen a year before the next general elections. I also find it unusual that a number of emails and letters I sent to the secretary, Ministry of Shipping, Gopal Krishna and to Gautam Adani did not elicit any reply. After my third email to the secretary, Shipping, I received a response from an official in the Government of India's Press Information Bureau attaching the notifications which were already in the public domain. I found this ridiculous.

Was there any reaction after you first wrote about the policy change?

Nothing, not to the best of my knowledge.

How has the Government justified the move? Attempts to change the policy were made during UPA years too, you said. Has the justification or the ground changed since then?

The ground indeed appears to have changed. I have written how the Prime Minister's Office, Nripendra Mishra, Principal Secretary to the Prime Minister, the National Security Council etc. –all of them at different points of time have argued that the change is not only against the country's commercial interests but is also against the country's security interests. But it seems all their objections have been overruled and there is no mention whatsoever of these objections and how these objections are going to be tackled in the notification issued by the Government of India on May 21, amending Section 407 of the Merchant Shipping Act.

Is it true that security concerns were raised even during NDA 1 when Atal Bihari Vajpayee was the Prime Minister? This has been going on for decades. Those who have been associated with foreign shipping lines and private ports have been arguing forever in favour of this change. The debate is as old as the debate on which is good or bad for the country, the private sector or the public sector.

The point I am trying to make is why India should be different from 90 other countries in the world which have cabotage rules. Why do the US and China still have such rules which discriminate in favour of their domestic shipping companies? I am saying that this is the biggest change in India's shipping policy made by any government and certainly in the last four years of the Narendra Modi government. And yet I find it unusual that there is so little debate and discussion on this policy change.

What about the Indian shipping industry? Haven't they objected to it?

I have quoted at length from what the Indian National Shipowners Association has said. I am currently working on making a documentary film where I will not only talk about the apprehensions about this change in the shipping policy of domestic shipowners but how associations and unions of officers as well as seamen and seafarers are extremely unhappy with the change in policy. I suspect that the day is not far when 1,00,000 Indian seafarers are going to lose their jobs.

Were they never consulted or were they not invited for any discussion before this change?

They were invited, they did speak up. But what is clear is that their views have not been taken into account.

They seem to have written to the PMO after this change in the policy...

Some have already written and more will address their concerns to the Prime Minister's Office, the Shipping Ministry and to the Minister in Charge Nitin Gadkari. I don't know if Prime Minister Modi or Gadkari will change their mind. I hope they do. If they are serious about the "Make in India" policy and about job creation, then I think they should reverse the policy.

We haven't seen much coverage, discussion or comment in the media. Have they addressed the issue?

The media have been conspicuous by their silence. The financial dailies have reported the notification, but not talked about its implications...and you are the first, you as in National Herald, who are discussing the issue with me

# **PLASTICS BANNED IN MAHARASHTRA**

**From June 23, 2018**

**MIN. FINE OF RS.5000**

**IF YOU ARE FOUND CARRYING OR USING  
SINGLE USE, NON-RECLYABLE PLASTIC ITEMS**

## **EXACTLY WHAT IS BANNED?**

1. ANY KIND OF PLASTIC BAGS ARE BANNED
2. DISPOSABLE PLASTIC PRODUCTS LIKE SPOONS, FORKS, CUPS, PLATES, GLASSES, BOWLS, AND CONTAINER ARE PROHIBITED FOR USE BY USERS, SHOPKEEPERS AND MANUFACTURERS
3. DISPOSABLE THERMOCOL ITEMS LIKE PLATES, GLASSES, BOWLS, CONTAINERS ARE INCLUDED IN THE PLASTIC BAN
4. PLASTIC OR THERMOCOL DECORATION ITEMS ARE ALSO INCLUDED
5. DISPOSABLE DISH/ BOWL USED FOR PACKAGING FOOD IN HOTELS, SPOON, STRAW, NON-WOVEN BAGS MADE OF POLYPROPYLENE, CUPS/POUCHES TO STORE LIQUID ARE INCLUDED IN THE BAN
6. PLASTIC PACKAGING TO WRAP OR STORE THE PRODUCTS ARE ALSO INCLUDED IN THE PLASTIC BAN

**Items Allowed :** Pet Bottles, Milk Pouches, Garbage Bin Liners, Plastic Containers, Tiffin Boxes, Bottles, Etc., Plastic Bags Used For Agriculture, Horticulture, Plant Nurseries Plastic Packaging For Medical Purposes, Raincoats / Tarpaulin Sheets / Pens, Plastic Wrappers Of Biscuits, Chips, Etc. (manufacturing), Plastic/thermocol Packaging Of Products At Manufacturing Stage

## Watch out for the crack team



BMC inspectors in navy blue vests will have the authority to slap a fine on you, if you are caught with plastic. They are also authorised to note down Aadhaar or PAN card details of repeat offenders.

These inspectors will have to issue a receipt after collecting fines from offenders.

To ensure that team members do not misuse their powers, the BMC will publish names of officials, along with the areas assigned to them for inspection.

The task force is from the BMC's licence, shops and establishment, and markets department.

Each inspector will have issue receipts after charging fines