



DARPAN

THE MIRROR OF DCI

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**இந்திய கார்ப்பரேஷன் ஆஃப் அண்டிரியா ஷப்டிங்
ड्रेजिंग कार्पोरेशन ऑफ इण्डिया लिमिटेड
DREDGING CORPORATION OF INDIA LIMITED**



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**Azadi Ka
Amrit Mahotsav**



[WWW.http://dredge-india.com](http://dredge-india.com)



Gandhi Jayanthi



Gandhi Jayanthi observed by Drzdging Corporation Of India Ltd



Durga Puja Celebrations



Vaccination program



WIPs Formation Day



Women's Association of DCI celebrated its Formation Day on 28.10.2021. Prof Dr R Saraswati Jayanti Victor, Ex. Head of the Dept of Microbiology, Terna Medical College, Navi Mumbai and Former Vice Principal, Chettinad Hospital and Research Institute, Chennai graced the occasion as Chief Guest.

Enclosed Space Entry Onboard Ships

Capt. Umesh Kumar



Enclosed spaces on board ships are spaces that have limited openings for entry and exit, inadequate ventilation and are not designed for continuous worker occupancy. The atmosphere in an enclosed space may be oxygen deficient or oxygen enriched or containing flammable or toxic gases or vapours, thus presenting a risk to life.

Precautions for entering enclosed space

Prior to entering an enclosed space on board a ship, the Checklist for Enclosed Space Entry should be complied with. The minimum checks which need to be carried out are as below:

- ✓ The space should be thoroughly ventilated. Effective ventilation capacity is also dependent upon the size and position of the opening to the enclosed space.
- ✓ Well placed openings improve the flow of air and will help in ensuring that all areas within the space are effectively ventilated.
- ✓ Once the space has been properly ventilated, the atmosphere should be checked using a suitable instrument to test for oxygen content and levels of flammable gases or vapours, carbon monoxide, hydrogen sulphide and other toxic gases.
- ✓ The oxygen content should be at a nominal reading of 21%. Any space with an atmosphere having less than 21% oxygen by volume should not be entered until the reason for the low oxygen level has been established and resolved.
- ✓ Flammable vapours concentration must be below 1% of the lower flammable limit before the entry can proceed.
- ✓ The levels of toxic gases are within the required safe threshold limit value for the gas concerned.
- ✓ Make sure that all the valves of the suction or discharge pipes to the space concerned are properly closed.
- ✓ Make sure that the Self Contained Breathing Apparatus (SCBA) is working satisfactorily and keep a spare set ready at the entrance to the space for use in case of an emergency.
- ✓ The atmosphere of the space must be continuously checked when the work is going on in the space to ensure that the space remains safe throughout the man entry.
- ✓ Proper lighting arrangements need to be ensured. The lighting needs to be of fire proof.
- ✓ Certain gases like Carbon Monoxide do not have any odour, and can be present at any level of the tank. It is a silent killer and care should be taken against this.
- ✓ A person should always be kept attending the space and keep a continuous communication with the person who has gone inside the enclosed space.
- ✓ The Officer on Watch should also keep a watch on the operations and log all events
- ✓ On successful completion of the entry and on exit, the enclosed entry permit must duly be closed.

Gasoline Vehicles v/s Electrical Vehicles

A. Lakshmi Narayana, DGM (Technical)



Today, majority of the automobile industry is dependent on fossil fuels namely petrol and diesel. With the regular hike in the petrol and diesel price and depletion of fossil fuels, we are always looking for alternative modes of transport that are much cheaper and do not depend on fossil fuels.

The readily available alternative to the above is electric vehicles that operate on battery power and are to be charged periodically for sustained operation.

The major advantages of EVs are,

1. Electrical vehicles cause no pollution during operation.
2. Less number of moving parts hence less maintenance.
3. Very low operating costs in the range of Rs. 0.5 – Rs 0.7 / KM.

As the above facts appear to be lucrative in favour of electrical vehicles, following short falls are also evident while operating them.

- a. Present day electrical vehicles have motor directly mounted on wheel or connected to the wheel hub via belt/ chain drive. Each variant has its own advantages and disadvantages. Direct mount drive has minimum power loss but is difficult to dismantle for repairing or replacing tyre. Belt or chain drives result in slippage / power loss during transmission in spite of having advantage of easy removability of wheel for tyre / tube repairs. In this case, the chain or belt is only disturbed for removing the wheel and not the motor itself.
- b. Present day available batteries for the electrical vehicles are of two types. One is lead acid batteries which require high charging time and maintenance. They occupy more space in the vehicle reducing the storage space availability for the owner. The only advantage is that they are cheaper. Other one is Lithium Cadmium batteries which are mostly maintenance free, have high charge density and are more compact. The major disadvantage is their cost. The charging time for lithium ion batteries is less compared to lead acid batteries of similar capacity.
- c. The third issue is the range. Range is maximum distance an electrical vehicle is capable of travelling on a single charge. It may be noted that charging time required even on fast charger is much longer (minimum one hour) compared to fuelling a similar capacity petrol/ diesel vehicle (which takes only few minutes). In order to increase the range, the only method available is to increase the capacity of the battery which again increases the charging time, weight of the battery as well as weight of the vehicle.
- d. Fourth disadvantage is battery itself. Due to multiple charging and discharging cycles, the efficiency of the battery drops and so is the range. Cost of the battery is around 50-60% of the cost of the electrical vehicle. Warranty on the batteries is limited between 30000-50000 km / 3 years after which owners have to replace the batteries with new ones for sustained performance. In other words, owner can never recover the cost of the vehicle or even battery within 3 years.

Conclusion:

In spite of the above disadvantages present on the electrical vehicles today, development of electrical vehicles with more durable batteries cannot be set aside, since fossil fuel is a non-renewable source of energy which might fall short of the demand in future resulting in increase in prices.

DCI Migrates to New ERP

V.Sujatha, JM(IT)



ERP is an integrated Software Package which integrates data and processes of all the departments in an Organisation. It is used to manage the important processes of an organisation such as Marketing, Sales, Projects, Inventory Maintenance, Accounts Maintenance, customer service, HR, Payroll etc.

Some of the advantages of usage of ERP are, One integrated database for all business processes, Enhanced Business Reporting, Real time information availability, Transparent information flow, Process standardisation, Avoiding duplication entry of same data and improved Data Security.

As a part of process improvement, DCI's ERP is upgraded from Microsoft Dynamics Axapta 2009 to latest version of Microsoft Dynamics 365 on-premises Implementation. The on-premises implementation is built on Microsoft Cloud Technology (Azure). With this DCI is one of the first companies to implement on-premises Dynamics 365 which is equivalent to DCI Private Cloud. The technical benefits that are achieved through this up gradation of ERP are as follows.

Feature	Dynamics Axapta 2009 (Old ERP)	Dynamics 365 (New ERP)
On-premise server	Installation required and we are responsible for setup, maintenance and security	Also available for on premise installation. D365 will still need to be deployed but it's mostly an automated process and there's no need to install servers. Microsoft will handle it, making environment management very simple and convenient
Updates	New software implementation is often required if there isn't a direct upgrade path or large amounts of custom code involved	Monthly updates are pushed out across entire system so business will always be on the most up-to-date version (we have the option to pause up to three continuous updates)
User interface	Software-based: Launch the application from a desktop and work within the program	Browser-based: Access is all browser-based so we can work anytime, anywhere and from any device
Compatibility	Available in desktop.	Available in Desktops, Mobile and Tablets
Navigation	Specific menu path: To get to a particular page, we need to follow a specific menu path. Can be tricky and time-consuming to memorise paths	To get to a particular page, we need to follow a specific menu path. But, we can add 'favourites' for an easier navigation. Use the search function to type in the page we want and click from the results to launch. Much quicker and simpler

The new version Dynamics 365 has got many new features and hope that DCI reaps the full benefits in the time ahead.

Emotional Intelligence at work : The need of the hour

N.P.Panigrahy, JM(HR)



"We are being judged by a new yardstick; not just how smart we are, or by our training and expertise, but also how well, we handle ourselves and each other." -Daniel Goleman

We all noticed the mood and behaviour of our own as well others at work. And how a person deals with the co-workers or employees during a bad day is a good indication about the Emotional Intelligence.

What is Emotional Intelligence (EI)?

Emotional intelligence is the ability to recognize, understand and regulate emotions in self and others to promote emotional and intellectual growth. It's a fact and difficult to accept that most of the employees and leaders lack EI at work, which involves self-awareness, empathy, and the ability to understand and manage emotions. If one ignores the employee, criticize co-workers, probably he has low EQ (Emotional Quotient) than one who is compassionate and understanding the co-workers. There is no doubt that EI is the important predictor for professional and personal excellence.

McKinsey & Company in one of its report mentioned that the need for emotional skills would outpace the demand for cognitive skills through 2030. Further, it is found that emotional intelligence is one of the important predictor of workplace effectiveness and accountable for 58% of success. LinkedIn also defined that EI plays an important role and vital skills for success at work. Furthermore, 71% hiring managers say they value high EI over IQ (Intelligent Quotient). But, when it comes to the business world, where technical knowledge is often considered as supreme and people get promoted based on their expertise and contribution in their field. Hardly, we see and hear that someone excelled professionally due to excellent self-awareness, social skills, empathy etc. In fact, honing these EQ skills often helps us to succeed over time. EQ at work comes naturally to some people, when they read the mood of the boss, manipulate and handle their emotions when there is a tension at work and shows empathy to their fellow co-workers, reading the body language, watching the interplay between the people.

At present times, Emotional Intelligence (EI) is the need of the hour. If you are not getting ahead and recognized for the works that you think you deserve, then probably you haven't developed the skills yet. The higher the EQ, the more you are likely to succeed and become a better team mate, client, employee or a leader.

Developing Emotional Intelligence is the need of the hour

Emotional intelligence (EI) isn't something you're necessarily born with, it's something you learn and accumulate over the years. EI can be developed through conscious practices and efforts by anyone.

Through social awareness, one can understand the emotions and emotional cues of other people. This will enable them to help the team members in these tough times. This will help the leaders to execute the corporate strategy with clear, positive and lasting leadership. We can build trust and rapport with the people around us, and we can notice different outcomes in our interactions, our conversations change, and our intent shifts.

Through self-awareness, one can identify the emotions, and its strength and weaknesses and its effect on their behaviours. This will help in preparing for the solutions by identifying the challenges.

Through relationship management, we can develop and maintain sustained and lasting relationships with respect and trust.

NPS VS Mutual Fund

M.R.Natarajan, (DM) (PR & MCO)



NPS and Mutual Funds (MF) are two important investment avenues, which need to find a place in each and everyone's investment basket. After analysing them, one will understand that both are having advantages and disadvantages. Some of the Pros and Cons of NPS and Mutual Funds (MF) and the inference are as below:

1. Input Cost: NPS has a very low input cost. Over a long period of time, the benefit of low cost helps investor with power of compounding. No direct agents are involved in NPS, hence, no commission cost.

V/s

MF has a high input cost of close to 1% to 1.5 % every time one makes a transaction. There is an involvement of agents; therefore, atleast 0.5% commission cost is involved.

Inference- NPS Scores Better

2. Tax Implications: NPS is now at par with EPF and PPF; this means it is coupled with a zero tax regime as it is EEE.

V/s

In MF, there is a long term capital gain tax on equity mutual funds and stocks.

Inference- NPS Scores Better

3. Premature Withdrawals: At this moment, NPS does not allow any premature withdrawals.

V/s

In MF, one can withdraw money at any given point of time.

Inference-MF Scores Better

4. Returns on Investment: NPS can give an average return close to 12+ percent in a long run, provided, one stays invested.

V/s

MF can give an average return close to 15+ percent in a long run, provided, if one stays invested.

Inference-Both NPS and MF Score Equal

5. Regulatory Comforts: NPS is supported with high degree of regulatory comforts which is very essential for any long term investment

V/s

Indian Mutual Fund industry is also very well regulated industry. Again in long run at this juncture it does not hold very high degree of regulatory comforts like NPS.

Inference- NPS has a slight edge

6. Nature of Financial Instrument: At this juncture, the NPS has been seen as a pure retirement instrument only and it lacks flexibility approach.

V/s

MF is very flexible. This is not seen as a pure retirement instrument and with the help of MF you can also try to achieve your short term goals.

Inference: SIP Scores very Big on this Account compared to NPS

Conclusion: At serial no 6 MF scores very big on NPS. NPS at this juncture has been seen as a pure retirement instrument therefore one cannot accomplish his short term and medium term financial goals through NPS. Further, the fact that NPS does not have the flexibility of partial withdrawal, is a very big disadvantage. Therefore, it is better to choose NPS only as a retirement financial instrument and simultaneously choose MF to achieve one's short term, medium term and long term financial goals.

Welfare of DCIL Onboard Seafarers

Amit Kumar Barai, SrAsst (HR)



DCIL-Dredging Corporation of India Limited is a DGS (Director of General Shipping) registered Shipping Company since 1976.

From starting onward DCIL is being well maintained with onboard seafarers by DCIL top management for dredging operations.

The seafarers have excellent dredging operations skills at almost all the port channels of India and few port channels of Srilanka and Bangladesh.

The seafarers are engaged by DCIL on contract tenure basis.

DCIL recruits young trainee seafarers and the seafarers are trained by DCIL experienced senior onboard officers/engineers.

On completion of training, the young seafarers are eligible to attend examinations/interviews for designated officer/engineers/crew.

DCIL engages qualified officers/engineers/crew for maintaining onboard dredging operations for own dredgers across the country on requirement basis.

DCIL is maintaining the DGS rules and regulation for engage and discharge of seafarers and their welfare.

DCIL pays salary to onboard seafarers on time on a monthly basis.

And our seafarers are discharged on time after completion of the contract tenure as per corporation norms.

We have been encouraging upcoming seafarers to get COVID-19 vaccination. Onboard seafarer's COVID-19 vaccinations (Covishield / Covaxin) are being arranged at Haldia / Kolkata / Visakhapatnam based vessels and the same are in process to implement all other DCIL projects.

DCIL Dredgers are carrying out dredging operations at coastal area. Mobile/internet communication facilities are easy to reach onboard.

With maintaining COVID-19 protocol, ten (10) days Short Leave (SL) provision is being allowed to attend medical /any emergency of seafarer family base on without hampering onboard operation.

Advance precautionary action is taken for safety of onboard seafarers and all necessary shore support is given to Dredgers at all times.

To attend onboard seafarer's shore medical treatment, DCIL has empanelled good hospitals at every port and render quality medical care.

DCIL understands that the main USP of the company is its seafarers and places its appreciations on record for them and their good work.

Retro



DCI Dredge House Foundation Stone laying ceremony on 01-01-1982 at Port Area by Shri VeerendraPatil, the then Minister of Shipping. Capt S.K Somayajulu, the then CMD, DCI is also present.

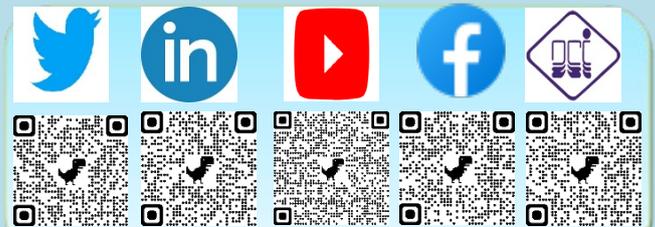
DCI Dredge House Foundation Stone laying ceremony on 18-03-2016 at HB Colony, Seethammadhara by Shri Rajesh Tripathi, Ex-CMD DCI.



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