

STATEMENT OF PURPOSE

SELF INTRODUCTION

My name is [REDACTED] and I am a permanent Indian citizen living in New Delhi, India. I am working as a Third Officer in Merchant Navy. I started my journey in Merchant Navy as a Cadet. After securing Second Mate Certificate of Competency. I started working as a Third Officer.

ACADEMIC INFORMATION

I cleared my 10th from CBSE in 2008 with 65% and 12th in Non-Medical from CBSE in 2011 with 70%. I did 1 Year Pre Sea-Deck Cadet course (Diploma in Nautical Science) in 2012. After this I did my cadet training in [REDACTED]. After finishing my cadet training, I joined Second Mate Certificate of Competency preparatory course in 2017. I cleared Second Mate Certificate of Competency in 2018. I received Bachelor of Science (Nautical Science) Equivalence Certificate issued by Association of Indian Universities in 2023.

EMPLOYEMENT HISTORY

I started my cadet training in [REDACTED] in 2014. I worked on Bulk Carrier, Crude Oil tanker and Chemical Tanker. In my training I learned and refined seamanship skills including ship handling, Navigation, Ship maintenance, Safety and Ship operations. I finished my training in late 2016. After receiving Second Mate Certificate of Competency in 2018. In 2019 I started working as a Third Officer on Bulk Carrier Ships in [REDACTED]. As a Third Officer I acquired experience in Safety, Crew training, Navigation, Inventory handling, Cargo loading / unloading operation, Emergency drills and Risk assessment.

MOTIVATION

As being part of Shipping Industry. I feel that my professional accomplishments are limited, which is not sufficient to switch careers ashore. Thus, I need to enhance my knowledge and skills as per the industry standards.

REASON FOR CHOOSING THE PROGRAM

In today's world of globalization, any business would require uninterrupted supply of products to stay afloat. Strong Supply chain management is the need of the hour and has become indispensable unit of every Multinational Company. The global supply chain management market size accounted for USD 25.74 billion in 2022 and is projected to hit around USD 72.1 billion by 2032, poised to grow at a CAGR of 10.9% during the forecast period from 2023 to 2032. I firmly believe through Master of Applied Management (Logistics and Supply Chain Management). I would be able to get all essential practical knowledge and strategies that could help any company to stay ahead. This program offers immense advantage especially, to specialize in management level in Logistics & Supply Chain area, which I am a part of it in some form. I think this would enable me to have an in-depth knowledge about how the maritime sector contributes to the international supply chain and other factors in general concerning global movement of goods. This course would create opportunities for me. As part of maritime field, I got to know different aspects of this field including but not limited to Logistics, Safety, Environment protection, Risk assessment & Contingency plans. So, I believe with this program and with the relevant experience I can contribute in major way for any establishments. This program would fine-tune my capacity to work in managerial roles in Logistics and Supply Chain Industry.

REASONS FOR CHOOSING COUNTRY

I have selected New Zealand as my study destination because the education system in New Zealand is well regulated and maintain the highest education standards for international students, and thus most Institutes and universities rank highly among the global world university. it will be beneficial for me to be located right in the industry hub for an enhanced learning experience during the duration of my course. Affordable tuition fees and living costs as compared to other prominent countries and suitable weather conditions make New Zealand the most popular overseas study destination for English-speaking students like me. The highest quality of education that New Zealand provides, with its world-renowned and advanced infrastructure for international students, will help me achieve my Master of Applied Management (Logistics and Supply Chain Management) beyond par excellence.

REASONS FOR CHOOSING UNIVERSITY

After doing personal research for finding out institute / university for me I came across many positive reviews about Nelson Marlborough Institute of Technology (NMIT). Nelson Marlborough Institute of Technology providing high quality education for more than 100 years. I believe Nelson Marlborough Institute of Technology can provide me exposure to a variety of subjects and exposure to international best practices that can help me gain a competitive edge in the logistics and supply chain industry and it will also help me in improving my skills and knowledge while providing more rounded growth in terms of professionalism as there I can meet and share my knowledge with industry people from diversified backgrounds.

FUTURE CAREER PLANS

After completing the program, I am planning to take post study work visa to gain international work experience. The work experience in New Zealand will open a wide range of opportunities for me to pursue my career aspirations. India's Logistics and Supply chain Market is estimated to be USD 435.43 Billion in 2023. It is also predicted that Indian logistics industries are expected to reach USD 650.52 Billion by 2028, growing at a CAGR of 8.36%. By 2027, the global Supply chain and Logistics market is expected to exceed, and India is poised to be a key player in this growth. India is witnessing a massive skill shortage in terms of competent professionals in Logistics and Supply chain industry. An international degree from NMIT is highly valued by employers, and it provides an edge over other candidates because of the relevant industry-oriented skills and experience that I will learn during the program, which in turn will help me get a very competitive shore-based managerial role back in India.

I am prepared for the new challenges that will come my way while pursuing a Master of Applied Management (Logistics and Supply Chain Management) degree and am very aware of the fact that I need to put my best foot forward. I would always strive to make the most out of the program and be forever grateful to the Nelson Marlborough Institute of Technology and New Zealand for providing me the opportunity to fulfil my career ambitions.

Statement of Purpose

I am [REDACTED] a maritime professional presently working on oil and chemical product tanker vessels in the rank of Electro-Technical Officer (ETO) with [REDACTED] Ship Management.

I hold a Bachelor of Technology in Electrical Engineering from the West Bengal University of Technology (2009–2013) with a CGPA of 9.13/10. I cleared class 12th in 2009 with 83.6% marks and class 10th in 2007 with 83.13% marks. After completing my undergraduate studies in 2013, I worked with Cognizant Technology Solutions, India, as a programmer analyst (from 2014 to 2015) on a crucial project aimed at improving operations digitally with the implementation of SAP technology for an FMCG industry. In addition to digital technology, I wanted to gain a ground-level perspective on how operations and business processes work in the maritime domain. Therefore, I transitioned my career into the shipping industry as a Merchant Navy Engineer Officer. After completing my pre-sea training course in 2015, I started my maritime career as a Trainee Electrical Officer, and in 2017, I cleared the ETO Certificate of Competency STCW III/6 issued by the Directorate General of Shipping, Government of India, to become a licenced Electro-Technical Officer in different types of foreign-going merchant vessels, which include oil/chemical, product, Aframax, and VLCC tankers. I have served in various capacities, from Trainee Electrical Officer to Certified Marine Electro Technical Officer, for renowned shipping conglomerates Anglo-Eastern Ship Management, Hong Kong (2015-2019), ASM Maritime, Amsterdam (2019-2020), MMS Co. Ltd., Tokyo, Japan (2020-2022), and am presently working with [REDACTED] Group, Singapore.

With around 8.5 years of experience now, I have already gained expertise in technology management. However, I feel that so far my professional accomplishments are limited to the technical domain, which is not sufficient to switch careers ashore and flourish in the shipping industry as a senior management professional. Thus, I need to enhance my management knowledge and skills as per the prevailing industry standards in post-pandemic times. The size of the global logistics industry is expected to grow by approximately \$1.3 trillion, registering a compounded annual growth rate of 6.5% by the year 2027. Also, considering the enormous growth of the e-commerce industry coupled with the rise in reverse logistics operations post the COVID-19 pandemic, the rise in trade-related agreements, and the emergence of last-mile deliveries coupled with logistics automation, the Master of Business Administration in Maritime Management (Maritime Logistics) at the Australian Maritime College, University of Tasmania, is the ideal programme for me to achieve my future career aspirations. This full-time, two-year course comprising of 16 units spread over four semesters at the Launceston campus will help me widen my strategic and analytical thinking based on practical business applications focused on the maritime industry, which in turn will enhance my managerial skills with various core units inclusive of shipping finance, maritime economics, commercial ship management, and maritime law and policies. I firmly believe that this management-level programme with its specialised focus on global maritime logistics with units such as port management and strategy, international trade, and business logistics and supply chain management, coupled with my previous work experience, will certainly give me the necessary tools and skills to thrive in the international maritime trade and supply chain industry and also give me an edge to obtain various managerial positions such as project and operations coordinator, strategic procurement manager, and logistics and supply chain manager in shipping and logistics companies, ports and terminals, marine insurance agencies, etc. after completion of my MBA degree.

Various institutes in India, such as Indian Maritime University (Chennai/Kolkata), Narottam Morarjee Institute of Shipping (Mumbai), and Gujarat Maritime University (Gujarat), offer post-graduate maritime management courses, but their course structure is mostly theoretical and informational with limited industry exposure and more focused on Indian coastal shipping and trades. Also, these programmes are mostly designed for fresh graduates. After considering these major limitations, doing thorough research about the coursework, and consulting with my employers, I have decided to pursue a highly recognised MBA in Maritime Management from the University of Tasmania, Australia, for an entirely global study experience that will provide me with immense networking opportunities from diverse peer groups.

The education system in Australia is well regulated by the government to maintain the highest education standards for international students, and thus most colleges and universities rank highly among the global world university rankings. I have selected Australia as my study destination because it is highly considered to be a maritime nation and a major contributor to the world economy in terms of GDP with huge exposure to the international trade, logistics, and maritime sectors. Thus, it will be beneficial for me to be located right in the industry hub for an enhanced learning experience during the duration of my course. Affordable tuition fees and living costs as compared to other prominent countries and suitable weather conditions make Australia the most popular overseas study destination for English-speaking students like myself. The highest quality of business education that Australia provides, with its world-renowned and advanced infrastructure for international students, will help me achieve my Master of Business Administration qualification beyond par excellence.

I selected Tasmania because it offers world-class global programmes to international students at an affordable and economical cost. Also, Tasmania is known for its sustainable initiatives and climate actions, which are very much required to be implemented in the shipping industry at present. Tasmania's safe and welcoming communities for international students make it an ideal study destination for me to pursue a full-time program.

The University of Tasmania (UTAS) is highly recognised for its world-class education and often ranks highly in the world university rankings. The quality of professional feedback that I have received from my peer network and seniors who have previously studied at UTAS makes it an ideal study destination for pursuing my MBA degree in Maritime Management. Instead of simply providing theoretical textbook knowledge, the University of Tasmania's approach to practical case-based study methodology and their applications in the current business environment related to the maritime sector will make studying for a business degree much more enriching for me. The detailed course structure mentioned on the university website presented a fair idea of the skills and knowledge I would develop post-completion of the MBA program. Also, UTAS is a proud founding member of the International Association of Maritime Universities and is globally recognised as a centre of excellence with international accreditation from the Institute of Chartered Shipbrokers (ICS). This recognition will help me enhance my career prospects globally as a commercial shipping industry professional and also assist me in clearing the PQE (Professional Qualifying Examinations) of the ICS. UTAS is the only university in Australia providing a focused maritime logistics management course with links spanning various international shipping and logistics companies, as well as interactive lecture support from maritime forums and industry field trips to leading shipping and maritime organizations, which will immensely help me understand how to thrive as a global manager. The dissertation option relevant to the logistics and supply chain curriculum provided in year 2 of the MBA course at UTAS will help me

study my area of interest, such as the application of the Internet of Things (IoT) at ports worldwide and digital supply chain procurement and its traceability, to name a few. The vibrant and culturally strong diverse community at UTAS will surely help me grow as a global business leader.

The maritime industry carries about 90% of world freight tasks, plays a significant role in underpinning international trade and logistics, and has enormous growth potential. Based on my prior professional industry experience, I have always found it fascinating and challenging to work in different capacities and handle varied responsibilities in the maritime domain. The Indian maritime logistics sector is expected to grow at a CAGR of 10–12% on a year-over-year basis, and factors like safe shipping, increased seaborne trade, and the use of greener fuels will further drive India's maritime logistics industry growth, which is witnessing a massive skill shortage in terms of competent professionals. Thus, an MBA in Maritime Management from UTAS will open a wide range of opportunities for me to pursue my career aspirations. After completing my MBA, I wish to join a maritime operations-focused organisation as an operations or strategy manager. I am looking forward to joining some of the best shipping and operations companies like Maersk, CMA CGM, DP World, and Amazon. My time analyzing, implementing, and executing supply chain strategies will provide me the opportunity to understand a wide array of strategic business issues and their resolutions, as well as gain substantial insight into horizontal and vertical cross-functional teams. In India, an international degree from UTAS is highly valued by employers, and it provides an edge over other candidates because of the relevant industry-oriented skills and experience that I will learn during the course, which in turn will help me get a very competitive shore-based managerial role back in India with a salary range of around 84,000–100,000 USD per annum. This will significantly help me recover the educational expenses in two years with an attractive return on investment. In the future, I plan to utilise this knowledge for the upliftment of the maritime industry in India.

On a personal front, my ageing parents have been my biggest pillar of strength and motivation throughout my life, so I would return to my home country post-completion of my studies to take care of them during their old age. I have lived my entire childhood in Kolkata (India), the city of joy and festivities, and most of my family members and friends are located here. Also, I need to manage mine and my parents' various immovable properties in India, which would be difficult for them to manage alone. The Kolkata Port Trust, being one of the oldest among the 13 major ports in India, would also provide ample career opportunities and exposure to the logistics sector.

I am prepared for the new challenges that will come my way while pursuing an MBA degree and am very aware of the fact that I need to put my best foot forward. I would always strive to make the most out of the programme and be forever grateful to the University of Tasmania and the country of Australia for providing me the opportunity to fulfil my career ambitions. And, as we often hear, "No shipping means no shopping," I am ready to take that leap in my career to create a difference in the maritime sector and make the University of Tasmania and the country of Australia proud of my candidature.

SELF INTRODUCTION

I am [REDACTED] working as Chief Officer & DPO (Dynamic Positioning Operator) in offshore DP-2 vessels. I started my journey in Merchant Navy in container ships where I did my training as cadet, after securing Second Officer's License I got fascinated towards D.P (Dynamic Positioning) ships which was in peak during that period especially due to high and stable oil price. Therefore, I worked in advanced D.P ships for most part of my career. This includes different kinds of vessels like PSV (Platform supply vessels), DSV (Diving support vessels) & AHTS (Anchor Handling Vessels). All of these ships had various job scope and they were different in all aspects which helped me to gain considerable experience for all kinds of offshore jobs. Later in 2017, I decided to advance my career by upgrading license and I took up Chief Mate/Masters Level 7 course at New Zealand Maritime School. I obtained Masters COC (certificate of competency) and I am currently sailing in DP2 (Dynamic Positioning) Anchor handling Vessels in [REDACTED]. I am married and happily settled with my wife and kid in southern most part of India.

ACADEMIC INFORMATION

I cleared my 10th in 2002 with 79.4% of marks and 12th in the year 2004 with 81.3% of marks. After this I did Pre -Sea Deck cadet course of one year and thus finished by the end of 2005. I did my cadetship in MSC Container ships and cleared Second Mates Exam course in 2010 and started working in merchant ships since then as an officer. In 2013, after gaining essential experience in D.P (Dynamic Positioning) Ships, I secured D.P License from Nautical Institute London. In the period 2017/2018 I went to New Zealand and did Chief Mate & Masters Foreign program. I cleared both Chief Mate and Masters exams and orals in 2018.

EMPLOYMENT HISTORY

I worked as Second Mate for the major part of my career in several companies. Firstly, I worked in SCI (Shipping Corporation of India) for three contracts as Second Mate from the period 2010 to 2011. I then joined in Halani company and did two contracts for them, in the year 2011. From 2011 to 2017 I worked in Tidewater Marine as Second Mate cum DPO (Dynamic Positioning Officer). And since 2018 to present I have been working in Seaways International, I got promoted to Chief Officer in my last contract with them. Since 2011 I have been working mostly in [REDACTED] in D.P Class 2 Vessels. As one of the main officer I was involved in all kinds of operation and acquired considerable amount of exposure along with experience in Safety, Risk Assessment, Navigation, Cargo operations, Anchor handling, Static Tow operations, Contingency Drills, Crew welfare and Marine pollution preventive measures.

MOTIVATION

As mentioned above I have been working for many years at sea and to acquire Master COC (Certificate of Competency) is the dream of any officer which I achieved in New Zealand. I was really content with my career and evolved with the industry requirements over these years. But to be honest since 2015, the offshore industry basically Oil & Gas has undergone so many fluctuations and like all I also realized that

good old days as it was until 2015, will not return. It has improved a bit though but the future is not as bright as it was expected few years ago. So, I understood it is high time to shift gears and venture in to different skill area and look for opportunities ashore for better prospect.

REASON FOR CHOOSING THE PROGRAMME

In today's world of globalization, any business would require uninterrupted supply of products in order to stay afloat. Strong Supply chain management is the need of the hour and has become indispensable unit of every MNC. The Supply Chain industry is a pivotal component and backbone of a country's economy. The current competitive business involves many challenges and to face all that one has to possess required tools and techniques provided by the research and development in logistic sector. I firmly believe through this Master's course offered is your esteem university, I would be able to get all essential theories and strategies that could help any company to stay ahead of their competitors. This program offers immense advantage especially, to specialize in management level in Logistics & Supply Chain area, which I was part of in some form. I think this would enable me to have a in-depth knowledge about how the maritime sector contributes to the International supply chain and also other factors in general concerning global movement of goods. This course would definitely create wider window for me. During this time in marine field, I got to know different aspects of this field including but not limited to Logistics, Safety, Environment protection, Risk assessment & Contingency plans. So, I believe with this program and with the relevant experience I have gained over the years I can contribute in major way for any establishments. This program would definitely fine-tune my capacity to work in managerial roles.

REASONS FOR CHOOSING COUNTRY

I chose Australia because the country being one of the major pillars of global economy would give me great exposure to sophisticated environment of the present logistics with hands on experience of working in International Trade and maritime sector. The main highlight is the quality of education provided in Australia for all kinds of programs, it has world renowned infrastructure and set up in the field of education. The high standard that Australia maintains in this regard and has made it default choice for anybody who aspire for an International Career.

REASONS FOR CHOOSING UNIVERSITY

University of Tasmania is famous for high standard of education and highly efficient lecturers. I have been doing personal research for finding out apt university for me and I was impressed by the quality of system there and moreover I came across many positive reviews about this University from many Indian students and colleagues. UTAS has been one of the highly rated maritime training hubs in the world with vast experience. I have personally witnessed first class professionalism and knowledge of many senior officers who have studied from there. I feel it will be a privilege to study in University of Tasmania, to hone my skills and accomplish my dream to acquire a Masters degree. I view an education in University of Tasmania as a crucial stepping stone towards my future career.

BENEFITS OF, & AWARENESS ABOUT, THE CHOSEN PROGRAMME

The course covers important aspects of the International Trade & supply chain. The modules are designed in such a way that one can gain all necessary knowledge required to excel in the Logistics sector. This program comprises extensive academic resources including not only the classes and lectures but also practical experiences which would be beneficial to manage complex supply chain areas in the contemporary dynamic business world. Thus this program would definitely help me to prepare for venturing in to a different skill area as far as Marine or logistics field is concerned, with confidence and to look for opportunities ashore for better prospect.

FUTURE CAREER PLANS

I am planning to take up post work visa after completing the program to try out the tools and skills of the program, in a pure international set-up. The work experience in Australia would really help to mould me into an universal professional and that this would be a great asset considering how highly employers in India, rate the quality of work gained in Australia. Thus, I would be able to get a very competitive shore job back home in India. I feel with a emerging and fast growing economy, the Trade and Logistics in India would require a great amount of skilled professional especially in the management sector. For many years, infrastructural constraints, high cost of raw materials, labor, energy, incompetent professionals, lack of adequate tech assistance has been some of the major challenges for the supply chain industry in India. However thanks to the great inflow of capital, the governments efforts in improving the overall supply chain infrastructure, and increasing awareness among the supply chain leaders of the importance of the supply chain management, there is much to look forward to in the coming years. Currently India's logistics sector is valued at \$160 billion and employ over 22 million directly. It is expected to grow at ten percent and more for many years to come. The country like India needs a state of art technology to address it's specific logistic issues and underdeveloped infrastructure. Due to the digital revolution in India, the logistics sector is in high demand than ever before and because of the large population only the cream aspirants could cash on the opportunity. Therefore, I believe education with job experience from Australia would give an extra advantage to my candidature when I attempt for job in this sector in India.

I wish to come to Australia along with my wife and kid. My wife has been a great companion until now in all my ups and downs. She was with me when I went to New Zealand for Ship Master course and supported me in all means to achieve Master's COC. Her company will certainly motivate me to do better. We are blessed with a baby girl and she is 2 & ½ year old now. The presence of parents is very important for the physical and mental development of our baby. Their existence will surely help me to manage things smoothly.

Personal Statement

Last 15 years or so I had been working in maritime industry. I have experienced shipping from both sides. While working on ships taught me operational aspect of shipping such as how ships work, how cargo loaded/discharged, and carrying cargo around the world. And when I shifted ashore and started working in shipping offices, taught me about commercial part of shipping and trade. As after quitting sea, I had worked in port agency at Djibouti where I was leading port agency operation team and handling 20-25 vessels on average at a time. After that I joined hardcore commercial operation job where I learnt about dry bulk chartering, logistical operations, procurement of cargoes, ships, bunkers, etc. Already while working in managerial capacity roles both while working onboard and working ashore taught me management skills required for running a business. But in day to day life at work, I always felt necessity of a qualification which can give specialization in my field of interest. Then I figured out M.Sc in International Maritime Business is the most ideal for me. Both duration and dates of the program is very compatible. Also budget wise fees and living expenses are within my budget. Through this program, I will gain detailed understanding of shipping, maritime logistics, supply chain management and shipping finances. The course compose a holistic and tightly knitted, integrated, approach to the understanding and analysis of various international shipping's laws, global maritime supply chains of production-transport-distribution, where ocean transportation and port and terminal management play a pivotal role. Also this program will allow me to critically analyze trends in the industry at macro and micro-levels, understand what information and sources can be trusted, improve my ability to invest time and effort in research-based activity and expand my network. Also what had attracted me to Solent University, Southampton is its alumni, teaching faculty and history. As institution is well renowned for advancing promising young professionals into the future executives and leaders of the maritime sector. As it give outstanding qualifications and provide us with a wide knowledge both subject specific and transferable skills so that students can get prospects for getting desired position and re-boost career in the Maritime and Logistics industry. Along with academic excellence, Solent University provides education in such a tuned manner between theory and practice which improves the complete edge of the students. Here also I can get immense benefits by participating in assignments, seminars, guest lectures, etc. As college is located at Southampton which is at the south coast of United Kingdom. Southampton being a major shipping hub also have a busy sea port. Also London is not far from Southampton, which has most of the shipping companies and commodity trading house's head offices and itself a major shipping and financial hub. While staying there, I can connect to industry people and build a long lasting relation, which will help me succeed in long run.

I chose Solent University after extensive brainstorming and research. One of the key reasons is that in India, there is a lack of shipping colleges that have specialization focused programs. Those that are do not rank highly in the global rankings. On the other hand, Solent University is rated one of the top maritime university in the world who conducts industry focused degree programs where I can also develop fantastic industry connections. I believe Solent University can provide me exposure to a variety of subjects and exposure to international best practices that can help me gain a competitive edge in the shipping-logistics industry.

I am particularly interested in learning about the finance, business risk management along with international trade and commercial law subjects that are challenging for new venture growth. I have a reasonable grounding in commercial and shipping practices but where I lack is exposure to financial and business risk part that are necessary for starting a successful business venture. In this program, I can learn topics like strategic management, economics, finance and business risks, etc the thorough knowledge of these topics are essential for any business to become successful, as here we are talking of shipping which have a lot of financial risks. Also detailed knowledge of these will help me in deploying strategies to overcome the difficult situation arises in market which will subsequently help me in creating plan of action to avoid losses and maximizes profits as much as possible. This only is possible when I get good understanding of shipping laws, finance and business risks, etc. These aspects which I trust can developed only while studying at university like Solent.

While studying at Solent University, firstly University culture will help me in improving my skills and knowledge while providing more rounded growth in terms of professionalism as there I can meet and share my knowledge with industry people from diversified backgrounds. I believe there are a number of ways through which I can add value to the institution. My extensive experiences in shipping-logistics will bring forth new ideas and ways of thinking to the class when discussing problems. Even individuals interested in international trade laws and economics will find utility in my experiences. Belonging to an emerging economy like India which is gradually becoming major exporter in the region, I can shed light on some of the key issues that organizations need to be aware off when operating in the country. I feel my fellow classmates at Solent University will benefit from my experiences of sailing onboard and working onshore in commercial shipping. I can share technical operational aspect of shipping as well as commercial part such as how to charter a vessel to carry a specific cargo, how to calculate bunker requirements, necessity to check port restrictions, how cargo operation is done, various documentation required, etc. Not only this as I had lead team at work and at various academic and sporting event at school days, so can showcase leadership skill in the class which will help in motivation fellow students to complete assignments, etc Thus, I can bring in a multicultural perspective and add to the diversity of the class.

I was very passionate about shipping and maritime industry from start and it increased significantly after I had shifted ashore when working in various shipping firms. As I started chartering vessels and procuring cargoes for vessels, the keenness and passion for improving my skills and knowledge of maritime trade international rules and regulations, etc kept on increasing. And I always found a way to read something to improve my knowledge. And taking this program will help me to get a rounded growth in terms of personal and profession. 'Entrepreneurship' is something that has always keenly interested me and my aim is to start my own shipping-logistics company in India and internationally. Since my early professional days, I have always dreamt of starting my own business. As India turns into a major exporter, the country is witnessing a strong demand for new age shipping and logistics solutions, something I wish to capitalize upon. In order to develop a greater understanding of the field and spearhead my own technology-based shipping-logistics business, I want to join the M.Sc International Maritime Business program at Solent University, Southampton.

I believe that given a chance I'll put my best efforts into the course. As entrepreneurship is an interdisciplinary field, I believe the program at Solent University can provide the necessary environment and cross - functional expertise required to excel in the field and would enable me to able to start my venture very soon.

Statement of Purpose

SELF INTRODUCTION

I am [REDACTED] and am working as an Assistant Catering Supervisor in Taj Sats. After completing my undergraduate studies in 2019, I started my professional journey with Shubham Consultancy Services as a team leader and worked with them for more than two years. Thereafter, I joined Taj Sats Airline Catering company. I am going to pursue Masters of Global Supply Chain management in Australia at the University of Tasmania. We are a nuclear family of four wherein my father is a businessman, my mother works in childcare and my younger sister is pursuing her studies in Canada.

ACADEMIC INFORMATION

I cleared my Class 10th in 2014 with 76% marks (CBSE Board) and Class 12th in the year 2016 with 64% marks (CBSE Board). After this, I completed my Bachelor's in English Honors from Arni University in the year 2019. I had a keen interest in learning this language and got an overall score of 69%. The degree also helped me a lot as I scored 8 bands in my IELTS Examination.

EMPLOYMENT HISTORY

Firstly, I worked in Shubham Consultancy Services as the team leader wherein I coached team members in improving skills and achieving team goals. Later, I joined Taj Sat as an Assistant Catering Supervisor and since April 2022 to present I have been working in the same organization.

MOTIVATION AND FUTURE CAREER PLANS

I have a working background of over five years, and I have realized that in today's era, supply chains have become crucial aspects of global economy, especially for B2C businesses or businesses dealing in FMCG products and services. As a result, many professionals are opting for higher studies in the field of Supply Chain Management around the world at top universities. So, I understand it is high time to shift gears and venture into this skill area and capture opportunities in the field of supply chain.

I am planning to take up post study work visa after completing the program to try out the tools and skills of the program in a pure international set-up. The work experience in Australia would really help to mould me into a universal professional and this would make me a great asset considering how highly employers in India rate the quality of work experience gained in Australia. Thus, I would be able to get a very competitive high paying managerial role back in my country. Currently India's logistics sector is valued at \$160 billion and employ over 22 million directly. It is expected to grow at ten percent and more for many years to come. Therefore, I believe education with job experience from Australia would give an extra advantage to my candidature when I attempt for job in this sector in India.

Of all the large economies of the world i.e., if we include the world's top 10 economies, at present it is only India which is growing its GDP at close to 7%. With the demographic advantage that India has by virtue of its very young population, next only to the African continent, one expects that the GDP will keep growing at a very robust 6 - 7% over the next decade. This is something like what China experienced from late 1990's till 2010. The Indian government is keen to seize this advantage and with supply chains moving out of China, India is possibly the next best alternative to companies like Apple or even automobile companies. One major advantage for companies to relocate supply chains to India is that whilst China produces for the world, in the case of India, we produce a lot for internal consumption as well which smaller competing countries like Vietnam, Thailand, Bangladesh, etc., cannot offer to behemoth companies like Apple, Samsung, etc. Immense wealth is expected to be created in India over the next 2 decades if the government gets its priorities right and can execute them to perfection. I do accept that there is many a slip between the cup and the lip and what the government has forecasted may not necessarily be achieved to a T if we get nasty surprises like the Covid pandemic, Ukraine Russia war which has led to spiralling inflation across the world.

Master of global logistics and supply chain management has a duration of 2 years at the campus of Launceston and is a full-time course. The total indicative total course fee is AUD \$ 68,226.50. The course is divided in 4 study periods of 13 weeks duration each. There are few colleges in India which provide the same course for example, School of business (Dehradun). However, they are not on par with the universities in Australia and University of Tasmania is amongst the top 300 universities around the globe.

REASON FOR CHOOSING THE PROGRAMME

In today's world of globalization, any business would require uninterrupted supply of products to stay afloat. Strong Supply chain management is the need of the hour and has become indispensable unit of every MNC. The Supply Chain industry is a pivotal

component and backbone of a country's economy. The current competitive business involves many challenges and to face all that one must possess required tools and techniques provided by the research and development in logistic sector. I firmly believe through this master's course offered in your esteemed university, I would be able to get all essential theories and strategies that could help any company to stay ahead of their competitors. This program offers immense advantage especially, to specialize in management level in Logistics & Supply Chain area, which I was part of in some form. I think this would enable me to have an in-depth knowledge about how the logistics sector contributes to the International supply chain and also other factors in general concerning global movement of goods. This course would create wider window for me. During this time in Taj Sats., I got to know different aspects of this field including but not limited to Logistics, Safety, Environment protection, Risk assessment & Contingency plans. So, I believe with this program and with the relevant experience I have gained over the years I can contribute in major way for any establishments. This program would fine-tune my capacity to work in managerial roles.

REASONS FOR CHOOSING COUNTRY

There are few universities in my country that provide education in Master of Supply Chain Management. For example, Alagappa University (Tamil Nadu) and school of business (Dehradun). However, the education provided by these universities is not on par compared to universities in Australia as they lack infrastructure and teaching expertise in this sector. Universities providing this course are very niche and are not equipped compared to the educational structures of Australia as this course is extensively taught in Australian universities.

There are other countries providing degrees in the same programme for example, USA and UK. However, Australia proves to have a much safer environment and the crime rates are very low compared to these countries. I chose Australia because it is one of the major pillars of global economy and it would give me great exposure to sophisticated environment of the present logistics with hands on experience. The main highlight is the quality of education provided in Australia for all kinds of programs, it has world renowned infrastructure and set up in the field of education. The high standard that Australia maintains in this regard and has made it default choice for anybody who aspire for international education.

REASONS FOR CHOOSING UNIVERSITY

University of Tasmania is famous for high standard of education and highly efficient lecturers. I have been doing personal research for finding out an apt university for me and I was impressed by the quality of system there and moreover I came across many positive reviews about this University from many Indian students and colleagues. UTAS has been one of the highly rated Universities in the world. I have personally witnessed first class professionalism and knowledge of many senior officers who have studied from there. I feel it will be a privilege to study in the University of Tasmania, to hone my skills and accomplish my dream to acquire a master's degree. I view an education in University of Tasmania as a crucial steppingstone towards my future career.

There are options of choosing a similar course in universities located in Sydney, Melbourne, etc., but the pricing of the course on an average is 20% higher. The cost of living in Tasmania is also a good 30 - 40% lesser than the cost of living in Sydney. The peaceful safe environment of Tasmania is more conducive than the hustle and bustle that Sydney offers. Once my course is completed at UTAS, I can always look at Sydney or Melbourne if I wish to work for a few years in Australia under the post study work program before I return to India.

BENEFITS OF & AWARENESS ABOUT THE CHOSEN PROGRAMME

The course covers important aspects of the International Trade & supply chain. The modules are designed in such a way that one can gain all necessary knowledge required to excel in the logistics sector. This program comprises extensive academic resources including not only the classes and lectures but also practical experiences which would be beneficial to manage complex supply chain areas in the contemporary dynamic business world.

All in all, I feel that UTAS offers the best fit for me in terms of educational standards, cost, safe and peaceful environment, etc. I am confident that I have made the right decision and look forward to joining my course in UTAS at the earliest.

Best Regards.

