

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 02-05-2002



## EVENTS, INCIDENTS & OPERATIONS

### Pirates target Maersk box ship



PIRATES have struck at the container ship **Maersk La Guaira** twice during the same voyage in Ecuador less than two months after another mishap in the same country. Reliable shipping sources told Fairplay armed pirates clambered aboard the Antiguan-flagged ship as it was entering the northern port of Manta and broke into a container. The ship's representative in Ecuador confirmed that the same pirates were interrupted by the coast guard after they boarded the ship at the Guayaquil entrance channel later the same day - April 24 - and broke open two more containers. He said the pirates "escaped" from the patrol boat and the incident is now under investigation. The master has lodged a protest with Ecuadorian authorities together with a list of stolen property. The 14,700 DWT ship ran aground in Guayaquil last month due to the port's chronic silting problem.

### Crippled tanker on way to Hawaii

CRIPPLED Indonesian bunker tanker **Insiko** is being towed to Hawaii for lightering after US Coast Guard (USCG) officials scuttled a plan to sink the 78-m vessel. The USCG said the ship, badly burnt but in a more seaworthy condition than aerial surveys indicated, is making approximately four knots under tow for the 650 n-mile voyage north-east to O'ahu. An estimated 227,00 litres of fuel will be lightered in O'ahu after the removal of the body of a Taiwanese crewman killed in the March 13 engine room fire that disabled the tanker. The surviving crew abandoned ship 20 days later when a passing cruise ship rescued them. USCG hired a Honolulu salvage firm to stop the Insiko's drift towards the US-owned Johnston Atoll nature reserve, intending to sink it in deep water. The tug American Quest is expected to take five days to tow the tanker to O'ahu and will also hand over to animal welfare officials the Insiko master's dog that survived after being left behind by the crew.

### Korean marine police arrest master

KOREA'S maritime police today arrested two seafarers including the master of **Daehan 1**. The ship was involved in a collision with a coastal vessel **Namil**, which sank on April 25 near Pohang and it is feared that the entire crew of seven have perished. Police said the two would be charged with negligence. Two bodies including those of the master of the 2,480 GT Namil have been recovered, but there has been no trace of the other five crew. Marine police have also been engaged in preventing an oil leak from the fuel tanks of the sunken ship, which is estimated to be filled with 16,000 litres of bunker oil.

### UAE lawyers tell masters to flee

LAWYERS in the UAE are advising masters of vessels involved in minor accidents to leave the country immediately to avoid lengthy detentions, ship's agents in Dubai revealed. The advice follows a string of cases in which masters and crew had their passports confiscated after being involved in incidents involving damage to third-party property. Agents said crews were often prevented from leaving the country for months because of the habitual reluctance of public prosecutors to drop cases against foreign owners. "The general attitude of the public prosecutors is to avoid taking decisions and go through procedures that leave all decisions to the courts ... in complete ignorance or consideration of commercial costs," the agent of an affected vessel owner told Fairplay. Crew found guilty are routinely ordered to pay small fines but are made to stay on while defending counsel seek reversals on appeal to protect owners against civil damage claims. "There is a desperate need for accelerated procedure for non-residents," an agent maintained.

### Asian owners consider crew issues

MOVES are afoot to organise Asian ship owners' views on problems involving Asian seafarers, especially the benchmark wage increases and other labour conditions proposed by the International Transport Workers' Federation (ITF). Initial soundings were made when the Japanese Shipowners' Association's (JSA) manning sub-committee representatives met their counterparts in Hong Kong and Singapore this month to induce Asian owners to discuss problems on a common footing and have the "Asian view" reflected in the policy for seafarers world-wide. The root cause of Asian owners' gripes is that ITF's policies and decisions are prone to be influenced by Europeans to the exclusion of the Asian voice. According to Gilbert Feng, assistant director of the Hong Kong Shipowners' Association, the discussion is likely to take place during the Asian Shipowners' Forum AGM and seafarer's committee meeting to be held in Taipei on May 27-29.

## CASUALTY REPORTING

### ALBATROS (NETHERLANDS)

London, Apr 30 -- A press report, dated today, states: Renovated 19th-century sailing clipper **Albatros** may be stranded on sands off Wells until September after attempts to refloat it failed last night. Albatros got stuck on the Wells marshes on Saturday (Apr 27) just 24 hours after getting into trouble in high winds. An attempt to refloat it was made on Sunday and it had been hoped that a nine-metre high tide last night would allow Albatros to get back into Wells harbour. But despite help from Wells lifeboat and several large local vessels, the boat remained stuck in the marshes. Last night Dutchman Ton Brouwer, who owns Albatros, said he feared it would remain stuck there until September, when the next tide over nine metres is predicted. He fears losing about pounds 80,000 in revenue from trips and functions on the boat. Mr Brouwer said: "The ship moved a little bit, but not enough." Trouble for Albatros started when Mr Brouwer was taking passengers on a trip around the coast and reported engine problems. Albatros then became stranded before it could get back to its normal berth.

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### ALEXANDER 5 (GREECE)

London, Apr 30 -- Lloyd's Casualty representatives in Piraeus report: Tug **Alexander 5** (545 gt, built 1991) struck the wreck of passenger City of Hydra (1021 gt, built 1955) in the Bay of Eleusis, Apr 29. As a result the tug was immobilised however no injuries or pollution was caused. The tug was pulled off the wreck with the assistance of other tugs and the Port Authority of Eleusis has since prohibited the departure of the tug pending inspection of the repairs by the marine inspectorate. (Note -- City of Hydra sank while laid up in Bay of Eleusis Nov 24, 2000.)

### ALSERBACH (NETHERLANDS)

London, Apr 29 -- Following received from Coastguard Yarmouth MRCC, timed 2007, UTC: Bulk/c.c. **Alserbach** (2905 gt, built 1997), Sunderland for Algeciras with scrap metal, reported engine failure and drifting in lat 53 11.5N, long 01 47.9E, at 1851, UTC. Vessel was unable to anchor at that stage, due to proximity of gas pipeline. Vessel has now dropped anchor in lat 53 10.95N, long 01 50.6E. Cromer Lifeboat and Royal Fleet Auxiliary training vessel Argus standing by. Tug Anglian Duke proceeding, ETA on scene 0100, UTC, Apr 30. Tug/supply Far Turbot also proceeding. (Note -- Alserbach sailed Sunderland Apr 28 for Algeciras.)

London, Apr 30 -- Following received from Coastguard Yarmouth MRCC, timed 0400, UTC: Bulk/c.c. Alserbach is still anchored in lat 53 10.95N, long 01 50.6E. Tug Anglian Duke, which had a salvage contract, has developed steering gear failure and is bound for a position off Cromer, using its engines to steer. Tug/supply Far Turbot is waiting for decision from owners of Alserbach before proceeding to casualty scene.

London, Apr 30 -- Following received from Coastguard Yarmouth MRCC, timed 0523, UTC: Bulk/c.c. Alserbach is at anchor and carrying out repairs, which estimated to be completed by 1100, UTC, then proceeding to Algeciras. Vessel is anchored between the Leman and Ower banks. Cromer lifeboat standing by alongside.

London, Apr 30 -- Following received from Coastguard Yarmouth MRCC: Timed 1343, UTC: Bulk/c.c. Alserbach: Gorleston lifeboat launched to relieve Cromer lifeboat at 1048, UTC. Cromer lifeboat released at 1241, UTC. Gorleston lifeboat released at 1312, UTC. Search and rescue operations terminated. Timed 1350, UTC: Alserbach is still at anchor. Tug **Fairplay 23** left Rotterdam at 1215, UTC, and due on scene in approximately 10 hours weather permitting.

### AMAZE (ST. VINCENT & GRENADINES)

London, Apr 30 -- Following received from Madrid MRCC, timed 0930, UTC: General cargo Amaze has been refloated and is now at anchor in Rosas Bay waiting to be taken to repairers.

Piraeus, Apr 30 -- General cargo Amaze was refloated by salvage tug Megas Alexandros at 2000, Apr 27, and anchored two miles away from its grounding position. It is expected to be towed to Piraeus. -- Tsavlis Salvage (International) Ltd.

### ANNA C. (U.K.)

London, Apr 29 -- Following received from Coastguard Milford Haven MRSC, timed 2107, UTC: General cargo **Anna C.** (2999 gt, built 2002), Brindisi for Workington with 4,685 tonnes gypsum, reported rudder jammed 217 deg and 3.8 nautical miles from Smalls Light, in lat 51 38.9N, long 05 36.1W, at 2047, UTC, Apr 28. Vessel was taken in tow by tugs **Anglegarth**, **Dalegarth** and **Millgarth** and is now safely alongside at Pembroke dock to complete repairs. (Note -- Anna C. sailed Brindisi Apr 20 for Workington.)

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### **ATHOS (GREECE)**

London, Apr 30 -- Lloyd's Casualty representatives in Piraeus report: During the afternoon of Apr 27, general cargo Athos, Greek flag, Piraeus registry No.10946, SX9837, IMO No.7226627 (ex Agnes, 1432 gt, built 1972) in ballast, ran aground in shallow waters near the coast between the pier of Sidenor and Texaco terminal. Vessel had previously departed from Sidenor Pier, Aspropyrgos. Vessel was refloated at 1750 hrs with the assistance of tug Karapiperis IV. From the grounding, there were no injuries or pollution caused. The port authority of Eleusis, has prohibited the departure of the vessel pending survey by the marine inspectorate.

### **CLAUDIA TRADER (ANTIGUA & BARBUDA)**

London, Apr 30 -- Following received from Coastguard Stornoway MRSC, timed 1020, UTC: General cargo Claudia Trader is now bound Belfast under tow, ETA not known. At 0934, UTC, tug Statesman returning to Stornoway. Monitoring and communications schedule now with Clyde MRCC.

### **EMMAPLEIN (NETHERLANDS)**

Falmouth, Apr 30 -- General cargo Emmaplein, Bayonne for Cardiff in ballast, anchored in Falmouth Bay at approximately 0800, Apr 29. A pilot boarded the vessel at 1850 hrs and vessel berthed at Duchy Wharf, Falmouth at 1945 hrs, to effect repairs. -- Lloyd's Agents.

### **FALCON (DENMARK INT. REGISTER)**

Honolulu, Apr 29 -- The rudder of livestock Falcon (3013 gt, built 1973) is reported to have fallen off approximately 1,800 miles south of Honolulu. Falcon is now in tow of tug Nohea with ETA at Barber's Point deep draught harbour Kalaeloa harbour, May 2 where it is to be drydocked. -- Lloyd's Agents. (Note -- Falcon sailed Long Beach Apr 8 for Timaru.)

### **SEABULK FULMAR (MARSHALL ISLANDS)**

London, Apr 29 -- Following received from the operators of research Seabulk Fulmar, dated today: Seabulk Fulmar had a broken water pipe in its engine-room while at moorings at Abidjan Apr 26. The engine-room has now been pumped out.

### **VASILIOS VI (GREECE)**

London, Apr 29 -- Lloyd's Casualty representatives in Piraeus report: Tank Vasilios VI (1516 gt, built 1980), Eleusis for Amfilochia, grounded in sandy bottom in the Preveza Channel this morning. There was no pollution and none of the vessel's 10 crew members were injured. Preveza Port Authority vessels are on the scene, the vessel is trying to refloat under its own power.

London, Apr 30 -- Following received from Piraeus RCC, timed 0935, UTC: Tank Vasilios VI was refloated at approximately 0820, local time, today. Vessel is now at anchor outside Preveza awaiting inspection.

## **SHIPYARD NEWS**

### **India to underpin failing yards**

INDIA'S government is to continue subsidies to tottering state-owned shipyards for another five years. The shipping ministry has proposed a fresh aid package for cabinet approval next month, which will succeed the existing regime, introduced in 1997 and due to expire on August 14. Under the scheme, Indian taxpayers will cover 30 per cent of the cost of ships built – both for Indian concerns and as export orders. The new subsidies come despite the failure of the previous ones: in recent years Indian companies have either bought second-hand tonnage or placed newbuilding orders with foreign yards. Seven shipyards will be eligible for the handouts, of which three are controlled by the country's defence ministry.

### **Hitachi Zosen set to build VLCC for MISC at 'bargain \$65m'**

MALAYSIA International Shipping Corp has ordered a VLCC from Japan's Hitachi Zosen Corp in only the second VLCC contract to be concluded since September, writes Matthew Flynn in Hong Kong.

"Hitachi Zosen Corp was chosen based on its competitiveness, technology as well as its track record and efficiency in building double-hulled VLCCs," MISC said.

Brokers believe that the vessel was done at a bargain \$65m, the lowest priced VLCC contracted in the current cycle for a non-Japanese owner.

After delivery in April 2003, the ship will be the largest vessel in the Malaysian fleet and replaces the VLCC Limburg that MISC has on charter to the national oil and gas company Petroliaam Nasional Bhd (Petronas).

The Limburg is being chartered for 12 months at \$27,500 per day according to broker reports. MISC said it ordered the ship after securing a ten year M\$500m (\$131.6m) time charter contract to transport crude oil, earlier this year.

Hitachi Zosen is building the 298,100 dwt, double-hulled VLCC at its Ariake yard. MISC currently owns and operates 18 petroleum vessels with a combined capacity of 1.27m dwt. Ten of these are to service Petronas' requirements. MISC also has six LNG vessels on order in Japan all destined for Petronas.

### **Hyundai Heavy takes option to buy ex-Halla yard for \$77.3m**

HYUNDAI Heavy Industries is to take over Samho Heavy Industries, paying Won100bn (\$77.3m) to buy the bankrupt facility it has been managing since September 1999, writes Matthew Flynn in Hong Kong.

"Our directors decided to take over all equity stake of Samho Heavy on May 15," said Hyundai Heavy spokesman Ryu Keun-chan.

Samho Heavy Industries is the successor company to the shipbuilding interests of the now defunct Halla Heavy Industries owned by Chung In-Yung, the younger brother of HHI founder Chung Ju-Yung.

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The deal to acquire 200m shares will give HHI, together with its affiliate Hyundai Mipo, an 18% market share of the world shipbuilding market.

The original management deal with a purchase option was praised by analysts at the time as a low-risk deal for HHI, covering the costs for 100 managers plus giving it 10% of the operational profits.

With Samho moving into profit in 2001, HHI decided to move quickly before the net asset value moved above the minimum strike price of Won5,000 per share.

The now defunct Halla Group built the yard at an estimated cost of Won3trn and even conservative valuation says the site is worth Won1.3trn.

The theoretical price to HHI also includes the Won650bn in interest-bearing debt that Samho reportedly owed creditors in early 2000. The Won750bn total equity and debt package suggests that HHI really nailed a winner deal after pulling the yard out of its virtual collapse and restoring its reputation.

The Samho management contract was due to run until the end of 2004, so HHI is taking control a full two and a half years ahead of the deadline.

When HHI took over the management of the yard at the remote port of Mokpo, Samho only had firm contracts for seven ships. Now the company has 42 vessels totalling 6.52m dwt on order. The healthy backlog includes seven VLCCs, 11 suezmaxes, 18 aframaxs, two product carriers, two containerships and two capesize ships. As the orderbook shows, the yard is a specialist in tankers, while containerships are also seen as a suitable product.

## ROUTE, PORTS & SERVICES

### Hapag-Lloyd Group in 2001. Another successful financial year



In 2001, Hapag-Lloyd Group improved on its already very good result for the previous year. The area "shipping" - Hapag-Lloyd Container Line and Hapag-Lloyd Cruises - generated 61% of sales. Demand for cruises was high during the first nine months of 2001. Bookings then declined after the events of September

11th. In the last financial year, Hapag-Lloyd Cruises achieved sales of €154m (€175m) and a slight operating loss of €1.7m. The "Europa" put in a gratifying performance, again making a significant positive contribution to profit

## ROYAL OLYMPIC TAKES DELIVERY OF OLYMPIA EXPLORER



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Royal Olympic Cruise Lines Inc. announced the delivery of the new fast cruise ship, **Olympia Explorer**, today in Hamburg. The vessel immediately sailed from the Blohm+Voss shipyard to the Port of Piraeus in Greece. Royal Olympic Cruises' Chief Executive Officer, Mr Yiannos Pantazis, commented that the delivery of the Olympia Explorer *"made us all proud."* The Olympia Explorer, together with her sister ship, Olympia Voyager, are the fastest cruise vessels of their size, performing unique cruises at speeds of up to 30 knots. *"The new itineraries Royal Olympic Cruises will offer with this vessel have created considerable interest in the cruise market. The first cruises are already fully booked,"* added Mr. Pantazis. On her maiden voyage on May 3, the Olympia Explorer will start a series of weekly cruises calling at the ports of Piraeus, Corfu, Venice, Dubrovnik, Bari, Katakolon, Istanbul, Mykonos and Santorini. Passengers have the possibility to embark from either Piraeus, Venice or Istanbul for the 7-day, round-trip voyage

## Holland America Line to name third Vista Class ship the ms Westerdam



Holland America Line announced that its third Vista class ship, scheduled for delivery in the spring of 2004, will be named ms **Westerdam**, in keeping with Holland America Line's long-standing tradition of honoring prior vessel names. The new 85,000-ton, 1,848-passenger vessel will be the third in Holland America Line's history to bear the Westerdam name. *"We're excited to honor Vista 3 with the name ms Westerdam,"* said David A. Giersdorf, senior vice president, marketing and sales, Holland America Line. *"She will share a rich history with two past Holland America Line vessels of the same name. And, this name is*

*consistent with the points or 'vistas' of the compass that the other new Vista series ships will bear."*

### Festival Cruises celebrates two debuts. 'European Stars' embarks on maiden cruise as Festival Foundation is launched



**European Stars**, the latest addition to the fleet of Festival Cruises, sailed fully-booked from Barcelona on her maiden cruise on Friday, April 26th, 2002. Settling in to her regular weekly western Mediterranean itinerary, the 58,700 gross tonnes newbuilding will also embark passengers from the ports of Marseilles and Genoa, and will be calling at Naples, Messina, La Goulette and Palma de Mallorca as destination ports. Earlier this week, the expanding pan-European cruise line had announced the addition of a further vessel to its Discovery-Class fleet. The 16,100 gross tonnes **'Caribe'** will be offering Caribbean round cruises from

the Cuban capital of Havana, also visiting Mexico, from early July, 2002.

The 783-cabin **European Stars** brings the Festival Premium-Class fleet to three brand-new vessels, joining her sister ship **'European Vision'**, built 2001, and **'Mistral'**, built 1999. Like her predecessors, the new ship was built in France by Chantiers de l'Atlantique. The vessel was christened at the Saint Nazaire shipyard on April 19th with Mme Dominique Raoust honouring Festival by acting as the ship's 'godmother'.

### MISC moves into VLCC sector

MALAYSIA International Shipping Corp (MISC) is set to break into the VLCC market. MISC revealed today that it placed an order for its first-ever VLCC with Japan's Hitachi Zosen early this month. Delivery is scheduled for April 2003. The 298,100 DWT, double-hulled ship was ordered following a charter contract from parent Petronas. The RM500M (\$130M) 7+1+1+1 year time charter contract involves shipping crude oil from the Middle East Gulf to the Sungai Udang refinery in Melaka. Meanwhile, MISC has chartered the Limburg to service the contract. MISC currently operates 18 crude and product tankers aggregating 1.2M DWT. Last week MISC signed an agreement with Saudi Arabia's Bakri Navigation to float a joint venture for securing long-term shipping contracts with major oil, gas and petro-chemical producers. The company recently also made a major breakthrough in LNG carriage by clinching a contract with Gaz de France, its first outside the Petronas group

### Airbus deal benefits Jinling shipyard with ro-ro vessel

LEIF Hoegh & Co, the listed Norwegian maritime transport group, has announced finalisation of a contract with Airbus to transport components of the A380 superjumbo aircraft around Europe over a 20-year period with option for another 10 years.

The contract, which confirms Airbus's decision to move ahead with building its 550-passenger jetliner, will immediately require a special roll-on roll-off (ro-ro) vessel to transport the larger components that are constructed in various European countries, among them Germany, Spain, and France



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Leif Hoegh has also confirmed that the ro-ro vessel building contract is going to Jinling Shipyard in Nanjing, north of Shanghai, with the first delivery expected in the first quarter of 2004 and an option for a second in 2007, should the production of aircraft parts grow.

China had more than 400 large shipyards in 2000 when Jinling was ranked seventh in tonnage delivery and completion.



The maiden flight of the A380 is scheduled for 2004. Because the A380 is such a large aircraft, to be flown in passenger and cargo versions, the ro-ro vessel carrying its parts requires special construction, the most noticeable of which is deck height.

For the Airbus transport services contract, Leif Hoegh's French unit Cetam and FR.E.T, a subsidiary of Louis Dreyfus Armateurs, have established a 50-50 joint company called FR.E.T-Cetam.

The ro-ro vessel, flying the French flag, will call at Hamburg, Cadiz, Mostyn, St Nazaire and Bordeaux.

The value of the contract was not revealed, however, one estimate put the price of a ro-ro vessel at US\$22.25 million. Leif Hoegh, based in Oslo and founded in 1927, operates a fleet of 80 vessels and, through one of its main subsidiaries, HUAL, controls over 40 large vessels.

The decision to contract the ro-ro vessel to Jinling marks another step Leif Hoegh is taking to grow its business in the Asia Pacific region, particularly in China. Last December, HUAL and Cosco signed a co-operation agreement on marketing and staff exchange.

## Hamburg Süd downbeat on liner ops



"MASSIVE liner overcapacity" and a "drastic decline" in world economic growth were responsible for flat 2001 sales revenue of \$2.2Bn, reported German-owned Hamburg Süd Shipping Group, compared with \$2.1Bn for 2000. The privately-held company did not release information about its profits or losses. "It is to be feared that this period of weakness in the shipping markets will leave far deeper marks than the Far East crisis of 1998," the group said in a statement.



Hamburg Süd operated 45 container ships, 55 tramp ships and carried 752,000 TEU in 2001, of which liner shipping accounted for nearly 75 per cent of turnover. The group operates Hamburg Süd,

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Columbus Line, Aliança and Crowley American Transport and noted "a sharp decline" in the South America trade route, particularly in crisis-ridden Argentina. The cocktail of unrest there, as well as the Middle East and Venezuela, has Hamburg Süd bearish for the remainder of 2002. "We anticipate a substantial worsening of results from our liner and tramp operations in 2002," the company said.

### New World moves service to Antwerp

THE **New World Alliance**, comprising APL/NOL and Hyundai, will move its China Europe Express (CEX) service from **Rotterdam** to **Antwerp**, early in May, involving the loss to the prime North European port of 60,000 containers per year. As expected, the alliance made its decision for cost reasons. It is understood that the rest of the four NWA services, entailing 450,000 TEU per year, will continue to call at Rotterdam and ECT Delta Terminal. The CEX move is bad news for ECT, which already plans to reduce its workforce this year. Its management said that 350 jobs would have to go before August. "We have to look into the implications [of the CEX move] for ECT", said MD Jan Gelderland. "The alliance is moving the service for several reasons, including the number of inspections and other minor irritations. Labour is more expensive here than in other ports. In Rotterdam, idle time cannot be financed through social security funds, as happens elsewhere. Rotterdam certainly lacks a level playing field."

### Zeebrugge takes a hit

THE Belgian port of Zeebrugge will be seriously affected by a major re-organisation announced by P&O Stena and P&O NorthSea Ferries last week. The move will see the closure of the company's Zeebrugge-Dover and Zeebrugge-Felixstowe services at some point between July 1, 2002 and June 30, 2003. As a result, Zeebrugge is expected to lose an annual 4M tonnes of ro-ro business, equivalent to 12 per cent of total cargo throughput and 25 per cent of ro-ro traffic. This will mean a significant fall in port revenues, with 50 job losses immediately and other, indirect job losses to follow. MBZ, the local port authority, reportedly hopes that part of the loss will be compensated for by growth in other ro-ro operations: these include Cobelfret and Dart Line. In May, Attica's SuperFast Ferries is expected to open a new service to Rosyth

### IUM takes on Navieras ships

INTEROCEAN Ugland Management (IUM), a New Jersey-based ship management company, will operate the Lancer Class container vessels obtained by Sea Star Line from the bankrupt Navieras/NPR Inc. IUM's operational role in Sea Star was disclosed on April 26 in bankruptcy court proceedings in Jacksonville, Florida. As part of a settlement approving the sale of NPR's assets to Sea Star, the Marine Engineers Beneficial Association, the nation's largest labour union for shipboard engineers, reached an agreement with IUM to man the Lancer vessels. Further claims on NPR from MEBA and other parties will be settled at a bankruptcy trial set for June 18.

### Haven Antwerpen neemt mobiele containerscanner in gebruik

De douaneadministratie van het district Antwerpen heeft zijn eerste mobiele containerscanner ontvangen om de controles van containers in de haven te verscherpen. Het gaat om de HCV-Mobile van het in veiligheidssystemen gespecialiseerde bedrijf Heimann Systems. De aankoop heeft de Belgische overheid 4,375 miljoen EUR gekost. Volgens minister van Financiën Didier Reynders werd er inmiddels al geld vrijgemaakt voor de aankoop van een tweede scanner.

## Gifbeker voor ECT nog lang niet leeg

*Containeroverslagbedrijf ooit het visitekaartje van Rotterdam, nu een doodzieke patiënt*

Door Alexander Bakker

**En wéér wacht het Rotterdamse containeroverslagbedrijf een reorganisatie waarbij veel banen, mogelijk wel 350, verloren gaan. ECT: ooit hét visitekaartje van de Rotterdamse haven, zo langzamerhand een doodzieke patiënt. Aan de lijdensweg lijkt geen eind te komen. ECT moet de gifbeker tot op de bodem leegdrinken.**

**Rotterdam** - De spanning in de kantoren van Europe Container Terminals (ECT) loopt dezer dagen op tot ongekende hoogte. In Londen is een zeer belangrijk besluit aanstaande. De rederijen Hyundai Merchant Marine (Zuid-Korea), Mitsui OSK Lines (Japen) en APL/NOL (Singapore), verenigd in de New World Alliance, kiezen aanstonds of ze van de diensten van ECT gebruik blijven maken. De klandizie van de New World Alliance is goed voor 340.000 standaard containers van twintig voet (TEU's), een kleine tien procent van het totaal aantal dat ECT jaarlijks behandelt.

De New World Alliance vindt ECT simpelweg te duur. Juist in een tijd dat reders meer dan ooit de pijn voelen van ingestorte tarieven en dus hevig moeten concurreren, kijken Hyundai, Mitsui en APL/NOL naar alternatieven. In Antwerpen, waar de tarieven ten opzichte van Rotterdam toch al ruim twintig procent lager liggen, was stuwadoor HesseNoordNatie er als de kippen bij om de alliantie een mooie aanbieding te doen en de concurrentie een loer te draaien.

Het besluit is al een paar keer uitgesteld. De Rotterdamse vertegenwoordigers van de betrokken rederijen durven geen uitspraken te doen over wanneer er nu wél een knoop wordt doorgehakt. Al wel is duidelijk dat tenminste één van de drie Verre-Oosten-diensten naar Antwerpen verhuist. Al per 1 mei verliest ECT de China-Europe Express-service van de New World Alliance, een pakket van ongeveer 60.000 containers per jaar.

Het gevaar voor ECT komt echter niet alleen uit Antwerpen. Veel dichterbij huis is ook het overslagbedrijf Uniport/Hanno van havenman van het jaar Hans Vervat in de markt met, naar verluidt, een nóg aantrekkelijker aanbieding dan HesseNoordNatie.

### Miljoenen-injecties

ECT was de afgelopen tien jaar het visitekaartje van de Rotterdamse haven. Honderden miljoenen guldens zijn er gepompt in de grootschalige containeroverslag op het Delta-schiereiland op de Maasvlakte. Samen met de toen nog Amerikaanse rederij Sea-Land heeft ECT er de geautomatiseerde overslag tot kunst verheven. Dankzij miljoenen-injecties van de Nederlandse Staat en het Gemeentelijk Havenbedrijf Rotterdam is de Delta-terminal uitgegroeid tot één groot containerpark.

Tien jaar lang was alles en iedereen bij ECT gefocust op groei. En op techniek. Drie jaar geleden heeft



De kranen van ECT op de Maasvlakte behoren tot de grootste en modernste van de wereld. ECT verkeert echter in zwaar weer. (Archieffoto Rotterdams Dagblad/Cees Kuiper)

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reders, en de klanten van de reders, waren ECT door de vingers geglipt. De belangrijkste klanten, Maersk-Sealand en de Grand Alliance met onder meer de Brits-Nederlandse rederij P&O Nedlloyd, hebben toen uit boosheid over de beroerde service aanzienlijke ladingpakketten naar andere havens verlegd. De eerste definitief, de tweede voor een korte periode.

### Medicijn

Het was ook het moment van de binnenkomst van de nieuwe topman, drs. Carel van den Driest. Aan hem was de taak het kwakkelende ECT van de juiste medicijn te voorzien. Van den Driest had het na vijf werkweken al gezien en pakte de grootste bezem die hij kon vinden. Voor het verbeteren van organisatie én prestatie reserveerde hij ruim honderd miljoen gulden.



Achter de schermen was het ook niet rustig. Met Hutchison, ABN AMRO en het Havenbedrijf kreeg ECT in 1999 nieuwe eigenaren, maar de ruzie met de Europese mededingingsautoriteiten over de invloed van Hutchison in Noordwest-Europa heeft de echte toegevoegde waarde van het Chinese concern, wereldmarktleider op het gebied van de containeroverslag, lange tijd buiten de deur gehouden.

In de tussentijd hebben de concurrenten van ECT in met name Antwerpen, Hamburg en Bremerhaven, hun achterstand op 'Rotterdam' meer dan goedgemaakt. Het goedkope en productieve Antwerpen was voor veel reders financieel interessant, de Noord- Duitse havens hebben geprofiteerd van de opkomst van Noord- en Oost-Europa. Met name Hamburg en Antwerpen hebben de afgelopen twee jaar de groei met dubbele cijfers geschreven. In Rotterdam was tegelijkertijd sprake van achteruitgang, terwijl de mondiale containerindustrie gemiddeld met steeds zo'n acht procent is toegenomen.

De problemen bij ECT zitten diep. Het is vooral het gebrek aan flexibiliteit bij de werknemers, waarover de klanten klagen. De vakbonden hebben er een veel te dikke vinger in de pap, zo constateerde de inmiddels al weer vertrokken topman Carel van den Driest. Hij maakte een einde aan onder meer het 'koffiemopperen' en de schaft werd ondergeschikt aan het werk.

De verlieslijdende Home-terminal in het Eemhangegebied werd als eerste aangepakt. Daar ook wreekte zich het hoge ziekteverzuim van vijftien procent het sterkst. „Te veel mensen zijn er niet, te veel mensen kunnen er niet werken en te veel mensen zitten op de verkeerde plek,” waren de veelzeggende woorden van Van den Driest. Met de Home-terminal gaat het overigens op dit moment een stuk beter.

### Maersk

De New World Alliance is niet de eerste klant die ECT dreigt kwijt te raken. De afgelopen jaren heeft ECT al de diensten van 's werelds grootste rederij Maersk verloren. Na een jarenlange strijd én na ingrijpen van toenmalig minister Hans Wijers (Economische Zaken) heeft ECT moeten instemmen met een eigen terminal voor Maersk op het Delta-eiland. Aanvankelijk had de stuwadoor nog een belang van 33,3 procent in de gezamenlijke onderneming, maar om de weg voor Hutchison vrij te maken is dat belang op last van 'Brussel' aan de Denen verkocht. Na de overname van Sea-Land behandelt de combinatie Maersk- Sealand op de Maersk Delta- Terminal ruim één miljoen containers.

ECT heeft zich daarna lange tijd verzet tegen ook een eigen terminal van P&O Nedlloyd, en haar partners in de Grand Alliance, op de Maasvlakte. Van den Driest 'regelde' een joint-venture met de rederij, waarin beide voor vijftig procent participeren. Als de nieuwe EuroMax-terminal in de Noordwest-hoek van de Maasvlakte over twee jaar klaar is verliest ECT de overslag van in eerste instantie ruim één miljoen containers, maar krijgt het de helft van de verdiensten van die overslag.

Zowel de Maersk Delta Terminal als de nog te bouw EuroMax-terminal gaat ook worden opengesteld

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voor 'derden'. Daarmee heeft ECT op korte afstand er twee concurrenten bij. ECT staat overigens niet alleen met haar enorme problemen. In Singapore, de tweede containerhaven ter wereld, heeft het monopolistische overslagbedrijf PSA in korte tijd ook twee van haar belangrijkste klanten verloren

## NAVY NEWS



25-04-2002 - The guided missile destroyer **USS Mahan (DDG 72)** comes alongside the **USS George Washington (CVN 73)** during operations with the carrier battle group. Mahan is seen reflected in a signal light on the signal bridge aboard George Washington. Both ships are conducting integrated training exercises in the Caribbean Sea at present.



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### MOVEMENTS



The **SMITWIJS LONDON** arrived Tuesday evening 20:00 hrs at the river bound for Niehuis & vd Berg  
Photo : Piet Sinke



The **P&O NEDLLOYD KOWLOON** arrived at the Ertskade Tuesday evening to take fuel and departed overnight again.  
Photo : Piet Sinke

### AIRCRAFT / AIRPORT NEWS

## DAILY SHIPPING NEWSLETTER



26-04-2002 : An **F-14B "Tomcat"** assigned to the "Jolly Rogers" of Fighter Squadron One Zero Three (VF-103) assigned to Carrier Air Wing Seventeen (CVW-17) attached to **USS George Washington** battle group performs a high-speed pass while conducting integrated training exercises in the Caribbean.

## RIJNMOND WEATHER

### donderdag 2 mei

9 uur 's ochtends :  
temperatuur: 8 graden  
kans op neerslag: 65%  
wind: zwak (6 km/u) uit ZW

5 uur 's middags :  
temperatuur: 11 graden  
kans op neerslag: 30%  
wind: matig (15 km/u) uit NNW

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS  
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>