



Number 100**DAILY SHIPPING NEWSLETTER*** Tuesday 10-12-2002**

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EVENTS, INCIDENTS & OPERATIONS

Exxon Valdez damages reduced

A court in Alaska has reduced by \$1 billion the punitive damages imposed on the world's biggest oil company for the Exxon Valdez disaster in 1989, but said the firm must still pay \$4 billion.



Exxon Mobil announced immediately that it would launch a fresh appeal.

A federal judge in Anchorage ordered the reduction after being instructed by an appeals court last year to reconsider the damages award.

However, Exxon Mobil Vice-President and General Counsel Charles Matthews said the

judge's decision was "entirely inconsistent with the law".

Plaintiffs pleased

"This ruling flies in the face of the guidelines set by the appeals court when they sent this case back," Mr Matthews said.

The Exxon Valdez supertanker spilled 11 million gallons of crude oil into Prince William Sound in Alaska in 1989, polluting around 2,000 kilometres of coastline.

Its captain, Joseph Hazelwood, admitted drinking vodka before boarding the vessel, but was acquitted of operating a ship while intoxicated.



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Dave Oesting, the leading counsel for about 32,000 plaintiffs - including fishermen, communities, businesses and landowners - said he was pleased with the decision, claiming "the \$4 billion is an appropriate number, nothing less".

Exxon had based its case on the amount it had already spent following the disaster, including \$300 million in voluntarily compensation, \$2.2 billion to clean up Prince William Sound and \$1 billion to state and federal governments.

Its lawyers argued that the punitive damages should be reduced to zero, but under the appeal court's criteria should be no more than \$40 million.

The Exxon Valdez disaster is estimated to have killed 250,000 seabirds, 2,800 sea otters, 300 harbour seals, 250 bald eagles, up to 22 killer whales, and an unknown number of salmon and herring.

PILIN LEON



People protest against Venezuelan coast guard ship (back) which patrols near the oil tanker **Pilin Leon** after troops took control of the oil tanker which lies anchored in Lake Maracaibo, while the crew refuses to make their deliveries, December 8, 2002. A crippling nationwide strike by foes of President Hugo Chavez cut further into the vital oil operations of the world's fifth largest petroleum exporter.

Byzantio nog niet weg uit Rotterdamse haven

De olietanker **Byzantio** zal op z'n vroegst maandag vertrekken uit de haven van Rotterdam. Het schip, dat als twee druppels water lijkt op de gezonken Prestige, is nog steeds bezig met het lossen van lading in de derde Petroleumhaven. Het lossen liep vertraging op omdat actievoerders van Greenpeace zich hadden vastgeketend aan de tanker. De milieu-organisatie beschouwt het 26 jaar oude schip als onveilig en wilde voorkomen dat de Byzantio de Rotterdamse haven weer zou verlaten. Nadat de eigenaar van het schip via een kort geding de actie had beëindigd, kon het schip beginnen met lossen. De tanker heeft volgens een havenwoordvoerder nog geen bestemming opgegeven.

Immigrants flee general cargo vessel at Las Palmas

SPANISH police in Las Palmas rounded up dozens of illegal immigrants who made a run for it after an ageing Honduras-flag general cargo ship arrived in the Canary Island port last Thursday carrying up to 250 clandestine passengers.

Up to 50 immigrants fled into the streets of Las Palmas after the 1968-built, 687 gt **Noe**, owned by a one-ship Honduras-registered company called Imperial Shipping and Trading, docked at the port.

Police were interviewing the immigrants and the vessel's Ghanain crew on Friday. The **Noe** was detained for eight days by port state control in the Russian port of Taganrog during February this year.

Inspectors found 10 deficiencies, including problems with safety-related equipment. The ship was subsequently inspected in the Greek port of Eleusis last June but was not detained, even though inspectors found seven deficiencies on board.

WIJSMULLER NIEUWS



De aandeelhouders en directie van Wijsmuller Groep Holding B.V. hebben kennis genomen van het besluit van **Chris B. van der Zwan** om met ingang van 31 december a.s. zijn dagelijkse werkzaamheden voor de onderneming te beëindigen.

De beëindiging en overdracht van zijn werkzaamheden zal in het gebruikelijke goede overleg plaatsvinden en markeert de afsluiting van een verbondenheid tussen Chris B. van der Zwan en Wijsmuller die ruim 42 jaar geleden is begonnen. In deze lange periode heeft **Chris van der Zwan** op uitstekende en volstrekt eigen wijze vele taken binnen Wijsmuller vervuld, sinds 1998 als lid van de directie van Wijsmuller Groep Holding B.V. Met name zijn activiteiten op het gebied van bergingen en zeesleepvaart zijn van grote waarde geweest voor zowel de onderneming als voor deze industrieën.

Het verheugt ons dat **Chris B. van der Zwan** ook na de beëindiging van zijn dagelijkse werkzaamheden voor Wijsmuller bereid blijft om, indien daarom gevraagd, zijn grote kennis en ervaring op deze en andere gebieden aan de onderneming beschikbaar te stellen. Medio januari 2003 zal tijdens een receptie uitgebreid afscheid genomen worden van Chris B. van der Zwan.

CASUALTY REPORTING

Two dead after explosion on Frontline vessel

TWO men died and a third was seriously injured this morning following an explosion on board the Frontline tanker **Front Lord** in the Spanish port of Las Palmas, in the Canary Islands.

The explosion happened while hot work was being carried out to repair cracks in two of the vessel's cargo tanks. The Singapore-flag **Front Lord** arrived in ballast in the port of Las Palmas on December 2 in order to carry out repairs on No.4 port and starboard tanks, according to port sources.

The tanker was made inert while local company Napesca carried out the work. But at 6.30am this morning, an explosion rocked the vessel and killed two men, one a worker from the repair company and the other believed to be a Russian seafarer. A third man, also a Napesca employee, was seriously injured in the explosion.

The fire was quickly brought under control using the vessel's own equipment, backed by tugs and shore-based installations. "The explosion was small, enough to kill the two men but not sufficient to cause any structural damage," a source said. This is the second explosion aboard the Front Lord in the past year or so. On November 22 2001, the ship reported an explosion in the main engine crankcase. Three years before that, during February 1998, the ship reported minor leakage of cargo from No 4 tank during a voyage from Sullum Voe to South Riding Point. It called at Punta Delgada for hull repairs.

SHIPYARD NEWS

Nordseewerke close to sealing sixth vessel in boxship deal with Iran Shipping

German shipbuilder Nordseewerke is close to winning an order for a 2,200 teu container vessel for the Islamic Republic of Iran Shipping Lines, a spokesman said.

The order is expected to be placed by Hamburg trading house MPC Münchmeyer Petersen Co and is part of a wider deal involving the construction of five ships of the same type in Iran. The vessel, of the type 2,500 dwt, is 187.25 m long and 29.8 m wide and has a draught of 10.10 m. Its 16,890 kW main engine allows 21.5 knots.

MPC will deliver packages for Iran's new shipyard Isoico in Bandar Abbas for the five vessels, which will follow the first ship to be built in Emden. The whole six-ship deal is worth \$188m, according to reports in the Iranian press. In April, Nordseewerke agreed with Iranian partners to set up joint engineering ventures in Iran. They also signed a memorandum of understanding providing for technological co-operation in the design and construction of ships up to 75,000 dwt.

The yard in Bandar Abbas can build ships up to 80,000 dwt and is at present in the process of being expanded by two large dry docks, one of them 470 m long, allowing for the construction of VLCCs.

Shipbuilder Blohm+Voss, part of the ThyssenKrupp group, is in negotiations with US travel operator Dreamquest over a E 500m (\$499m) order for two fast cruiseships, the company confirmed. The Hamburg-based company, with 1,000 workers, specialises in naval ships and merchant vessels, fast monohull passenger vessels and very large yachts.

After it successfully completed two \$150m fast cruiseships, **Olympia Explorer** and **Olympia Voyager**, for Olympic of Greece, B+V developed a larger vessel of similar design, which it hoped to sell to the US market. Blohm+Voss confirmed in September that it was in talks, but has only now revealed the name of one of the interested parties. The new type will be larger than the two Olympia Ships — 33,000 gt instead of 24,500 gt — but will carry fewer passengers, 400 to 500 instead of 800. There will also be much larger cabins and a balcony for each cabin.

Dutch group protests over 'Spanish handout'

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DUTCH shipyard Van der Giessen-de Noord has filed a complaint with the European Commission claiming that Spanish shipbuilding group Izar received an illegal government subsidy which enabled it to win a contract for three Venezuelan chemical tankers.

Managing director of the Dutch group, Jan Houweling said the group understood that Izar had quoted a price "35%-40%" below the E 45m (\$45.01m) for each vessel quoted by Van der Giessen-de Noord and a bid by a German shipyard, which he declined to name but was believed to be Ferrostaal.

The total value of the order would have been worth around E 135m but he believed Izar must have had a subsidy of "at least E 18m". The Spanish group's bid would not even cover half of the wage bill involved, he claimed. Van der Giessen-de Noord had come up against the Spanish group in its dredging work and he claimed that its labour costs alone would have been much more expensive when looking at efficiency levels than those of the Dutch yard. So how could it put in such a low bid?, he asked. Mr Houweling said it appeared that the Spanish government was giving Izar the 6% subsidy which was recently allowed for EU yards to fend off Korean competition. But in this case there were no Koreans involved, so this could not be used to justify the handout.

"This cannot be good news for the Spanish or the industry either," he said. "We expected the price quotations to be very close but they are millions below ours." He questioned the longer-term damage low bids did to an industry which was already struggling. Based at Krimpen aan de IJssel, Van der Giessen-de Noord is part of the IHC Caland Group. The yard is at present going through a hard restructuring process which would result in the loss of 280 jobs, about a third of its workforce.

Mr Houweling was particularly saddened by missing out on the contract as it would have brought a year's worth of steel work into the Dutch yard and could have saved some of the jobs. "We are losing some of our best people," he added. Most of the job losses have already taken place but the others involved would now be told next week, he added. "Something has to be done," he said. "We simply do not want to be taken hostage again by the Spanish."

The Dutch yard is expected to make a substantial loss for this year.

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Leif Höegh signs \$150m deal for three car carriers

NORWAY'S Leif Höegh has ordered three large car carriers from South Korea's Daewoo Shipbuilding & Marine in a deal worth \$150m. The three 6,100 car-equivalent unit pure car truck carrier (PCTC) newbuildings will be delivered in the first, second and third quarter of 2005. Höegh said the delivered price will be around \$50m per vessel.

The agreement also provides options on additional vessels. Höegh said the order forms part of the renewal of its HUAL fleet, which includes a number of vessels built in 1980/81, and which will be 25 years old in 2005/2006. The car carrier unit was also experiencing a "substantial demand for flexible PCTC vessels in most of its services" and some increase in fleet capacity was therefore necessary to meet customer requirements. HUAL's fleet, currently 26 vessels, will expand to 32 vessels with the latest order and three other vessels on long-term charters from 2003.

DFDS expansion swells profit by 35%

The ro-ro and passenger ferry operator DFDS said that its arbitrated settlement with DSV over the sale of DFDS Dan Transport cost DKr220m (\$29m), more than double what it had set aside. The dispute centred on a number of questions and was referred to arbitration by DSV last February.

This followed the sale of the unit by DFDS to DSV for DKr5.5bn in October 2000. DFDS had made provisions of DKr103m to settle the dispute. Following on from the settlement, the two sides entered a three-year deal for DFDS Transport to handle a major portion of DFDS Tor Line's freight volume.

DFDS presiding director Ole Frie told Lloyd's List he was pleased to have reached a settlement, which paved the way for renewal of the two companies' co-operation: "The three-year agreement was discussed at the same time as the settlement.

"For us, it was important to get the three year agreement... You're right in that we regarded it with great interest," he said, hinting the deal might not have been secured without this settlement.

In its third quarter report, DFDS said operating profit fell to DKr112m in the first nine months, from DKr308m in the same period a year before, while turnover rose to DKr3.7bn from DKr3.2bn. It is also joining the new tonnage tax scheme with effect from 2002 and so is carrying back DKr326m in deferred tax. After adjusting for profit on sale of ships, buildings and terminals, operating profit was DKr248m, a 35% improvement.

The company said this improvement largely stemmed from expanded activities and acquisitions in the second half of 2001 and beginning of 2002, as well as improvements in existing activities. The company is also making a DKr150m writedown of nine freight ships, built between 1975-81, as market value was estimated to be lower than book value.

It is looking to sell the vessels.

Separately, DFDS has announced its Tor Line Norway unit was to acquire KST Shipping, whose activities include agency work, shipping logistics and terminal operation. No price was disclosed, but market sources estimate it as a relatively small amount. DFDS said the acquisition will strengthen Tor Line's Norwegian agency activities and open up the market in southern Norway.

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As of December 1, Tor Line acquired Latvian company Latlines SIA, which operates a single chartered ro-pax ship on a route between Riga and Lübeck. The route will be combined with DFDS' Riga-Kiel route, although it is yet to be decided which German port it will travel to.

The profit outlook has been affected by the fleet writedown, the settlement with DSV and reversal of tax provisions. Profit after tax and extraordinary items for 2002 is now expected to be around DKr175m. Excluding the writedown, and before tax and extraordinary items, profit is still expected to amount to DKr130m. Passenger and car numbers were up in its DFDS Seaways unit in the first nine months, while turnover was up 7% in Tor Line. DFDS said North Sea activities were better in the third quarter than in third quarter of 2001.

Disney Ship Departs After Cleaning

The **Disney Magic** departed on a Caribbean cruise Saturday following a weeklong disinfection in an attempt to stop a stomach virus that had sickened hundreds on two earlier trips. The Magic has been in dock since Disney canceled it's Nov. 30 cruise and crew members tried to clean every surface. About 275 people developed a Norwalk-like virus on the Magic's last cruise and about 120 people reported the illness on its previous sail. Many passengers brought hand wipes and anti-bacterial sanitizers Saturday, including Sue Baker, who said she was glad the cruise went on as scheduled.

"I'm going for my 15th wedding anniversary, so we were really hoping it wouldn't be canceled," she said. More than 1,000 passengers aboard ships from Holland America Line's **Amsterdam**, Carnival Cruise Lines' **Fascination** and the **Magic** have become sick in recent weeks, despite disinfection and cleaning efforts. The common gastrointestinal virus can cause diarrhea, stomach pain and vomiting for up to two days.

'Maersk' renames Maasvlakte terminal

The Rotterdam container terminal of the Danish shipping company Maersk-Sealand, Maersk-Delta, has been renamed to APM Terminals Rotterdam. The name change marks the terminal's inclusion in the worldwide network of transhippers owned by the A.P. Møller Group, which is also the shipping company's parent.

APM Terminals Rotterdam started two years ago on the Delta peninsula on the Maasvlakte. The Danes took over the former Delta Multi-user Terminal on the premises of transhipper ECT. Years of discussion went into Maersk-Sealand's acquisition of a place of its own on the Maasvlakte.

APM Terminals Rotterdam is currently one of the largest container transshipment companies in the Port of Rotterdam. According to forecasts, 1.24 million standard containers (TEU) will be handled this year. The terminal has over 1,250 metres of quay front, seven hundred thousand square metres of storage space, one inland navigation crane and eight of the largest container cranes, each capable of loading and unloading two containers at the same time.

APM Terminal currently has more than thirty terminals worldwide that together tranship some fifteen million TEU annually, which puts the group third in size in the world behind the Hong Kong based Hutchison Whampoa (owner of ECT, with 27 million TEU per year) and Singapore based PSA (over nineteen million TEU).

Waiting is over for Brittany's new flagship

MORE than six months behind schedule, the **Mont St Michel**, the new flagship of Brittany Ferries, is finally due to enter service early in the New Year, probably in January.

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The company is expected to make an announcement within the next few days.

The £80m (\$126m), 36,000-ton vessel, which will be the biggest cruise ferry in the Channel, will serve the Portsmouth to Caen route, operating alongside the **Normandie** (built 1992).



Top : The **Mont St Michel** under construction at the Van der Giessen- de Noord yard
Photo : Bram Plokker / Ineke de Kok ©

The **Mont St Michel** will enter service in July, after launching in the spring, it was announced in January this year.

This date was then put back until October because of continued delay in delivery by the Dutch shipyard, Van de Giessen de Noord.

Britanny has said that the new vessel, carrying up to 2,200 passengers and with over 2km of vehicle parking, will bring a new level of luxury to cross-Channel travel.

It will feature more spacious cabins, a special area for teenagers, a shopping mall, cinemas and a selection of restaurants.

The **Mont St Michel** will replace the **Duc de Normandie**(built 1978), which will move to the Plymouth-Roscoff route.

It has not been altogether a happy year for Brittany and P&O, the two main operators serving the Western Channel.

Apart from the delayed delivery of Brittany's new flagship, P&O ran into trouble during the peak summer period when its chartered fast ferry, the **Portsmouth Express**, experienced continuing technical problems, causing cancellations and delays on the Cherbourg route.

P&O said the problems were "primarily the result of operating a vessel at the forefront of marine engine technology".

In September, P&O Portsmouth (now rebranded P&O Ferries) wrote to regular customers to apologise, and those who cancelled reservations were offered a full refund and a 25% discount on their next crossing.

In October, the company's **Pride of Portsmouth** struck a berthed Royal Navy frigate while leaving Portsmouth for Le Havre but sustained only superficial damage.

World's largest oil tanker may become FPSO



FRED OLSEN'S struggling shipowner Loki is eyeing up its loss-making ultra large cargo carrier **Jahre Viking**, the world's largest oil tanker, for conversion into a floating production storage and offloading vessel, writes Jerry Frank.

Plans to convert the 564,763-dwt behemoth for deepwater offshore use emerged after a Loki extraordinary meeting last week agreed to push through with a radical corporate shake-up to stem further losses. Norwegian shipowner Loki has set-up a new company, OceanLink, with Athens-based Roswell Navigation, that will takeover the running of eight vessels in its fleet.

Loki will retain the 1979-built **Jahre Viking**. Fred Olsen agreed to inject Nkr48m (\$6.5m) through A-share equity, and convert debt amounting to Nkr123m into B-shares. Loki's financial restructuring follows a nine month net loss of Nkr20.65 in September compared to a Nkr17.12m profit a year earlier.

Fred Olsen is now looking at the possibility of converting into an FPSO the **Jahr Viking**, which remained unfixed in Dubai from the end of March to the beginning of November. "There is a growing potential in the market for this kind of solution," said Fred Olsen Tanker director Per-Oscar Lund. "The **Jahr Viking** has been operating in fairly desperate market conditions and, with four year's working life left, an FPSO conversion has been looked into."

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Conversion of the **Jahre Viking** for offshore production and storage duties would make the vessel almost twice the size of the largest existing FPSOs. Halliburton is presently converting 273,605 dwt VLCC **Stena Concordia** at Setal's yard in Angra do Reis with delivery due this month to **Brazil's Barracuda and Caratinga deepwater oil and gas fields**.

"There is presently a lot of deepwater discoveries and activity," added Mr Lund. "Somebody will want a storage facility of this size." Analysts said that deepwater activity off Brazil would be more suitable for a conversion of this size, with calmer conditions off West Africa more suitable for smaller new builds and Gulf of Mexico projects yet to come on stream. The **Jahre Viking** is presently delivering a full cargo for only the second time this year, and set sail from the Saudi Arabian port of Juayman for US oil major Exxon for a delivery to the US Gulf of Mexico later this month. In 1988, when it was known as the **Seawise Giant**, the ship was seriously damaged during the Iran-Iraq conflict.

Cruise ship blackout on sea trials

NEWBUILDING cruise ship **Coral Princess** suffered a complete engine blackout while undergoing sea trials. The ship is under construction for P&O Princess at French shipyard Chantiers de l'Atlantique. Engineers for the builder said a total blackout is "a rare breakdown but always remains a possibility, and sea trials are designed to cope with this kind of event". The blackout occurred off south Brittany and resulted in the vessel starting to drift and later having to drop anchor. Brest Maritime Prefecture sent two tugs to the scene to assist, and a helicopter was sent from Lorient to evaluate the situation. The ship's crew managed to re-start the engine a few hours later and the vessel returned to St Nazaire, where it arrived safely. The 1,000-berth vessel is due to be delivered to P&O Princess Cruises by mid-December, about ten days late.

NAVY NEWS



The British warship **HMS Nottingham** arrives back in her home port of Portsmouth, England late Sunday, Dec. 8, 2002. The ship was damaged in Australian waters and has been ferried back to Britain on the heavy lift ship **MV Swan**. The type-42 destroyer hit rocks and holed her hull at Lord Howe Island off Australia's east coast in July and arrived back in Portsmouth where she will

undergo an estimated \$26 million (\$40,911,000) of repair work.



MOVEMENTS

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Top : The Dutch AGOS **A 906-TYDEMAN** departed Monday from Newcastle after a courtesy visit

Photo : Kevin Blair ©



The **CSO Marianos** arrived Monday at A & P Hebburn to discharge offshore materials.

Photo : Kevin Blair ©

NEFTEGAZ 57

THE RUSSIAN AHTS “**NEFTEGAZ 57**” WILL ARRIVE TUESDAY MORNING AROUND 10:00 HRS IN IJMUIDEN TO MOBILSE FOR WIJSMULLER
THE VESSEL WILL DEPART AGAIN WEDNESDAY MORNING BOUND FOR “LANDS END” WHERE THE VESSEL WILL GO ON SALVAGE STATION.

AIRCRAFT / AIRPORT NEWS



The Boeing 757-23APF **G-BIKX**, is the first in the new colors of DHL.
pictured at Brussel (Zaventem), December 7th

Photo : Daniel Alaerts ©



An United Airlines jet lines up with the runway as it comes in for a landing at O'Hare airport December 5, 2002. The board of directors of United's parent UAL Corp met on Dec. 7, 2002, after the government this week decided not to support a critical loan package for the No. 2 U.S. air carrier.

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m donderdag:

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Aanhoudend winters!

Zonnig en koud winterweer met in de nacht en ochtend matige en in de middag lichte vorst. Vanaf donderdag meer bewolking en op vrijdag een kleine kans op lichte neerslag bij een tijdelijke tempering van de vorst.

	DI-10	WO-11	DO-12	VR-13
Maximumtemperatuur:	-2	-2	-1	1
Minimumtemperatuur:	-6	-7	-5	-3
Zonnekans in %:	90	80	40	10
Neerslagkans in %:	5	10	20	30
Windrichting kracht:	O-4-5	O-3-5	O-3-4	O-2-3

.... STORY OF THE DAY

Wijziging Zeevaartbemanningswet

(versoepling Nationaliteitseis kapitein op Nederlandse schepen)

Het is zover. Op 10, 11 of 12 december wordt het voorstel van de minister van Verkeer en Waterstaat om de nationaliteitseis in de Zeevaartbemanningswet verregaand te versoepelen plenair behandeld in de 2e Kamer. De exacte datum en tijdstip van behandeling wordt vrijdagmiddag 6 december bekend gemaakt. U wordt wederom opgeroepen uw stem te laten horen door een e-mail of fax te sturen naar de kamerleden die voor hun fractie in deze als woordvoerder optreden. De adressen/ fax-nummers zijn onderaan weergegeven. Het gaat erom te laten zien dat de bezwaren die de FWZ naar voren heeft gebracht breed worden ondersteund. Van uw e-mail of fax ontvangen wij gaarne een kopie.

Voorafgaande aan de plenaire behandeling zijn door Kamerleden schriftelijke vragen gesteld. In zijn (schriftelijk) antwoord stelt de minister dat de buitenlandse kapitein nodig is. De groei van de vloot stagneert en dat komt door het ontbreken van Nederlandse kapiteins. De FWZ is het hier niet mee eens. Er zijn meer dan 1600 Nederlandse kapiteins en dat is macro gezien bijna 2 kapiteins per schip. Ook kan de komende jaren nog aan de vervangingsvraag worden voldaan. Er is een potentieel van circa 3200 officieren (exclusief wtk's) van waaruit kapiteins kunnen worden aangesteld. Hooguit kan zich op rederij niveau een probleem voordoen en daarin kan dan een dispensatie maatregel prima voorzien. Het plan van de minister van een generieke vrijstelling voor onderdanen uit EU-lidstaten en 21 andere landen, waaronder China, India, Pakistan, Indonesië, Filippijnen....enz, is als het schieten met een kanon op een mug. Er wordt een veel grotere sluis open gezet dan nodig. Matiging, dosering en toetsing middels een dispensatie maatregel of de toepassing van de Wet Arbeid Vreemdelingen (WAV) is te prefereren omdat het druk houdt op de reders om zich daadwerkelijk in te spannen om Nederlandse officieren te werven en te behouden. Valt die druk weg dan is (verder) afglijden naar (goedkopere) arbeidsmarkten een wezenlijk gevaar. Het onder de werkingssfeer van de WAV brengen van de zeescheepvaart wordt door de minister afgewezen. Hij voert daar allerlei technische bezwaren voor aan maar de werkelijke reden komt aan het eind boven als hij stelt; "(.....)dan zal het niet meer mogelijk zijn om andere (lees) lagere arbeidsvoorwaarden toe te passen op buitenlandse zeevarenden".

Ook de andere punten van bezwaar (veiligheid, carrière perspectief jonge officieren, de burgemeesterstaken, het waarborgen van het Nederlands belang in tijden van crises) doet de minister makkelijk af. Voor het carrière perspectief is er een convenant. Voor de invulling van burgemeesterstaken kan door de ICT ontwikkelingen makkelijk op wal ondersteuning worden teruggevallen en ingeval van crisesbeheersingstaken wordt het vervoer met "eigen schepen" en "eigen mensen" niet meer relevant gevonden.

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Nogmaals laat u stem horen, want zoals eerder ervaren, het maakt indruk.

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