

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 30-05-2002



Operation Enduring Freedom



Aircraft assigned to Carrier Air Wing Seven (CVW-7) fly between USS John F. Kennedy and USS Hue City (CG 66) on Memorial Day. An F-14B "Tomcat" breaks up and out to form a "Missing Man Formation" in honor of those who gave their lives to preserve freedom for our country. Kennedy is deployed conducting combat missions in support of **Operation Enduring Freedom**.

Look also at my Dutch warship pictures pages:

<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS



Recovery progress
Monday, May 27, 2002,
in the Arkansas River at
the Interstate 40 bridge
near Webbers Falls,
Okla. Work was
suspended later Monday
due to rain.

KLAP VOOR VISSERIJ EU

BRUSSEL - Het roer gaat om in het visserijbeleid van de Europese Unie, waarmee jaarlijks 1 miljard euro steun is gemoeid. Vandaag gaat de Europese Commissie, het dagelijks bestuur van de EU, vrijwel zeker akkoord met voorstellen van commissaris Fischler (Landbouw) voor een drastische sanering.

Daarna volgen nog maanden van onderhandelingen met de lidstaten. Fischler wil de capaciteit flink terugbrengen. Bij sommige vloten gaat het om 40 procent. De banen van 28.000 van de 260.000 vissers zijn in gevaar. De gevolgen voor de indirecte werkgelegenheid in de sector zijn nog niet duidelijk.

Nederland telt momenteel vierhonderd kotters en achttien grote zeeschepen, waar zo'n 2400 vissers werken, aldus het Landbouw Economisch Instituut. In handel en verwerking verdienen 7500 mensen hun brood. In Nederland gaat 2,5 miljard euro om. In de belangrijkste vissersstad Urk hangt de helft van de economie af van de vangst, maar voor Nederland als geheel is de bijdrage van de visserij aan het nationaal inkomen minder dan 1 procent.

De maatregelen zijn nodig omdat de zeeën leeggevist worden. Mede door een subsidieprogramma van Brussel, waarbij vissers steeds slimmere en grotere boten kunnen aanschaffen, zijn soorten als kabeljauw en heek met uitsterven bedreigd.

Biologen waarschuwen al veel langer, maar de ministers van Landbouw in de EU proberen bij de jaarlijkse verdeling van de vangsthoeveelheden toch telkens het onderste uit de kan te halen, bang als ze zijn voor protesten uit de sector. Fischler wil een einde maken aan deze jaarlijkse 'vismarkt', een vergadering die tot diep in de nacht voortduurt, en met meerjarenplannen gaan werken.

Hij pleit verder voor een sloopregeling en het stopzetten van de subsidies voor nieuwe schepen. Het geld moet gaan naar programma's om de vissers ander werk te geven en voor meer controle.

De ingreep in de visserij zal op hevige weerstand stuiten, met name van de Zuid-Europese landen. In april werd een eerste versie van Fischlers rapport op het laatste moment uitgesteld, na een boos

DAILY SHIPPING NEWSLETTER

telefoontje van president Aznar van Spanje, dat hard getroffen wordt door de plannen. De Franse minister van Landbouw Gaymard liet gistermiddag in Brussel weten de plannen af te keuren, dus nog voordat ze officieel waren gepresenteerd.

"Vooraf zaken afschieten, lijkt me niet erg verstandig", stelde minister Brinkhorst. Gezien de overbevissing heeft hervorming van het EU-beleid zijn zegen, zo zei Brinkhorst.

IHI to build LPG FPSO

Japanese shipyard Ishikawajima-Harima Heavy Industries Co (IHI) working with trading house Mitsui & Co has won a contract from Dutch offshore specialists Single Buoy Moorings Inc (SBM) to build a 135,000-cbm LPG FPSO.

IHI said in an announcement Monday that the vessel, which will be working off Angola, will be completed by the summer of 2004 ready to receive the first LPG in early 2005.

It is to be leased by Sonasing Sanhal, a joint venture between Angolan national oil and gas company Sonangol and Single Buoy Moorings Inc.

IHI said the vessel will have the capacity to produce around 6,000-cbm of LPG daily, and will have 135,000-cbm of storage.

The yard claims it will be the largest LPG in the world with storage tanks using its own design of Type B Prismatic tanks and says it can be operated for 20 years without drydocking.

The FPSO will serve Angola's Sanha Condensate Project. This will be fed from platforms in Block 0 which is operated by Cabinda Gulf Oil Company a wholly owned subsidiary of ChevronTexaco, partnered with Sonangol, TotalFinaElf and Agip.

The project will eliminate associated gas flaring in a major portion of Block 0.

IHI working with Mitsui & Co built a 54,000-cbm LPG FPSO for ChevronTexaco in 1997. Ordered in 1995, the vessel was priced at around \$95m. It is employed in West Africa's Escravos Gas Project.

En weer ligt een schip tijden aan de ketting

AMSTERDAM - Alweer zo'n roestbak voor de deur, denkt een aantal bewoners van de Sumatrakade aan het Java-eiland. Het ene na het andere schip komt aan de ketting te liggen in het IJ. Momenteel is de ankerplek ingenomen door de **Gerd**, een Noorse tanker, voorzien van Russische bemanning.

Twee maanden geleden werd de Gerd, die een vracht uit India kwam afleveren, tegengehouden. Het schip mag pas weer koers terug naar huis zetten als alle schulden van de Noorse rederij zijn betaald. "Ik kan wel zeggen dat het om miljoenen gaat," zegt Wim Spoelstra, calamiteitenmanager van de gemeentelijke havendienst. Miljoenen dollars schuld bij banken of leveranciers. Dollars die er niet zijn, want de rederij is failliet. Daarom gaat het schip in de verkoop. Hoewel de Gerd een aanzienlijke leeftijd heeft bereikt, verkeert het schip, in tegenstelling tot een hoop andere die in Nederland worden tegengehouden, in goede staat. Maar de opbrengst zal bij lange na de schulden niet dekken, volgens de Havendienst.

Eind juni wordt het vaartuig geveild en van de opbrengst zal de bemanning worden uitbetaald. De rest wordt verdeeld onder alle schuldeisers.

De zevenkoppige bemanning (zeventien man zijn al naar huis) wacht af. Problematisch is dat volgens de kapitein niet, want er is nog steeds een contract. Dat betekent dat de mannen uiteindelijk worden betaald. Met het rantsoen kunnen ze het nog wel een tijdje uithouden. Sinds begin maart doden ze de tijd met tv-kijken en onderhoudsklusjes, want de tanker moet er voor de verkoop op zijn allerbest uitzien. Af en toe varen ze met een klein bootje naar de wal.

De bemanning twijfelt er niet aan deze zomer nog thuis in Rusland te zijn. Waarschijnlijk tot grote opluchting van sommige kadebewoners, denkt Spoelstra: "De lichten op het dek moeten 's nachts al uit, want er kwamen klachten dat de lampen in de tv's schenen."

Salvors urge IMO on refuge



THE International Salvage Union has urged the IMO's Subcommittee on Safety of Navigation to take a stand against the 'automatic' rejection of a casualty's request for refuge. Four proposals submitted by the ISU suggest that an expert inspection of the casualty should be carried out before any decision is made; that states should set up a panel of experts to advise on risks posed by a casualty; that the consequences of rejecting a request for refuge should be considered; and that financial security demanded for entry into a place of safety should be reasonable. The ISU claims that some ports make "totally unreasonable and excessive demands" for security, using the salvor's inability to comply as an excuse to refuse entry. Speaking at the International Tug and Salvage Conference in Bilbao earlier this month, ISU president Jean Labescat said: "Governments have the fundamental obligation to act in the public interest. It is not in the public interest to take decisions which, at best, pass on risks to neighbouring states and, at worst, may lead to environmental catastrophe."

CASUALTY REPORTING

DAILY SHIPPING NEWSLETTER



This is an undated file photo of the **Robert Y. Love**, the towboat that had been pushing two barges that hit the Interstate 40 bridge over the Arkansas River, Sunday, May 26, 2002, near Webbers Falls, Okla. The boat is owned by Magnolia Marine Transport Co., of Vicksburg, Miss

COSTA EUROPA (ITALY)

Malaga, May 27 -- Passenger Costa Europa (53872 gt, built 1986), which arrived Malaga May 22 from Palma, Maj, had two rudders jam at Malaga and had to disembark passengers as it was unable to sail. Eventually the vessel was able to proceed on May 25 and called for tug Remolcanosa Cinco to escort it through the Straits of Gibraltar on its passage to Cadiz. It arrived Cadiz May 25 and has already effected repairs. -- Lloyd's Agents.

SHIPYARD NEWS

Fosen Mek in bankruptcy talks

NORWEGIAN shipbuilder Fosen Mekaniske Verksteder has entered into talks with its creditors to avoid bankruptcy, the Norwegian broadcasting company NRK has reported. The company's problems started with delays and cost over-runs related to The World, the 46,300-GT passenger vessel with residential accommodation, delivered in February two months behind schedule. According to the report, Fosen has submitted a request to the Midt-Trondelag local court to seek protection against its creditors. The builder has signed a letter of intent for a second cruise ship for ResidenSea but confirmation of this now looks less certain.

Keppel Philippines posts 46% increase in Q1 net income

Keppel Batangas

KEPPEL Philippines Marine, the largest shipyard operator in the Philippines, reported a 46 per cent increase in first quarter net income from 8.4 million pesos to 12.3 million pesos (S\$439,356) this year. Revenues for the first quarter of 2002 went up 22 per cent to 214 million pesos from 176 million pesos during the same period in 2001. The growth in income was largely a result of bigger contributions from its Batangas and Cebu shipyards.

'Although traditionally ship repair activities tend to be slack during the first quarter of the year, Keppel

DAILY SHIPPING NEWSLETTER

Batangas Shipyard and Keppel Cebu Shipyard recorded higher contributions, the company said.



However, contributions from associate Subic Shipyard at 1.1 million pesos for the first quarter was lower than the previous year. Keppel Philippines Marine said that it is expecting a better second quarter with the company securing more repair jobs of higher value from international vessels.

Earlier, Keppel Philippines Marine said that outlook for ship repair and shipbuilding for the year will be good as the world and local

economies recover. This is reflected in plans by local shipping companies to refleet and purchase additional tonnage for the year.

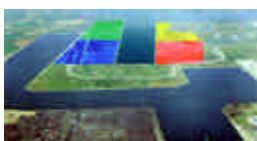
Keppel Philippines Marine said domestic demand for new tugs, supply vessels, small tankers, landing craft and barges remain fairly good. 'Given this scenario and the prospect of the national economy's recovery, the future for domestic ship repair and shipbuilding is good,' Keppel said.

The company also said it would try to further increase its share in the international ship repair market. 'Good progress has been made in securing contracts for foreign vessels, and we shall continue to intensify our marketing efforts and build our track record in various foreign markets,' Keppel said.

Keppel Philippines Marine is the Philippine flagship of Singapore's Keppel Group.

ROUTE, PORTS & SERVICES

Doel verliest slag in strijd tegen aanleg van Deurganckdok



BRUSSEL - Een poging van de inwoners van het Antwerpse polderdorp Doel om door middel van een kort geding de aanleg van een nieuw containerdok in de Antwerpse haven stil te laten leggen, is mislukt. De rechtbank in Dendermonde wees de eis gisteren van de hand.

De bouw van het omstreden Deurganckdok is al jarenlang inzet van juridische strijd. Volgens de bewoners betekent het nieuwe containerdok een grove aantasting van leefbaarheid van het dorp op de Antwerpse Linkeroever. Ze vrezen dat Doel op termijn volledig van de kaart wordt geveegd door de steeds verder oprukkende havenindustrie. Het nieuwe getijdendok zou bovendien in strijd zijn met de Europese vogelrichtlijn. In maart 2001 haalden de tegenstanders van het Deurganckdok een belangrijke overwinning toen de werkzaamheden op last van de Raad van State werden stilgelegd vanwege procedurefouten. Pas in april van dit jaar kon het werk worden hervat, nadat de Vlaamse overheid de benodigde bouw- en milieuvergunningen had afgegeven en een nooddecreet had goedgekeurd om nieuwe problemen te voorkomen. Doel 2020 stapte daarop (opnieuw) naar de rechter. Volgens de rechtbank is er echter geen sprake van urgentie. De uitspraak is een opsteker voor

DAILY SHIPPING NEWSLETTER

het Vlaamse gewest en het Antwerpse Havenbedrijf. Elke dag dat de werkzaamheden aan het Deurganckdok stil liggen, levert een schadepost op van 460.000 euro

Inter Ferry Boats hits the buffers

AFTER five years of "phenomenal growth" under president Marc Dubois, Belgian Railways' logistics and terminal operator subsidiary Inter Ferry Boats (IFB) has announced major losses for 2001. The company made a euro26M (\$23.8M) loss on a euro150M turnover. A new board is to present a restructuring plan, including re-capitalisation, within two months. IFB had seen significant expansion in railways and port operations since 1997, but a number of unprofitable investments are said to have weakened the company recently. IFB operates Dunkirk Container Terminal (NFTI), which last year handled about 150,000 TEU, and with the Port of Dunkirk has embarked on huge and costly expansion work. IFB also owns a 50 per cent share in the OCHZ container terminal at Zeebrugge, where recent setbacks in ro-ro and container traffic cast doubt on whether investments there will pay off in the medium-term. Rumours suggest IFB could pull out of OCHZ, leaving Hesse Noord Natie as sole operator.

Salamis axes MidEast ferry link



LIMASSOL, Cyprus-based Salamis Tours has axed its car ferry serving the Piraeus-Limassol-Haifa route, blaming the current Middle East conflict for a loss of passengers. Christina Christou at Salamis Tours says the line, using the 9,650 GT **Nissos Kypros**, has been discontinued because nobody wants to travel to Israel any more. British service personnel returning to Europe from Cyprus and pilgrims from Europe to the Holy Land were traditionally good customers on the route. Passengers planning to travel with their cars from

Cyprus to Greece will now have to ship the vehicle ahead as cargo, then fly to Athens and collect the car before continuing their journey. Salamis hopes to divert ferry business to two ro-ro vessels it is operating on the same route; passengers will be offered air tickets as part of a package. Christou said that if calm returns to the Middle East, the ferry service would be reinstated.

Mexico's TMM gets nod to expand Manzanillo port



TMM PORTS and Terminal Operations, a division of Grupo TMM, has won permission from the Mexican government to expand its Manzanillo container port by 500 metres on the waterfront and with an extra 24 acres of yard.

The company said it would complete the expansion before the end of this year.

TMM said the expanded yard and berth positions would allow it to substantially grow the Manzanillo container facility in the coming years, not only as a port of entry into Mexico and the US, but also to serve as a transload Pacific hub centre for

DAILY SHIPPING NEWSLETTER

feeder ships to and from North America, South America and for transcanal movements.

"Our port operations have consistently been Grupo TMM's highest-margin business, and we believe we can make Manzanillo a much larger contributor to our business, likely doubling the contribution from the current level during the next two years as a result of these expansions," said Javier Segovia, Grupo TMM's president.

John Hemmingway, chief executive of Stevedoring Services of America, said: "We believe we can successfully grow this extremely efficient operation and generate excellent returns. This port has great potential for significant growth and will continue to enhance the position of TMM Ports and Terminals as the premier port operator in Mexico."

Grupo TMM is a multimodal transportation company and logistics provider. Besides its port holdings it owns the controlling interest in Transportacion Ferroviaria Mexicana (TFM), which operates Mexico's Northeast railway and carries over 40 per cent of the country's rail cargo.

In an interview with The Wall Street Transcript, Brad Skinner, TMM's senior vice president of investor relations, said the company expects its earnings before interest, taxes, depreciation and amortisation (EBITDA) to reach US\$700 million within five years, compared with the current figure of about \$303 million.

Contship's north-south strings win Lloyd's awards



FOR the second time in three years, Contship Containerlines' services between Australasia and Europe have received recognition at the Lloyd's Liner Analysis Awards, held recently in London.

Contship's integrated network of three service strings covering markets in the Mediterranean and North Europe, Australia and New Zealand collected awards for the best transit times from the UK, as well as schedule reliability.

Contship's Eagle Service was given two awards; the first for recording the best transit times from the UK to the Australian base ports of Fremantle, Melbourne and Sydney; and the second in

recognition of Contship being an average of under 0.1 days late to the Australian ports monitored.

Contship's performance for customer service to Australia was also recognised, winning the first place in this category.

David Halliday, CP Ships' senior VP for Australasia, said: "A key factor in winning these awards is that we have moved to a more centralised operation in Australasia, incorporating a number of systems development opportunities that have brought benefits both to our own operations and of course, to our customers.

"Later this year, we will introduce the first of our 4,115-TEU newbuildings. With an unrivalled reefer capacity, these ships will enter service in our reconfigured network between Europe and Australasia."

DAILY SHIPPING NEWSLETTER

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

30 May 02	HNLMS Cerberus	A 851	Enkhuizen
30 May 02	HNLMS Jacob Van Heemskerck New!	F 812	Den Helder
30 May 02	HNLMS Willem Van Der Zaan New!	F 829	Den Helder
31 May 02	HNLMS Scheveningen New!	M 855	Ostende
31 May 02	HMS Manchester	D 95	Amsterdam
31 May 02	HNLMS Harlingen New!	M 854	Den Helder
31 May 02	HNLMS Urk New!	M 861	Goteborg
31 May 02	HNLMS Willemstad New!	M 864	Goteborg
31 May 02	HNLMS Zierikzee New!	M 862	Goteborg
31 May 02	HNLMS Hellevoetsluis New!	M 859	Goteborg
31 May 02	K/V Norkapp	W 320	Scheveningen
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Amsterdam
01 Jun 02	HNLMS Willem Van der Zaan	F 829	Amsterdam
06 Jun 02	HNLMS Philips Van Almonde	F 823	Santa Cruz de Tenerife
07 Jun 02	HMS Somerset	F 82	Amsterdam
07 Jun 02	HNLMS Maassluis	M 856	Slidrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg



Tugboats churn up Pearl Harbor's shallow basin as the aircraft carrier **USS John C. Stennis (CVN 74)** departs from Pier H at the naval station. John C. Stennis and her embarked Carrier Air Wing Nine (CVW-9) have been conducting combat missions in support of Operation Enduring Freedom and are en route to her homeport in San Diego, CA

DAILY SHIPPING NEWSLETTER

MOVEMENTS



The **RAMFORM VALIANT** passed Hoek van Holland inward bouwd Tuesday evening around 20:00 hrs
Photo's – Piet Sinke



DAILY SHIPPING NEWSLETTER



The **ENGLISHMAN** at Lerwick Saturday 25/5. Not as nice looking as real Englishman!

PHOTO : **Norman Howle**

AIRCRAFT / AIRPORT NEWS

CHINA AIRLINES 747 IN-FLIGHT BREAKUP



On 25 May 2002, a China Airlines 747-200 experienced an in-flight breakup while en route between Taipei and Hong Kong. The breakup occurred about 20 minutes into the flight while the aircraft was just above 30,000 feet. Much of the wreckage impacted in the sea near the Penghu Islands in the Taiwan Strait about 75 km (47 mi.) from the coast of Taiwan. Weather and flight conditions were normal, and no distress signal or other unusual communication was received prior to the crash. The 16 crew members and 206 passengers were all killed.

This was the 10th fatal event since 1970 involving China Airlines and the 26th involving the Boeing 747. The next most recent China Airlines event was an August 1999 crash of an MD11 in Hong Kong that killed three passengers, and the next most recent 747 event was an October 2000 Singapore Airlines accident in Taipei that killed 79 passengers and four crew members. There have been several fatal events in recent years involving

DAILY SHIPPING NEWSLETTER

in-flight breakups, including the 1996 event involving TWA Flight 800 and last November's fatal event involving an American Airlines Airbus A300 over New York City.

The accident aircraft in last Saturday's event was the last 747-200 in passenger service with China Airlines and was to be sold to another carrier next month. According to Boeing, the aircraft was delivered to China Airlines in July 1979 and had accumulated approximately 21,180 landings and 64,394 flight hours. This nearly 23-year old aircraft was newer than similar models in the fleets of U.S. airlines. According to the FAA, the average age of Boeing 747-200 and 747-300 models in U.S. airline fleets is 24 years.

The investigation is in the early stages and no cause for this event has been either identified or completely ruled out. Previous in-flight breakups involving jet airliners have been due to varied causes, including a fuel tank explosion, severe weather or other atmospheric phenomena, bombs, missiles, and midair collisions. The November 2001 in-flight breakup event involving the A300 over New York City is still under investigation, but the breakup was apparently not due to any of these reasons.

NORTHSEA WEATHER

THE SHIPPING FORECAST ISSUED BY THE MET OFFICE AT 1130 ON WEDNESDAY 29 MAY 2002

THE GENERAL SYNOPSIS AT 0700
LOW MALIN 996 EXPECTED NORTH BAILEY 999 BY 0700 TOMORROW. DEVELOPING HIGH EXPECTED BISCAY 1025 BY SAME TIME

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING NORTH UTSIRE SOUTH UTSIRE
EASTERLY VEERING SOUTHERLY 6, DECREASING 4 OR 5. RAIN THEN SHOWERS. MODERATE OR GOOD

FORTIES
MAINLY SOUTHERLY 6 DECREASING 4 OR 5. RAIN OR SHOWERS. MODERATE OR GOOD

CROMARTY
SOUTHEASTERLY VEERING SOUTHWESTERLY 5 OR 6, DECREASING 4. RAIN THEN SHOWERS. MODERATE BECOMING GOOD

FORTH
SOUTH OR SOUTHWEST 4 OR 5. SHOWERS. GOOD

TYNE DOGGER
SOUTH OR SOUTHWEST 5 OR 6. SHOWERS. GOOD

FISHER
SOUTH OR SOUTHWEST 4 OR 5. RAIN THEN SHOWERS. MODERATE OR GOOD

GERMAN BIGHT HUMBER
SOUTHWEST 4 OR 5. SHOWERS. GOOD

THAMES DOVER WIGHT
SOUTHWESTERLY 6 DECREASING 4 OR 5. SQUALLY SHOWERS. GOOD

PORTLAND PLYMOUTH
WEST BACKING SOUTHWEST 4 OR 5. SHOWERS. GOOD

DAILY SHIPPING NEWSLETTER

BISCAY

VARIABLE 3 OR 4, BUT WESTERLY 5 IN NORTH AT FIRST. DRIZZLE IN SOUTH. MODERATE OR GOOD

SOUTH FITZROY

NORTH OR NORTHEAST 4 OR 5, INCREASING 6 IN SOUTHEAST. MAINLY FAIR.GOOD

NORTH FITZROY

SOUTHWESTERLY 4 OR 5, BECOMING VARIABLE 3 IN SOUTH. FAIR. GOOD

SOLE

SOUTHWESTERLY 4 OR 5. FAIR. GOOD

LUNDY FASTNET IRISH SEA SHANNON

SOUTHWESTERLY 5 OR 6. SHOWERS. GOOD

ROCKALL MALIN

WEST BACKING SOUTHWEST 5 OR 6. SQUALLY SHOWERS. GOOD

HEBRIDES

CYCLONIC BECOMING SOUTHWESTERLY 4, INCREASING 5 OR 6. RAIN OR SHOWERS. MODERATE OR GOOD

BAILEY

CYCLONIC 4 OR 5, BECOMING WESTERLY 6 IN SOUTH. RAIN OR SHOWERS.MODERATE OR GOOD

FAIR ISLE

EASTERLY VEERING SOUTHERLY 6 OR 7, DECREASING 4 OR 5. RAIN THEN SHOWERS. MODERATE BECOMING GOOD

FAEROES

EASTERLY VEERING SOUTHERLY 5 OR 6. RAIN AT TIMES. MODERATE OR GOOD

SOUTHEAST ICELAND

EASTERLY 4 OR 5. RAIN AT TIMES. MODERATE OR GOOD

.... SPECIAL

Zero tolerance

UNFORTUNATELY for the tanker industry, good news is no news. The public is not interested in announcements of another record low year for tanker spills or news that tankers suffer fewer port state detentions than other types of cargoship.

Tanker safety only gets coverage in the popular media when there has been an accident. If a spillage of oil is involved a spot is cleared on the front page for the text and a large photo of an oiled seabird. Stories on bulk carrier losses are rarely afforded such star treatment.

A further irony is that often the spills involve the loss of bunkers from dry cargo ships but tankers are erroneously implicated by the uninformed reporter.

Tankers are unjustly perceived by the public as second-rate ships and every high-profile oil spill at sea seems to add to this reputation.

DAILY SHIPPING NEWSLETTER

For the record, results from the International Tanker Owners Pollution Federation show that accidental losses of oil from tankers last year were the lowest since the organisation began recording marine oil spill data in 1974.

Only three incidents involving more than 700 tonnes of oil were logged, the largest being the Baltic Carrier which spilt 2,400 tonnes of heavy fuel oil cargo as a result of a collision in the Baltic Sea in September.

The remaining two incidents occurred in the Arabian Gulf and involved the transport of allegedly embargoed oil from Iraq.

With no chance of media enhancement of their image, tanker owners rely on the "no news is good news" approach and prefer a low profile.

No news means no accidents, as the furore created by a spill risks a wave of punitive legislation and putting the progress which has been made to date in jeopardy.

Further significant headway towards a "zero spill" future is beyond the capabilities of tanker owners alone. Owners are only one part, albeit an important part, of the responsibility chain.

Accident minimisation also depends on other responsible parties, including port and flag states, charterers, class societies, port authorities, pilots and insurance companies fulfilling their obligations.

Perhaps the most important development in the field of tanker safety in recent years is the extent to which shipowners have been successful in raising awareness of the chain of responsibility concept throughout the industry.

Concerned parties now have a much better understanding of the benefits which can accrue when working towards a mutually recognised goal in partnership with other links in the responsibility chain.

Hand in hand with this industry consensus is an appreciation of the importance of rigorous enforcement of applicable rules, increased transparency of ship and shipping company-related information and adequate rewards for a commitment to quality.

Until recently quality recognition in shipping had seemed an impossible goal.

For years Rotterdam's Green Award scheme stood as a lone beacon in this respect, but new initiatives by the US Coast Guard and the European Commission are establishing the necessary machinery on a grander scale, most notably through relaxed port state control inspection requirements.

Following the US Coast Guard's example, Paris Memorandum of Understanding inspectors are now utilising a ship targeting factor to help them decide which vessels to select for inspection.

Because the target factor is determined by taking into account several aspects, including ship type, flag, classification society and inspection history, the greatest ship inspection relaxations will be realised when all responsible parties make the quality commitment. The shipowner alone is not enough.

The tanker industry has recently faced its greatest regulatory onslaught in a decade following the sinking of the product tanker Erika off the coast of France in December, 1999.

By working in harmony, the industry was able to deflect the threat of regional rules governing the accelerated phasing out of single-hull tankers and to have such provisions agreed at IMO for global applicability.

DAILY SHIPPING NEWSLETTER

The European Union is introducing a range of measures but these are oriented towards implementing and tightening up established industry good practices rather than introducing new regional tanker rules.

On the whole the tanker industry has welcomed these initiatives and has participated in their development.

European Union ministers are aware that promulgating new legislation is one thing, enforcing it is another. For maximum benefit to be derived from the loss of Erika the new measures will have to be strictly applied.

Among other things, this will entail member states increasing port state control staff numbers and training the entire complement to a higher standard, in line with the new, greater expectations of the service, the introduction of ship targeting factors and Europe's growing maritime traffic.

The commission is also being called on to intensify its assessment of recognised classification societies while new investments are called for in order to put in place an effective European vessel traffic management and information system.

Responsible tanker owners have welcomed developments of recent years, not least the way in which the industry has been able to work the lessons of Erika to positive effect.

Most important, the options available to all those parties who fail to exercise their responsibilities properly are steadily being closed off.

Who knows, tanker safety might even make it on to the front page for all the right reasons one of these days.

**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>