

## DAILY SHIPPING NEWSLETTER 2003 – 174



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## **EVENTS, INCIDENTS & OPERATIONS**



Lloyd Scott, 41, wearing his antique deep sea diving suit, begins his underwater marathon world record attempt to raise money for children with Leukaemia in Loch Ness, Scotland, September 28, 2003. Scott, a former leukaemia sufferer, who also completed the 2002 London Marathon in a diving suit, began the attempt on Sunday and will take 14 days to complete his 26-mile underwater trek where he will be 30 feet (9.14 metres) below the surface of the loch, the home of the mythical Loch Ness Monster

## IHC launch 300m<sup>3</sup> Grab Hopper Dredger DIYA KOWULLA



Name giving ceremony and launch of the 300m<sup>3</sup> Grab Hopper Dredger **DIYA KOWULLA**

The name giving ceremony and launch of the 300m<sup>3</sup> grab hopper dredger **DIYA KOWULLA** has taken place at the IHC Holland shipyard in Sliedrecht. The ceremony was performed by Mrs. Rupa Karunathilake, wife of the Ambassador of Sri Lanka in The Netherlands.

The **DIYA KOWULLA**, a twin screw grab hopper dredger with a hopper capacity of 300m<sup>3</sup>, has a grab crane with a grab capacity of 3m<sup>3</sup> that can achieve a dredging depth of 20 meters and has been built to the requirements and under supervision of Lloyds Register of Shipping for Class + 100 A1 + LMC Hopper Dredger Sri Lanka Coastal Service.

## Scrappers killed by poison gas

POISON gas claimed the life of a volunteer working for a Karachi-based charity and left two others unconscious yesterday when they attempted to rescue a seafarer who had fallen into a tank on a vessel awaiting demolition at Gadani Beach, Pakistan. The tragedy occurred on a vessel named Alexy-II, which was waiting for demolition off Gadani beach. "There are massive amounts of hydrogen monoxide gas in the tanks of the vessel, making retrieval efforts very difficult," a spokesman for the non-governmental organisation Edhi Foundation told Fairplay today. He identified the volunteer as Muhammad Amin and the Yemeni seafarer as Mushori. Lack of co-operation from the vessel's 11 crew members was making the rescue difficult. "We have not even been provided with ropes to pull the bodies out of the tanks". The vessel was purchased by the Pakistani ship breaking firm Seven Ocean Services, which would not comment.

## Ghost ship deadline doubtful

IT appears unlikely that the Monday deadline for the first of US Maritime Administration's 'ghost ships' to depart from the US for scrapping in the UK will be met. The plan is for six ships, divided into three batches, to sail on three separate dates before the end of October. Martyn Pellew, development director for PD Teesport, the Tees and Hartlepool port authority, confirmed to Fairplay that the vessels were still being assessed in the US for damage after Hurricane Isabel and that the first sailing set for 23 September had already been missed. The next sailing is due on 29 September, followed by another on 14 October. "Its good news for the area and for the Tees," he was keen to point out. The UK's Maritime and Coastguard Agency said remedial work on the Canisteo and Caloosahatchie would be completed over the weekend or early next week, after which the US Coast Guard would immediately conduct a final survey to ensure that the work was satisfactory. An MCA spokesman told Fairplay that a meeting between the MCA, other agencies and Able UK would take place on 30 September to ask confirm the latest position

## Tasman Spirit crew to be charged

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KARACHI Port Trust is to bring criminal charges against the master and six crew members of the wrecked Polembros tanker **Tasman Spirit**, Greek diplomats have revealed. The charges, under sections 280 and 285 of the Criminal Procedural Code, pertain to negligence in navigation and handling of explosives and combatant materials endangering lives. Once the charges are formally filed, Capt Narystinos Demetrios, chief officer Memetis Georgios, four other Greeks and a Filipino seaman are to be arrested and held in eight rooms of the five-star Pearl Continental Hotel in Karachi. The wing containing the rooms is to be declared a sub-jail and placed under guard by armed police. Meanwhile, a fifth attempt by the Greek embassy in Islamabad to secure a plausible, official explanation from Pakistan for the detention of Tsavlis salvage master Nikos Pappas today met with failure. He has been prevented from leaving the country since last week, although no court order has been issued. Georgios Tsavlis, one of two brothers managing the salvage firm, is expected to make good his offer to take Pappas' place and could arrive "in a day or two," the diplomats added.

## CASUALTY REPORTING

### LORELEY AGROUND NEAR THE LORELEY ROCK



At about 1400 local time Sunday, 28 September, the Rhine cruise vessel **LORELEY** grounded opposite the Loreley Rock.

Out of 330 passengers, there were 38 with injuries.

**Photo's : Dieter Henken ©**

ST. GOAR (DPA/ANP) - Door een scheepvaartongeluk op de Rijn zijn zondag zeker

veertig mensen gewond geraakt, van wie vijf ernstig. Een schip met toeristen liep tussen Bingen en Koblenz op de rotsen, zo maakte de lokale politie zondag bekend. Volgens de Duitse waterpolitie viel de aandrijving van de 'Loreley' uit, waarna het schip stuurloos op de rivier dreef, voordat het op de wal knalde. De oorzaak van het ongeluk is vermoedelijk de lage waterstand. De aandrijving van het schip raakte mogelijk onklaar, omdat het de bodem had geraakt, meldde de lokale televisie- en radiozender SWR. De autoriteiten hebben nog geen mededelingen over de identiteit van de opvarenden gedaan.

## Nieuwe reddingboot en boothuis KNRM Westkapelle

door Kees den Hollander

Op zaterdag 27 september 2003 werd in Westkapelle de nieuwe **Valentijn-klasse** reddingboot "**Uly**" (call-sign PBJQ) officieel in gebruikgenomen. Tevens vond de naamgeving van het nieuwe boothuis voor het KNRM reddingstation Westkapelle plaats.



Met de overdracht door de werf Habbeké te Volendam aan de voorzitter van de KNRM, de heer Baron van Till en de ter beschikking stelling aan de bemanning van het reddingstation Westkapelle, is afgelopen zaterdag de reddingboot "**Uly**" officieel

ingebruikgenomen. De bouw van de reddingboot "**Uly**" werd bekostigd uit een schenking van de Pronto Stichting van de heer F.J. Plesman. De doopplechtigheid werd verricht door een kleindochter van de heer Plesman. De schenker uitte de wens dat de nieuw te bouwen reddingboot naar zijn overleden echtgenote zou worden vernoemd, mevrouw **Uly Plesman-Vogel**.

Gelijktijdig met de doop van de nieuwe reddingboot werd door de KNRM ook het nieuwe boothuis voor het reddingstation Westkapelle officieel geopend. Het boothuis is bekostigd uit een nalatenschap van mevrouw Henny van Nievelt en draagt haar naam. De officiële opening werd verricht door de heer O.H.J. van Nievelt, een neef van wijlen mevrouw Van Nievelt.

Met de komst van de **Uly** zijn nu alle reddingstations aan de monding van de Westerschelde (Cadzand, Breskens en Westkapelle) voorzien van nieuw materieel. Hiermee is de gereddencapaciteit in drie jaar tijd met meer dan



100% vergroot. Voor het station Westkapelle vergroot de gereddencapaciteit van 5 geredden op de oude reddingboot **Fint** naar 50 geredden op de **Uly** waardoor het reddingstation een belangrijke taak zal kunnen vervullen in de veiligheid van de monding van de Westerschelde. De reddingboot **Uly** wijkt af van de andere reddingboten van de KNRM. Voor het eerst is een reddingboot ongeschilderd opgeleverd. Omdat de grotere reddingboten van de KNRM van aluminium zijn, is schilderen in principe niet nodig. De keuze om de reddingboot niet te schilderen levert de KNRM een aanzienlijke kostenbesparing over de langere termijn op.

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De **Uly** is voor de KNRM de vijftiende reddingboot van het type **Valentijn**. Het boottype werd ontwikkeld als strandreddingboot, voor de reddingstations langs de Noordzeekust die niet de beschikking hebben over een zeehaven. Het reddingboottype voldeed echter zodanig goed dat ook enkele Wadden- en IJsselmeerstations met een **Valentijn** werden uitgerust. De **Uly** heeft een lengte van 11,00 meter, een breedte van 4,10 meter en een diepgang van 0,75 meter. Twee motoren van elk 450 pk geven de boot een maximum snelheid van 35 knopen. De reddingboot wordt bemand door vier bemanningsleden. De **Uly** wordt door middel van een tractor en een bootwagen vanaf het strand te water gelaten.

## SHIPYARD NEWS

### Japan quake spares yards

JAPANESE shipyards Hakodate Dock in Hokkaido Island and Kitanihon Shipbuilding at Hachinohe in northern Honshu were spared when two strong earthquakes shook Hokkaido, the northernmost main island of Japan, early this morning. The quakes, which measured 7.8 and 7.0 on the Richter scale, caused a tidal wave alert along large stretches of the Pacific coast of Hokkaido and northern Honshu. There were no fatalities, but there have been reports of injuries and significant damage to buildings. A fire in an oil tank at Idemitsu Oil's Tomakomai refinery was brought under control. Minor tidal surges buffeted the ports of Hakodate and Hachinohe, but the yard sources said there was no damage to ships or facilities.

### Blohm + Voss extends working time

BLOHM + Voss, part of the German ThyssenKrupp group, will extend its working hours, cut earlier in the year, to several hundred employees in the newbuilding department after delivery of the corvette Amatola to the South African navy today. However, the Hamburg yard, which employs 1,100 in the newbuilding section, will run short of work after delivery of a second patrol boat to Malaysia at the beginning of October. The contract for the building of a 2,500 TEU series-type container vessel, to be sub-ordered from sister yard Nordseewerke in Emden is still subject to worker payment concessions, such as the introduction of limited time budgets. The construction time of the newbuilding shall be prolonged by 50% in order to secure the employment of the permanent staff.

### REMONTOWA RE-BUILT RED FUNNEL FERRIES

In 2003 Remontowa SA signed a contract with an English shipowner Red Funnel Group for rebuilding two double-ended ferries (a third one as an option), operating on the line between Southampton and Cowes on Isle of Wight. These ferries were built in England in 1994-96 and are roughly similar to SKS ferries, which Remontowa S.A. used to build. The vessels will be made longer by 9.6m and higher by 2.8m. This height will allow to build an additional car deck.

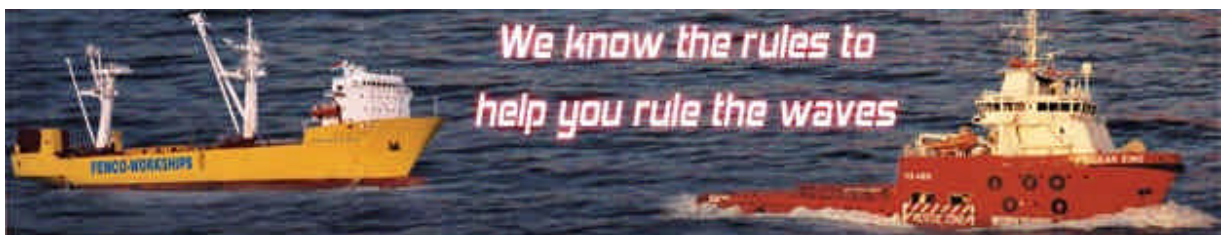
Our Design Office is now preparing working documentation, first of all documentation necessary for starting prefabrication of midship body and the car deck.

The first ferry "Red Osprey" will arrive in the shipyard on October 1, 2003, the second "Red Falcon" - in mid January 2004, and the third "Red Eagle" - in autumn of 2004.

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## Bangladesh looks again at deep port

BANGLADESH'S prime minister, Khaleda Zia, has ordered the department of shipping to look again at plans for what would be the country's first deep sea port amid growing criticism of operating standards at the two main river ports. A departmental committee formed last month on her orders has submitted an initial report recommending the commissioning of a study of possible sites for the new port, the Daily Star reported. The study is to be submitted within a year. The committee, led by director general Capt Ahsanul Azim, identified the western side of the Sonadia Island and Akram Point, 60km downstream from Mongla port on the Khulna River, as possible options. Chittagong, the country's major port, is also a river port and can offer no more than 9m draft. International donors, including the World Bank, Asian Development Bank and US government have repeatedly urged Bangladesh to increase efficiency and tackle corruption at its ports, warning that failure to do so would severely damage its \$1Bn per year textile export trade in the free trade era.

## Star to repeat Australian cruising

STAR Cruises has made tentative bookings with Australian ports for its **SuperStar Leo** and appears keen to repeat this year's positive experience with the Leo and SuperStar Virgo in that market. However, the operator has not publicly revealed its intentions with regard to Australia and it is still unclear whether these bookings will be confirmed or whether Star is merely covering its options in case SARS re-emerges. Gary Sharman, senior vice president for sales and marketing with Star Cruises, told the recent Cruise Down Under conference in Launceston that 45,000 passengers had cruised on the Leo and Virgo during the ships' three-month Australian deployment, which was prompted by the SARS outbreak. Sharman was encouraged by the Australian market's response to the two ships and especially complimentary of the ports' ability to accommodate the ships at only 15 days' notice.



Black smoke billows from an oil storage tank at a refinery of Idemitsu Kosan Co. as firefighters try to put the fire under control at Tomakomai, southern Hokkaido, on Monday September 29, 2003. A fire sparked by aftershocks from a powerful earthquakes in northern Japan last week continued to rage Monday, and company officials warned the blaze could spread to nearby oil tanks

## Vopak reaches agreement on sale of interests in gas shipping

**Vopak announces that agreement in principle has been reached on the sale of its activities in gas shipping. The total proceeds of the sale will amount to more than €45 million.**

The sale of the activities in gas shipping results from the earlier announced strategic review of all non-tankterminal activities as part of Vopak's Tank Terminal Plus strategy. Agreement in principle has been reached with Reederei Jaegers GmbH – a leading German company in inland shipping – on the sale of the European activities of Chemgas. The labour unions will be informed and the workers council of Chemgas will be asked for advice. Parties expect to come to full agreement before the end of this year. The sale of the European activities involves a fleet of 26 inland vessels for industrial gases, two vessels under construction and five vessels for the inland waterways as well as the coastal waters. The company currently operates under the name of Chemgas and will be sold retro-actively with effect of 1 January 2003. It is not expected that the sale will have negative consequences for the approximately 240 employees of Chemgas. Also recently agreement was reached with an international shipping company on the sale of the two LPG tankers operating in the Asian waters.

The total proceeds of the sale of the gas shipping activities will amount to more than €45 million and will result in a limited book loss. The Chemgas gas terminal in Flushing, The Netherlands, will remain with Vopak under the name Vopak Terminal Vlissingen. Royal Vopak provides independent tank terminal capacity over the whole world to the chemical and oil industries for the storage of liquid chemical products and oil products. Related to this, Vopak also provides a wide range of value-added logistic services, such as tanker shipping, inland barging and warehousing, independently or in cooperation with strategic partners. The company is divided globally into five market regions and operates a network of 71 tank terminals with a combined storage capacity of approximately 19.7 million m<sup>3</sup> in 29 countries

## NAVY NEWS

### Amfibisch transportschip Rotterdam mogelijk naar Liberia



Boven : [Hr Ms Rotterdam](#) hier vertrekkend uit de Maasstad na de Havendagen 2003  
foto : [Piet Sinke](#) ©

Het amfibisch transportschip **hr.ms. Rotterdam** vertrekt mogelijk binnenkort naar de wateren voor de kust van West-Afrika om daar de VN-vredesmacht in Liberia te ondersteunen. Dat hebben bronnen rond het kabinet zondag gezegd. Minister Kamp van Defensie zei zaterdag dat het „denkbaar en mogelijk“ is dat Nederland ter ondersteuning van de VN-macht „een marineschip“ naar Liberia stuurt. Hij zei dat in het televisieprogramma Knevel op zaterdag. Een kabinetsbesluit hierover kan binnen enkele weken vallen, mits het voldoet aan de voorwaarden die eerder zijn opgesteld in het zogeheten Toetsingskader, aldus Kamp. Dit kader somt de voorwaarden voor het uitzenden van militairen op.

De **hr.ms. Rotterdam** is een groot amfibisch transportschip dat de VN-macht in Liberia kan ondersteunen, onder meer als hospitaalschip met een capaciteit van honderd bedden en een complete operatiekamer en intensivereafdeling. Ook kan het schip zeewater tot drinkwater zuiveren. De Rotterdam heeft voor zijn functioneren geen haven nodig, maar kan voor de kust gaan liggen. Met kleinere landingsvaartuigen en met helikopters wordt het contact met de vaste wal onderhouden. Als de Rotterdam naar Liberia gaat, ligt het voor de hand dat een aantal Nederlandse liaison- en stafofficieren in Liberia zelf wordt gelegerd bij het hoofdkwartier van de VN-macht. De **Rotterdam** heeft een vaste bemanning van ongeveer honderd manschappen. Inclusief medische teams en andere ondersteuning zal de bemanning voor Liberia op ongeveer 200 koppen komen. VN-secretaris-generaal Kofi Annan heeft eerder deze maand een groot aantal landen, waaronder Nederland, gevraagd een bijdrage te leveren aan de VN-macht Unmil. Het kabinet meldde daarop de Tweede Kamer de „wenselijkheid en mogelijkheid“ voor een bijdrage te onderzoeken. Het kabinet moet eveneens binnenkort, uiterlijk begin november, besluiten of de huidige bijdrage van 1100 militairen aan de stabilisatiemacht SFIR in Irak met zes maanden wordt verlengd. Naar verwachting zal het kabinet de missie verlengen.



The guided missile cruiser **USS Philippine Sea (CG 58)** departs from its homeport of Mayport, Fla. for a week long work up before her upcoming six-month deployment as part of the **USS Enterprise (CVN 65)** Carrier Strike Group

## Nederland draagt commando STANAVFORMED over aan Duitsland



Het Luchtverdedigingsfregat **Hr.Ms. Jacob van Heemskerck** keert terug naar huis. Na een jaar aan boord van dit schip het



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commando te hebben gevoerd over NAVO eskader Standing Naval Force Mediterranean (STANAVFORMED), droeg commandeur Philip Wirth de leiding donderdag 25 september op Kreta over aan zijn Duitse collega admiral Hans-Jochen Witthauer. Het fregat FGS Schleswig-Holstein zal vanaf nu als vlaggenschip optreden. De Jacob van Heemskerck vaart naar verwachting over acht dagen de marinehaven van Den Helder binnen.



De commando-overdracht voltrok zich in de marinehaven Souda Bay (Kreta). De betrokken eskaderschepen verzorgden daarbij het militair ceremonieel. Afgevaardigden van fregatten uit Duitsland, Griekenland, Italië, Spanje, Turkije, Groot-Brittannië de Verenigde Staten en Nederland vormden de parade. Een orkest van Duitse militairen speelde de acht volksliederen en elf saluutschoten vanaf de Jacob van Heemskerck zetten de ceremonie luister bij.

De vier handtekeningen van de vertrekkende en de nieuwe commandant, Staatssecretaris Biederbeck van het Duitse Bundesministerium der Verteidigung (Ministerie van Defensie) en commandant NAVSOUTH, vice admiral Sanfelice di Monteforte, bezegelden de commando overdracht. De Jacob van Heemskerck is 26 september vertrokken in de richting van haar thuishaven. Daarmee is de bijdrage van Nederland aan het NAVO eskader voorlopig beëindigd

## MOVEMENTS

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The Passengerliner **OLYMPIA VOYAGER** seen at Kos Island  
Photo : Hans Mauritz ©



Bulk Carrier **BLUE PRINCESS** (ex PAC PRINCESS), IMO 8311077, built in 1986, Liberian flag, 24632 gross tonnage, at Keratsini repairing zone as seen Sunday Sept 28th 2003  
Photo : George Grekos ©

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The **SMITWIJS SINGAPORE** hooks up to the **SHAINTY No 1** loaded with 20 newbuilding casco in Shanghai, the transport is bound for Rotterdam

**Photo : via Capt. Harm Jongman – master Smitwijs Singapore**



The **ELANDSRACHT** seen at the Gent-Terneuzen canal

**Photo :  
Johnny vd Velde  
©**



Grupo Boluda's **VB ARTICO** ( former **ITC's SHAMAL**) arrived in the Waalhaven in Rotterdam.  
Photo : Nico Ouwehand ©

## **AIRCRAFT / AIRPORT NEWS**



Naval aviators assigned to the "Diamondbacks" of Strike Fighter Squadron One Zero Two (VFA-102) prepare to launch their F/A-18 Super Hornet from the flight deck of **USS John C. Stennis (CVN 74)**. Stennis is conducting training exercises in the Southern California operating area

## **SIA adds Shenzhen service to winter schedule**

SINGAPORE Airlines (SIA) will add Shenzhen to its network as of January 16, 2004. The thrice-weekly service to the southern Chinese city has been announced as part of the airline's northern winter

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schedule that runs from the end of October to the end of March 2004. The schedule also reflects a restoration of many of the flights suspended earlier in the year due to Sars, the carrier said in a statement.

Shenzhen is SIA's second new destination in the current financial year. A three-times weekly direct service to Bangalore was launched at the end of August.

SIA has been reinstating services across its route network since June. By the end of this month, all frequencies to China will have been restored to pre-Sars levels, with Beijing being served twice daily, Shanghai three times daily, and Guangzhou five times weekly.

The company said capacity offered in the northern winter schedule will be nearly the same level as that of a year ago.

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**LICHT WISSELVALLIG!**

Af en toe zon en kans op een bui. Zondag meer bewolking en in de middag kans op regen. Middagtemperatuur ongeveer 16 graden.

© Ed Aldus 2003	ZA-27	ZO-28	MA-29	DI-30
Maximumtemperatuur:	17	16	16	17
Minimumtemperatuur:	9	8	8	9
Zonnekans in %:	30	20	30	30
Neerslagkans in %:	30	60	30	40
Windrichting kracht:	NW-3-4	O-2-4	ZW-3-4	Z-4-5

## .... STORY OF THE DAY ....

### Coastal shipping – Beached by policy quagmire

*Coastal shipping is anchored almost where it was decades ago, despite the chant about its potential and the need to develop this mode of transportation.*

CONSIDER this: As many as 12 committees were set up by the Centre in the last few decades to review the challenges and prospects facing the coastal shipping sector in India. And all the 12 reports, one after the other, are gathering dust in some government cupboard. Now, the 13th in the series is on the way – Tata Consultancy Services (TCS) is studying afresh the potential and prospects for coastal shipping, with the report likely to be ready within a couple of months. It is anybody's guess as to what fate awaits this report. What has been the result? Coastal shipping in India is anchored almost where it was decades ago, despite the oft-repeated chant about its potential and the need to develop this mode of transportation.

There is no gainsaying the fact that coastal shipping constitutes an important arm of the transportation system of any country, given its cost and environmental advantages. And this is more so in a country such as India which has a coastline of 7,500 km long, dotted with 13 major and 184 minor and

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intermediate ports. "This can generate tremendous scope for development of coastal shipping. But, unfortunately, this has remained a much talked about issue which has not been backed by any substantive action," says a shipping analyst. According to a review by the Indian National Shipowners Association (INSA), though more than 30 per cent of the total traffic handled by the Indian ports is routed through the coastal mode, this sector continues to get the short shrift from the Government and the planners. What is more, as against the Plan allocation of 51 per cent for the Railways and 32 per cent for roads, the share of shipping sector is less than 5 per cent, with, interestingly, no mention of coastal shipping at all.

The Indian coastal fleet has declined to 424 vessels totalling 9.64 million DWT, comprising 98 tugs, 16 dredgers, 73 offshore supply vessels, 31 specialised vessels for offshore services and 77 vessels owned by port trusts and State maritime boards. In the coastal fleet, 53.9 per cent is over 20 years and 27.5 per cent between 15 and 19 years. This means the bulk of the fleet will have to be replaced in the next few years.

The reasons for this sector languishing all these years include regulatory, fiscal, operational and administrative problems. A senior official of Shipping Corporation of India (SCI), who is an expert on coastal shipping, points out: "Today 90 per cent of the coastal ships operate at the major ports and the remaining at minor ports. As the tariff structure of the major ports is the same for both coastal and other merchant vessels, naturally coastal shipping is at a disadvantage. For coastal shipping to develop through private participation, it is necessary to have a string of minor ports with adequate road and rail linkages." Several experts on coastal shipping are unanimous on the need for the Government to grant special status to coastal shipping so as to exempt it from Customs and other procedures that apply to the bigger cargo-carrying vessels. "Coastal shipping is generally meant for smaller players with relatively smaller investment capacities. Hence, to attract them into this sector, some kind of fiscal benefits should be given. I feel there should be a separate Act for coastal shipping," an analyst said.

INSA, in its annual review released recently, feels that coastal shipping should be given a string of incentives including a five-year tax holiday to attract investments, the abolition of 5 per cent Customs duty and 4.2 per cent special additional duty on certain categories of assets, the abolition of Customs duty on import of spares and bunkers used during coastal trade, transshipment at ports without bank guarantee and increase in the depreciation rate on coastal ships to 40 per cent from the existing 25 per cent. "Coastal shipping should be redefined as coastal trade," an INSA official said.

Above all, to give a boost to coastal shipping, it is essential that a string of minor ports are developed, backed by strong port road and rail linkages. In this context, experts say that there should be at least two ports located at suitable points on each coast that should be designed exclusively for coastal movement of different cargoes. The ambitious Sagar Mala project, announced by the Prime Minister, envisaging development of a string of ports at fixed distances wherever a natural draft of 8 metres is available, will give a real boost to coastal shipping. But till then coastal shipping will have to move on at its lethargic pace.

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