

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 037



Number 037 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 06-02-2010**

News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		<p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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Above seen the just finished DOF owned Skandi Aker in the background with the tower and the AKER new build 718 in front of her.

Photo : Capt. Levien Bijl (c)

How do you park a ship at the breakers ? No need for a pilot...

http://www.youtube.com:80/watch?v=5t-z6KdXvA&feature=player_embedded

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Above seen the "[Rhapsody of the Seas](#)" at the Circular Quay Overseas passenger terminal in Sydney.
Photo : [Chris de Jong](#) ©

Container shipping market looks much better

The prospects for the container shipping market are looking much better than 12 months ago, as both volumes and rates have been rising recently and the increases "appear to be to be resilient," the Shipping Gazette reports citing the Paris-based consultancy Alphaliner. It points towards growing "optimism among operators with a stronger-than-expected surge in demand in the pre-lunar new year period to mid-February." Other positive signs it said include the extra slow steaming technique "absorbing excess capacity quicker than anticipated, especially for the larger vessel sizes."

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Furthermore, the Shanghai Containerised Freight Index (SCFI) recently surged by 7.2 per cent as spot rates on both Asia-Europe and Asia-US trades "went up considerably as a result of the rate increases imposed by carriers." The world's idle container fleet has decreased by 142,000 TEU as the number of idle ships dropped from 581 units at the beginning of January 2010 to 532 units at the start of February, according to Alphaliner's records. "Despite this, the idle fleet still remains high at 10.4 per cent of the total cellular fleet with a significant number of fresh deliveries expected in 2010 that could add to the overall capacity surplus. The level of deliveries this year is expected to be higher than the growth seen in 2009. Deliveries in January 2010 alone have reached 30 ships for 133,000 TEU - the highest level of deliveries recorded. The surplus capacity would continue to put pressure on charter rates," Alphaliner said.

With regard to charter rates, it said that rates rose for postpanamax size vessels in January due to a shortage of large vessels, while "charter rates for other vessel types remain largely stagnant." It went on to say: "However, a two-tier market appears to be developing, with longer term charters for 60 months at 50-70 per cent above current rates for charters of two-12 months with flexible redelivery. "This suggests that charterers are expecting rates to climb in the medium term, though short-term prospects remain poor.

"Some carriers seem to be securing ships for longer periods at rates that are higher than current spot rates, but which are still at advantageous levels, in the hope that future charter rate hikes could make the current 60 month charter rates cheaper than the expected average for the five years to come. "On their side, some non-operating owners seem prepared to accept such rates which are still below historical average and may deprive them of future profits. This could be due to the need to secure immediate income for some of these cash-strapped owners." Alphaliner added that "immediate prospects remain poor as there is still significant overcapacity in most size segments." It highlighted that there are currently 144 ships ranging in size between 1,000 and 2,000 TEU that are idle, and 54 newbuildings in this size range are due to join the world box fleet in 2010. **Source: Transport Weekly**



The **GRAND VOYAGER** seen in Rio de Janeiro
Photo : Celso Marino ©

Duitse dieptebom geruimd door EOD



De **Explosieven Opruimingsdienst Defensie (EOD)** heeft donderdag op de Maasvlakte een dieptebom vernietigd. Het explosief werd gevonden door de bemanning van de zandzuiger **RIJNDELTA**.

De zandzuiger **Rijndelta** wordt ingezet voor zandwinning voor de kust van Rotterdam. Bij een inspectie van de zuigkop werd een groot stalen

voorwerp aangetroffen. Explosieven zijn de bemanningen van de zandzuigers niet vreemd, omdat deze met regelmaat worden gevonden. De vondst werd direct gemeld aan de politie Rijmond.



Photo top : Jacco van Nieuwenhuyzen ©

De bemanning legde matrassen onder het voorwerp en het gebied rond de zuigkop werd vrijgehouden. De Technische Explosieven Verkenner van de politie zag bij inspectie al snel dat het ging om een dieptebom en waarschuwde de EOD.

Een team van de EOD vertrok direct vanuit Den Helder om het explosief te ruimen. Na onderzoek bleek het te gaan om een Duitse dieptebom met een gewicht van ongeveer 140 kilogram. Ook was de bom voorzien van een complexe ontsteker.

Het bleek geen lichte taak om de dieptebom te verwijderen uit de zuigkop. Na 2 uur is het explosief, met een schip van de havendienst Rotterdam, naar de Maasvlakte vervoerd waar het in de loop van de avond is vernietigd.



New TOS captain with night vision



Our captain was surprised to find an owl on board the tug **Bulat**. TOS brought the **Bulat** to its final destination Odessa in the Ukraine.

Between Singapore and Sri Lanka this stowaway with great night vision was discovered on board.

Source: TOS



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The **LAMNALCO CHOUGH** seen assisting at Ash Shihr terminal in Yemen

Photo : Capt Frans Verbrugge (c)

Antoinette begeleid de GO 27 naar binnen.

Vrijdag 5 februari om 08.12 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam buiten, door het Kustwacht Centrum gealarmeerd voor een kotter met motorstoring bij de SG 2 boei.

Er werd uitgevaren, en na ongeveer 10 minuten was de reddingboot ter plaatse bij de **GO 27**. De schipper had problemen met de luchttoevoer waardoor hij bang was dat hij niet meer kon schakelen van voor naar achter, en als zijn motor zou stoppen, hij deze niet meer aan de praat zou krijgen. De **Antoinette** is bij de kotter gebleven tot in de haven van Stellendam. De kotter heeft uiteindelijk zelf de haven kunnen bereiken, waarna de reddingboot weer terug kon naar station.



The **Primus** and **Viking Barge 7** leaving McNulty's yard South Shields heading for Rotterdam. The barge is loaded with a module, TH SS which means Thanet Sub Station, for the Thanet Offshore Windfarm and will be loaded onto the Heavy Lift Vessel **Stanislav Yudin** at Rotterdam for delivery and positioning at the site.

Photo : Kevin Blair (c)

International actions back Japanese union

Trade unionists in countries visited by Dowa Line ships are taking action today in support of the All-Japan Seamen's Union (JSU) which is being sued by the shipping company.

The attempt to muzzle the union in the courts follows a rally called by the JSU in September 2009 outside Dowa's Tokyo headquarters that called for improved working conditions for seafarers on board its vessels and protested against its anti-union stance.

The JSU's concern, backed by the ITF and its affiliated unions, has long been that, unlike the majority of crews on Japanese-owned ships, those on Dowa Line vessels are not covered by any internationally recognised collective bargaining agreement.

In protest at Dowa's launching of this legal action against the JSU a joint seafarers' and dockers' rally will be held outside its Tokyo offices tomorrow, while in Trinidad, a major Dowa destination, ITF representatives and the Seamen and Waterfront Workers Trade Union (SWWTU) will rally in support of their colleagues in Japan. ITF personnel are in Trinidad and Tobago this week meeting with the government there and with SWWTU President General Senator Michael Annisette, who is backing the efforts to defend the JSU and persuade Dowa Line to come to the negotiating table.

Meanwhile in ports in the US and Caribbean ITF inspectors will continue to monitor Dowa vessels and will be sending letters to the company reiterating the ITF's stance that it is time for the company to recognise its social responsibilities and drop its anti-trade union outlook. Inspectors and fellow trade unionists will also seek to raise their concerns with the company, with the public, and with the Government of Japan, building on a visit made earlier this week to the Japanese Consulate in Oregon (see attached letter for details).

Graham Young, ITF Head of Maritime Operations, commented: "The JSU has long pushed the case for dialogue and trade union representation to Dowa, and we're sorry that Dowa has reached out not for the offer of talks but instead for the courts."

"Dowa's reluctance to negotiate with the JSU is in stark contrast with the vast majority of Japanese owners and operators using flags of convenience, and whose vessels are covered by ITF-approved agreements guaranteeing minimum standards for their crews. As the unions have pointed out, Dowa Line risks undermining the principles of dialogue between employers that we believe is an essential part of fair global trade – endangering decent wages and conditions and making it more difficult to maintain hard-won high standards on other companies' fleets."

Dowa Line is a Japanese company with a fleet of 24 bulk and cargo vessels, most of which fly the Panamanian flag and operate in the Caribbean and to North and South America. Its vessels are managed by Hiong Guan Navegacion Co Ltd, a company registered at the same address as Dowa in Japan. Dowa vessels are crewed by Filipino seafarers. Although the great majority of crews working on Japanese-owned ships registered under flags of convenience are covered by ITF agreements, Dowa Line has repeatedly rejected the idea of having such agreements on board its vessels.

Aan vooravond Tour de France

TOUR DU PORT, FIETSTOERTOCHT DOOR HAVEN



Vanwege de Rotterdamse start van de Tour de France organiseren vijf medewerkers van het Havenbedrijf op zondag 27 juni een fietstoertocht door de Rotterdamse haven. Naast een gedeelte van het parcours van de Tour de France doet de tocht speciale stukjes haven aan die normaliter gesloten blijven voor het publiek. Tour du Port is een officieel 'side event' van de 'Grand Départ du Tour de France' en wordt georganiseerd in samenwerking met Stichting wielersport Beneden-Maas, organisator van onder andere de Tour de Rijke.

Helen en **Elizabeth** ploegen door het zand op de maasvlakte **Foto : Piet Sinke**

De Tour du Port bestaat uit drie toertochten, voor amateurs en trimmers en één familietoertocht voor jong en oud.

Hoofdonderdeel van het programma is een toertocht van 120 kilometer voor maximaal 500 deelnemers met zogenaamde voorrijders en onder begeleiding van politie en verkeersregelaars. Alle fietsers starten gelijktijdig en rijden in één groot peloton de tocht. De gemiddelde snelheid ligt daarbij tussen de 25 en 30 kilometer.

Verder zijn er routes van 60 en 80 kilometer die op eigen gelegenheid kunnen worden gefietst. Voor degenen die op ontspannen wijze door de haven willen fietsen, staat een familietoertocht van 40 kilometer op het programma. Het vertrek- en aankomstpunt van alle fietstochten is de Wilhelminapier bij de Erasmusbrug te Rotterdam.

Geïnteresseerden kunnen zich inschrijven op de site www.tourduport.nl

Side event Tour de France

Tour du Port is een officieel 'side event' van de Tour de France. Daarom beschikt de organisatie over faciliteiten die later door de organisatie van de Tour de France worden ingezet om van de Ronde van Frankrijk een groot succes te maken. Zo bevindt zich bij de start de 'Tour de France truck' waar bezoekers het tijdrutparcours van de proloog van de Tour virtueel kunnen fietsen.

Beleef de haven

Havenbedrijf Rotterdam ondersteunt de organisatie van de Tour du Port. Het Havenbedrijf streeft ernaar om de band tussen omgeving en haven te intensiveren. Het stimuleert daarom fietsen in de haven uitdrukkelijk. De afgelopen jaren heeft het onder de titel 'Beleef de haven' drie boekjes met fietsroutes dwars door de haven gepubliceerd.

(www.portofrotterdam.com/fietsroutes).



The pilot tender **PIONEER** seen operating at Maas Pilot station
Photo : Martin Kramer (c)

'Historische schepen Maassluis houden bedrijfsuitbreiding tegen'

Directeur Martens van dieselmotoren leverancier Holland Diesel Maassluis zegt inkomsten mis te lopen door beleid van de gemeente. De haven waaraan het bedrijf ligt is door de gemeente aangewezen als museumhaven. Door de ruimte die de historische schepen innemen is er voor het bedrijf slechts zeventig meter kade over.

"Moderne binnenvaartschepen zijn tegenwoordig tussen de 68 en de 135 meter lang. Die kunnen hier niet liggen. Ik kan hier niet uit de voeten", aldus directeur Gerard Martens. Hij vreest orders en dus inkomsten mis te lopen.

Het probleem is volgens Martens opgelost als zeesleper '**Elbe**' en de '**Bruinvis**' en '**Krimpen**' naar de overkant van de haven verhuizen. Maar voor de gemeente is verhuizen onbespreekbaar omdat de bewoners aan de overkant dan last zouden kunnen hebben van werkzaamheden aan de **Elbe**.

Bovendien ligt het historische schip '**Elbe**' volgens wethouder John Scheerstra van Maassluis nu precies op de plek waar vroeger het pand van Smit Tak stond. Volgens de wethouder ligt het nu dus historisch gezien op haar plek.

Bron : Rijnmond Nieuws

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CASUALTY REPORTING



MINOR COLLISION IN THE PORT OF ODESSA



On February 3rd the bow of 1983 built general cargo **El Greco** (4842 gt) hit the stern of the 2009 built bulk carrier **Pax** (19850 gt,), while mooring at berth No 25 in Odessa, as can be seen at the above photo the damage to both vessels was minor.

Photo's : via Mikhail Voytenko ©

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Mitsubishi Heavy Industries and Bach Dang Shipbuilding open factory in Vietnam

A joint venture between Mitsubishi Heavy Industries Ltd. and Vietnam's Bach Dang Shipbuilding Industry Corp. has opened a factory to produce diesel engines for vessels in Vietnam, the Ministry of Transport said Thursday.

The factory, located in Haiphong City, 100 kilometers east of Hanoi, will produce 22 engines with power capacity of between 2,600 kilowatts and 23,500 kilowatts a year, the ministry said in a statement.

The plant, the first vessel engine manufacturing facility in Vietnam, will contribute to the objective of the country's shipbuilding industry to raise local content to 60%, it said. **Source: nasdaq**



The **Pacific Jewel** seen departing Port Chalmers on the 5th of February bound for Akaroa.

Photo : Ross Walker ©

Singapore's Sembcorp Marine to build shipyard in Brazil

Singapore's Sembcorp Marine, the world's second largest offshore oil rig builder, said on Thursday it has bought land for a new shipyard in Brazil. The freehold site of 825,000 square metres is near the Espirito Santo Basin, which is one of the country's recently discovered offshore giant pre-salt oil basins. Sembcorp Marine declined to reveal the cost of the land. **Source: malaysia.news.yahoo.**

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Yenisey Shipping Company to increase its fleet this year

Yenisey River Shipping Company (ERSC, Krasnoyarsk) has projected building of new large barges in 2010, the shipping company press office reported citing the manager of cargo and commercial operations of ERSC Vladimir Klimenkov.

"We expect this year navigation to be at least on the same level as in 2009. Since there have been more demands of oil industry products, I believe that this navigation might be even better than the last year's. We are planning to build lead ships of a new series - a 1.000-ton barge and 3.000-ton barge and a mostly needed 2.000-ton barge being under construction", Mr. Klimenkov was quoted as saying.

The fleet build-up and repair project, the company said, is needed for participation in the major projects to be implemented in the region, such as the development of the Lower Angara area, the construction of Boguchansk HPP, development Yurubchen-Tokhomsk oilfield, commissioning of Vankor oilfield.

The Yenisey River Shipping Company has reportedly allocated for 2010 navigation over 375 million rubles for renovation of 485 ships of its fleet.

Yenisei River Shipping Company JSC completed the last year's navigation in the second half of November. The report said the company ended up the year with 3.4 million tons of transshipped commodities. The shipping of Norilsk Nickel bulk cargo largely contributed to total volumes. Norilsk Nickel Group holds 43.92% shares in YRSC (51.91% of ordinary shares). Besides, the Federal Agency for Federal Property Management has 25.5% of shares (32.28%). In 9 months recent year the YRSC' net profit (under RAS) totaled 517.91 million rubles, a year-over-year 20 percent gain.

Source : Port News

Azerbaijan to build new port

Azerbaijan's Transport Ministry has received some technical feedback for the construction of a proposed seaport at Alat, which is located to the south of the capital city. Should technical studies prove sound, a tender for the construction of the port is expected to be issued sometime this year. The initial phase, which would be funded by the state, would take three years to complete. A port master plan is being drawn up by Royal Haskoning. It will be a three-phase development, all of which will be completed by 2016. The initial phase will allow the port to handle ro-ro and container ships, as well as dry bulk ships. All three phases will cost an estimated \$400m to fully implement.

Source: portstrategy



The **Smit Cheetah** seen in action on the **Lucky Trader** in Rotterdam Europoort

Photo : **Jacco van Nieuwenhuyzen (c)**

Negotiations Continue for Neah Bay Tug

On July 1, the commercial shipping industry in Washington state is required by law to take over operation of an emergency rescue tug in Neah Bay. The tug is designed to assist ships that go adrift in the treacherous entry to the Strait of Juan de Fuca and Puget Sound.

But how to allocate the costs among the various carriers still has not been resolved. Since negotiations began last summer, a philosophical divide has kept oil shippers and cargo shippers from reaching an agreement.

"I'm the eternal optimist and believe that all stakeholders will come together and be able to fund this project," said Frank Holmes, Northwest manager for the Western State Petroleum Association.

Holmes has been making the case that non-oil-carrying vessels are just as likely to need help from a tugboat as oil-carrying vessels, so the assessment should be based largely on the number of vessels passing through the strait.

"Clearly, the tug is being required to be there as an insurance policy for vessels that encounter a mechanical integrity problem, steering problem, engine problem or electrical problem," he said.

Mike Moore, vice president of the Pacific Merchant Shipping Association, said the Neah Bay tug is all about preventing oil spills, which relates to the amount of oil or fuel on board a disabled vessel. He says cargo ships in Puget Sound have never spilled oil except during fuel transfers, which are subject to other requirements.

Holmes and Moore are leading the negotiations to allocate the costs of the Neah Bay tug among various user groups. Holmes represents owners of oil tankers and barges. Moore's constituency includes a larger number of non-tanker vessels, including those carrying cargo, passengers and fish-processing plants.

According to Moore, a study of oil-spill risk by the state's Joint Legislative Audit and Review Committee found cargo vessels accounted for less than 15 percent of the risk. Still, his owners have jointly offered to pay 30 percent of the cost. Using a different analysis, the oil shippers started by negotiating for a lower percentage but now are offering to pay 50 percent of the costs, he said.

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"We still have a 20-percent differential that we need to work out between now and July 1," Moore said. Beyond the division by industry sector, assessments for individual vessels must be worked out. Vessel size and design are other factors to consider, Holmes and Moore agreed in a progress report to the Legislature.

Meanwhile, plans to hire a tug starting this summer are moving forward. A request for proposals is scheduled to go out before the end of this week. After that, bids will be analyzed and a contract negotiated. Holmes said he hopes to get bids below the \$3.6 million per year that the state currently is paying for full-time tug service at Neah Bay.

As required by law, oil-spill contingency plans have been updated to include the tug for vessels entering state waters.

Washington Department of Ecology continues to encourage the shipping industry to complete their negotiations to pay for the Neah Bay tug. In case negotiations are not completed in time, however, the agency has put the industry on notice about what will happen.

The first step is for Ecology to issue a "notice of noncompliance," said Dale Jensen, manager of Ecology's Spills Program. If a tug is not in place by July 1, each vessel required to have the tug can be fined up to \$10,000 per day.

Although many shippers still question the need for a tug at Neah Bay and say the costs could affect how the industry operates in Washington state, the law must be followed, Holmes and Moore agreed.

"The legislation is very clear," Holmes said. "If you want to do business in the state of Washington and you have a vessel that falls under the legislation requirements, then you have to have a tug in your compliance plan." The tug will be on station, he said. Despite tough negotiations, there is no other choice. **Source : kitsapsun**



CMA CGM gets \$80 million cash injection



CMA CGM on Feb. 2 received an \$80 million cash injection from its banks as it continues negotiations over restructuring its \$5.6 billion debt.

The credit is part of a \$500 million cash facility the banks agreed to provide CMA CGM as part of the restructuring which involved Jacques Saadé standing down as chief executive of the French ocean carrier he established in 1978.

Left : The **CMA CGM COMO** seen in Rotterdam
Photo : Emile Ammerlaan (c)

CMA CGM said negotiations with its bankers are proceeding "normally" and that its operations are continuing to show "strong improvement month after month." The world's

third largest ocean carrier is also negotiating with South Korean shipyards to cancel 15 of 45 ships on order and delay the delivery of a further 15 vessels. **Source:** joc.com

The giant carriers at the DCT in the Port of Gdansk

The biggest deepsea container ship in the history of the Gdansk port, "**Maersk Taikung**", which arrived with the first load of cargo directly from China, launched a weekly service operated by the giant carriers. Until 2 February - when

"**Svendsborg Maersk**" docked at the DCT terminal - Gdansk saw the arrival of: "**Skagen Maersk**", "**Sally Maersk**" and "**Maersk Tanjong**", in chronological order. Each of these vessels is over 330 metres long and over 40 metres wide, and has a carrying capacity of about 8,400 TEU's.

The launch of the so-called AE10 service to Gdansk has significantly boosted container turnovers, also using smaller vessels. The feeder services to Russian and Scandinavian



ports are provided by container ships operated by both "Maersk" and "Unifeeder", thus implementing the guidelines adopted for the Gdansk port as a container hub on the Baltic Sea. Each coming day brings reports of a significant growth in the cargo volumes handled by the Port of Gdansk. In January, the port handled over a million and a half tonnes of cargo, in which nearly 26,000 TEU's of containerised break-bulk.

Another important factor adding to the increased container throughput was the commissioning of a new Border Veterinary Inspection Post, which was handed over to the veterinary services in January. On 28 January 2010, during the summing-up meeting held at the General Veterinary Inspectorate (GVI) in Warsaw, the FVO inspectors concluded their inspection proceedings. The Border Veterinary Inspection Post in Gdansk received very high assessment scores. The GVI provided the FVO inspectors with documents containing all data necessary to start the approval procedure of the BVIP in the Northern Port, thus complying with all the requirements put forward to the Polish party. PGA SA is now looking forward to prompt completion of the BVIP approval procedure by the European Commission's Directorate-General for Health and Consumer Protection. At the same time, the last limitation will be overcome in terms of the quality standards and the pace of container handling in the right-bank section of the Gdansk port. **Source :** Port of Gdansk

Port Qasim channel dredging: Ministry fails to get ECC approval

The Ministry of Ports and Shipping has failed to get the nod from the Economic Co-ordination Committee (ECC) of the Cabinet on a proposal regarding sovereign guarantee for a multimillion dollars deepening and widening of Port Qasim navigational channel because of inadequate homework, sources told Business Recorder.

They said that the ECC was informed on January 26, 2010, that Port Qasim maintains 45 km long navigational channel for handling ships with a draught up to 11.5 metres. In order to meet the pressing demand of port users, particularly Qasim International Container Terminal (QICT), Fauji Oil Terminal Company (FOTCO), grain and fertiliser terminal and prospective LNG operators, following the commitment made in the respective Implementation Agreements (IAs), the

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deepening and widening PQA's navigational channel was essentially required, as otherwise it would not be possible to attract larger ships at the port and to extract consequential financial benefits.

In pursuit thereof, the PQA has accordingly undertaken the project of deepening and widening of the navigational channel to handle ships with a draught of 14 metres. The ECC was further informed that a tender was floated, and the bid received in response from the consortium of Dredging International (DI), Jan de Nul and China Harbour Engineering Company (CHEC), amounting to Rs 16.508 billion was found compliant. The project is based on self-financing basis, whereby 20 percent of the cost would be borne by PQA from its own resources and remaining 80 percent as FEC will be financed through commercial loans from the banks.

The project envisages further dredging for deepening of channel up to 17.5 metres outer channel, 15 metres inner and reach channel up to marginal wharf, including straightening of bends and improvement of Turning Basins, Marginal Wharves, Liquid Cargo Terminal (LCT) and Service Jetty. The dredging quantity is estimated to be about 20 million cubic metres, with 20 percent margin of variation.

Upon completion of the project, Port Qasim would be able to handle ships of 310 metres LOA, 50 metres beam and 14 metres draught in all weather conditions, which is necessary to optimise port cargo handling capacity, besides ensuring improvement in navigation and to introduce vessel traffic management system to monitor shipping activities above 6,000 TEUs, all along the channel.

It was stated that the Ministry of Petroleum is committed to meet the country's energy requirement through LNG import on fast-track basis. Accordingly, terminals will be set up at Port Qasim on both sides of the channel and beyond FOTCO terminals. Specific channel requirement for this purpose is to handle large Oflex vessels, with parameters of 310 metres LOA, 50 metres beam and 14 metres draught at the proposed LNG terminals in all tidal conditions.

The project would safely provide the requisite parameters to handle large LNG vessels whereas economic benefits due to economy of scales, increase in cargo and lesser waiting period at the port will result in reduction of freight charges and savings of precious foreign exchange by the traders, port users, including Pakistan Steel, PSO, SSGC and national exchequer etc.

It was also said that 80 percent foreign exchange of the project, amounting to \$150 million (approximately), would be made available by the bankers of the Consortium, viz Fortis Bank and China Exim Bank who have offered a buyer's credit under sovereign guarantee. However, according to the Ministry, financing conditions further require negotiations with the Consortium and their bankers, besides exploring better terms from local banks and other financial institutions.

Sources said that the Ministry of Ports and Shipping had sought approval for: (1) sovereign guarantee, enabling loan financing for the project, (2) to allow negotiation with the bankers on the basis of sovereign guarantee for getting better financing terms, (3) and for use of foreign exchange by PQA as the project involves foreign exchange component exceeding 25 percent of the total project cost.

During discussions, it was noted that due to shortage of time the summary was submitted to ECC without ensuring due consultation process with the relevant Ministries/stakeholders. Besides, no cost benefit analysis was carried out, thus leaving little scope for proper deliberations.

After detailed discussions on the proposal, the ECC directed that the summary be resubmitted in the next ECC meeting or Ecneec meeting after consultation with the concerned Ministries/stakeholders. Finance Minister Shaukat Tarin, who is also chairman of the ECC, also suggested that the Ministry of Ports and Shipping should mention the possibility of purchasing its own dredges, or renting them.

The ECC also directed that, in future, summaries should be submitted after due process of consultation with all stakeholders. Moreover, in case of urgency, prior approval of ECC chairman will have to be obtained by the concerned Secretary for placing it in the next meeting. **Source : Business Recorder**



Seen in the Kaohsiung Harbour NSC's **KOYO MARU** – Photo : Nick Haslam (c)

Dubai Strikes Oil in the Gulf After 19 Years

The Government of Dubai announced on Thursday the discovery of a new offshore oilfield in the Arabian Gulf and said the find, the first in nearly two decades, will boost the emirate's economy.

The announcement was made by His Highness Shaikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE and Ruler of Dubai, at a gathering of shaikhs, ministers and other dignitaries just before a Cabinet meeting, news agency Wam reported.

The agency said Shaikh Mohammed had assigned to Shaikh Ahmed bin Saeed Al Maktoum, Chairman of the Oil Affairs Department, the task of evaluating the size of the field, located east of the existing Rashid field, and production potential.

"The discovery will (strengthen) the economic capacities of the state (and increase) UAE's oil production," Shaikh Mohammed said. "It will give a strong impetus to all sectors of the local economy and provide a new source of income, enhancing the comprehensive development of Dubai."

Analysts said the discovery, if proven to contain commercial quantities, could provide a welcome boost for Dubai.

"Discovery of oil in Dubai is overall a positive development and will contribute to confidence building measures," said Dr Samir Pradhan of the Gulf Research Centre. "But it remains to be known what the nature of reserve is, how big the stock is, how deep it is, what the technologies required are and above all the cost of production."

Pradhan said the new discovery could be deep down, which in turn implies that more advanced technologies and investments will be required to extract oil from it.

The emirate's existing oil production comes primarily from four offshore fields: Fateh and Southwest Fateh, and the smaller Rashid and Falah. An onshore field, Margham, mainly produces natural gas and condensate.

The emirate pumps only a fraction of supply from the UAE, the world's third largest oil exporter with an output of around 2.3 million barrels per day (bpd). The emirate of Abu Dhabi produces most of the UAE's oil and holds over 90 per cent of its reserves.

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Oil output from Dubai's mature fields is in decline, and is placed at around 50,000 to 70,000 bpd, according to industry estimates. Dubai does not provide official oil production data. Output peaked in 1991 at over 400,000 bpd.

Income from crude and natural gas contributed only 5.3 per cent, or Dh7.5 billion (\$2 billion), to Dubai's gross domestic product in 2005, according to the latest available data on the Dubai Chamber of Commerce and Industry website.

Oil was first discovered in Dubai in 1966 and production started in 1970, according to UK-listed Petrofac Ltd., which manages the emirate's offshore oil and gas assets – four fields with 70 platforms and 600 wells. Production rates peaked in the late 1980s, but have since fallen. The last discovery was made in 1991, according to industry experts.

Source : Khaleej Times



The **FUJI MARU** seen moored at the Singapore Cruise Terminal - **Photo : Piet Sinke (c)**

Azerbaijan to build new port

Azerbaijan's Transport Ministry has received some technical feedback for the construction of a proposed seaport at Alat, which is located to the south of the capital city. Should technical studies prove sound, a tender for the construction of the port is expected to be issued sometime this year. The initial phase, which would be funded by the state, would take three years to complete. A port master plan is being drawn up by Royal Haskoning. It will be a three-phase development, all of which will be completed by 2016. The initial phase will allow the port to handle ro-ro and container ships, as well as dry bulk ships. All three phases will cost an estimated \$400m to fully implement.

Source: portstrategy

Stena, Partner Buy Samsung, Daewoo Tankers for Brazil

Stena Bulk AB, a Swedish shipping company, said it is ordering four tankers from Samsung Heavy Industries Co. for \$268 million to ship crude from Brazil, home of the Americas' biggest oil discovery in three decades. Two of the tanker orders were previously announced in January, and the option on another two will be exercised, Stena Chief Executive Officer Ulf Ryder said in an interview in Rio de Janeiro. Sonangol SA, Stena's partner in Brazil, ordered five additional tankers from Daewoo Shipbuilding & Marine Engineering Co., he said. Stena is seeking to benefit as Brazil's state-controlled producer Petroleo Brasileiro SA -- which Ryder says is Stena's "biggest" client -- spends \$174 billion over five years to boost output and develop offshore deposits. The orders are part of an effort by Stena and Sonangol, Angola's state-run oil company, to increase their Brazil-based fleet to 25 from 15 now, Ryder said.

"Petrobras is the most aggressive oil company in the world today," Ryder said. "Brazil is going to be the biggest in the world in offshore." Rio de Janeiro-based Petrobras aims to more than double oil production to 5.7 million barrels a day by 2020 as it develops fields in the so-called pre-salt region, which sits off Brazil's coast and holds oil deposits under a layer of salt. Petrobras said in 2007 that the Tupi field may have as much as 8 billion barrels of oil, the biggest discovery in the Americas since Mexico's Cantarell in 1976.

Petrobras could not immediately comment on Stena's fleet expansion in Brazil, said a spokeswoman, who could not be named because of company policy. Samsung will deliver the four tankers to Stena in the first quarter of 2012, and Sonangol will receive its tankers in late 2011, Ryder said. All nine tankers have the capacity to ship about 1 million barrels each. Stena picked the "best timing ever" when it ordered the tankers early this year after a global oversupply of vessels depressed prices, Ryder said. "We have been very lucky," he said. Separately, Samsung will also deliver a \$1.14 billion drill ship in 2012 that will be used for oil exploration in the Arctic, Ryder said. Samsung Heavy spokesman Yoon Jong Deuk said today that a deal for the remaining two tankers for Stena hasn't been completed. Ahn Wook Hyun, a spokesman at Daewoo Shipbuilding, said nothing has been decided on any orders from Sonangol. Tanker prices aren't likely to fall further, Ryder said. Stena let its tanker rental contracts expire during the global financial crisis.

Stena Drilling plans to bring more rigs to Brazil and is in talks with Petrobras to assemble a rig in the country with a combination of locally and foreign-made components. Stena's DrillMAX offshore rig is currently in Brazil under a contract with Repsol YPF SA, according to Stena's web site. "We are in talks with Petrobras on a rig already, but they want local content," Ryder said. "We have to see how to combine some foreign equipment with Brazilian content."

Source: Bloomberg

Maruba-CLAN new Asia-S America service; newcomer YSC Line expands

MARUBA and its Uruguayan affiliate CLAN have commenced a new Atlanta service linking East Asia to the east coast of South America and west coast of South America.

The new service is believed to be comprised of two alternating strings, each with a fortnightly frequency. The first heads westbound around the Cape of Good Hope and sails through the Magellan Strait, while the other is a shuttle service that calls at ports in the Far East, Central America and on the west coast of South America, sailing via the Panama Canal, reports Paris-based AXS Alphaliner.



The **MARUBA ASIA** seen off Ushuaia - **Photo : Bram Belder – De Groot (c)**

It said the Atlantic westbound string calls at the ports of: Busan, Qingdao, Shanghai, Ningbo, Xiamen, Hong Kong, Shenzhen/Dachan Bay, Port Kelang, Rio de Janeiro, Santos, Paranagua, Itajai, Rio Grande, Buenos Aires, Ushuaia, San Antonio, Callao, Hong Kong, returning to Busan.

The Atlantic eastbound shuttle string calls at the ports of: Hong Kong, Shenzhen/Dachan Bay, Xiamen, Ningbo, Shanghai, Busan, Manzanillo (Mexico), Puerto Quetzal, Acapulco, Corinto, Buenaventura, Callao, San Antonio, Callao, Buenaventura, Puerto Quetzal, Manzanillo (Mexico) and back to Hong Kong.

The service is expected to deploy ships ranging from 1,700-2,700 TEU that Maruba already has on charter. In other news, new South Korean operator Yangmihai Shipping Co (YSC Line) plans to extend the coverage of its Korea-Japan-Hong Kong (KJH) service to Thailand by adding port of calls in Bangkok and Laem Chabang, one month after launching operations. The service deploys four x 700-TEU container ships.

"The Busan-Osaka-Kobe leg of the KJH has, however, been removed and is now served through a separate loop (dubbed KJEH), ensured with the recently chartered 516-TEU **Hafentor**," the newsletter said.

It added that the carrier has also started offering an additional South Korea-Japan (KJEK) service that calls at the ports of: Incheon, Busan, Mokpo, Tokyo, Yokohama, Toyohashi, Nagoya, Moji, Incheon. **Source : Schednet**

India: Major Ports capacity up by 48 per cent in last five years

The traffic handling capacity of Major Ports has gone up by about 48 per cent in the last five years. It has increased from 389.5 MT in 2003-04 to 574.77 MT in 2008-09. A three-fold increase is projected in traffic handling capacity of Major Ports by 2025-26 by augmenting the capacity to 1595.07 MT. Shri G. K. Vasan, the Union Minister of Shipping gave this information in his opening remarks in the first Consultative Committee meeting of the Ministry held today after the constitution of 15th Lok Sabha. He further informed that the traffic handled by Indian ports have registered a growth of 5.14 per cent in the period from April to December 2009 compared to the same period in 2008. Despite recessionary trends in the world economy, the traffic in India had registered a growth of 2.1 per cent during 2007-08, said Shri Vasan in the meeting of the Consultative Committee.

The 12 Major Ports, six each on the West and the East coast handled 72 per cent of the total port traffic while 28 per cent of the port traffic was handled by 66 non-major ports. The first meeting of the Consultative Committee held today deliberated on the issues relating to development of Major Ports in the country. The National Maritime Development Programme (NMDP) and other major initiatives of the Government in the port sectors were discussed at length. The Committee was informed that NMDP spreads over a period of seven years starting from April 01, 2005. The programme will conclude in March 2012. 276 projects in all have been identified under the project with a total investment of Rs. 55804 crore. Of 276, 48 projects have already been completed and 70 are at various stages of implementation.

The Public Private Partnership (PPP) in Major Ports has been given priority in order to infuse funds, induct latest technology, improved management practices and for addition of capacity. FDI up to 100 per cent is also permitted for construction and maintenance of ports and harbours. Revision of wage structure for port and dock workers has been another major initiative of the Government of India to incentivise the workforce and motivate it for better results. The wage structure settlement reached with the representatives of five major federations of port and dock workers on January 19, 2010 envisages an increase of 23 per cent in the wages of Class III and IV employees of Major Port Trusts and Dock Labour Boards. This settlement will be in force for five years from 2007 to 2011. The Members of the Consultative Committee in general appreciated the performance of the Major Ports. The Members underlined the importance of emphasis on road-rail connectivity of the ports, other projects under NMDP as also the steps taken for revisioning wage structure of the workforce. Improvement in river connectivity with Major Ports along with road and rail connectivity, priority on employing local people at Class III and IV levels, increase in number of berths etc., were among the important suggestions that emerged during the meeting. Shri Mukul Roy, the Minister of State for Shipping, Secretary, Ministry of Shipping and Chairmen of the Major Ports, among others, attended the meeting.

Source: Press Information Bureau

NYK quits ELAA, following 'K' Line and MOL departures

JAPAN's NYK Line, rated the ninth largest container carrier in the world, has opted to join its Japanese rivals MOL and "K" Line in resigning from the European Liner Affairs Association (ELAA), the surviving group after the 2008 EU ban on the Far Eastern Freight Conference.

According to the January 21 edition of the US Federal Register, the three Japanese carriers have been deleted as parties to the Container Trade Statistics Agreement, formed in the wake of the European union ban on liner conferences, reported American Shipper.

The ELAA, which fought on behalf of liner carriers for antitrust immunity in Europe, has evolved to become a compiler and disseminator of container trade statistics, said American Shipper, adding that the note came in a filing to the Federal Maritime Commission. MOL quit the ELAA early last year, later withdrawing from the Transpacific Stabilisation Agreement (TSA). "K" Line said it would leave the ELAA this July, but would remain in the TSA as will NYK.

Surviving members of the Container Trade Statistics Agreement, according to the Federal Register filing, are China Shipping, CMA CGM, Cosco, CSAV, Evergreen, Hamburg Sud, Hanjin Shipping, Hyundai Merchant Marine, ICL, Maersk Line, MSC, OOCL, PIL, UASC, Yang Ming and Zim. **Source : Schednet**

Bangladesh's PM Sheikh Hasina wants to press ahead with river dredging

Bangladesh's Prime Minister, Prime Minister Sheikh Hasina, has directed the authorities concerned to start dredging work in the Padma and Jamuna Rivers.

"Don't waste time. Start dredging work in the rivers Padma and the Jamuna on the basis of the studies," she said while presiding over the 3rd Meeting on Water Sector and Dredging at her office, earlier this week.

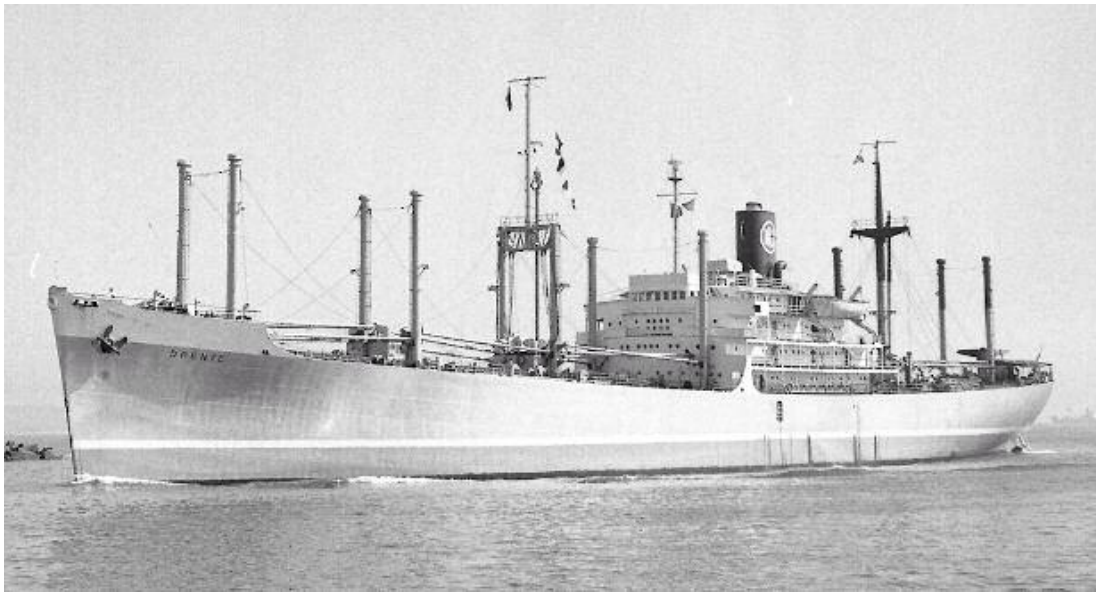
After the meeting, Prime Minister's Press Secretary Abul Kalam Azad, told local media that the meeting held a discussion on the latest situation regarding the navigability of the rivers, river channels, requirements of dredging, work plans of dredging in 2009-10 as well as the conditions of water reserves of the country. **Source : Dredging News Online**

Mother Theresa said :

**" Let us not be satisfied with just giving money.
Money is not enough, money can be got, but they need your hearts to love them.
So, spread your love everywhere you go."**

<http://www.directaidperu.org/>

OLDIE – FROM THE SHOEBOX



The **DRENTE** seen arriving in the port of Durban **February 9th, 1965**
Photo : Uli Wessmann (c)

.... PHOTO OF THE DAY



The **TOR BOTNIA** seen in her new colors moored at the terminal in Rotterdam-Maasvlakte
Photo : Martin Kramer ©

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