

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 147



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The PACIFIC PROTECTOR seen off Singapore
Photo : Piet Sinke (c)

IN MEMORIAM

The editor received the sad news that Newscippings contributor



Photo : Virginia Aldridge 2003 (c)

DONALD S. SUTHERLAND

JANUARY 21, 1944

MAY 23, 2010

A great photojournalist, Tugboat enthusiast, gentleman, and friend passed away.

For those of us who were fortunate to have known Don over the years, He will be very sorely missed.

******* DON, REST IN PEACE *******

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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EVENTS, INCIDENTS & OPERATIONS

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



Above seen HAL's **Amsterdam** moored at Juneau, Alaska on 6 May 2010. This was the first voyage of the year of cruise ships to Alaska. We departed from Seattle on 3 May 2010 for this cruise, and were the only ship in all ports visited. The following week it was forecasted 4 – 6 ships in those ports (Juneau, Sitka and Ketchikan))!!!

Photo : Capt. H. den Brinker (c)

EU NAVFOR blocks the Somalia seashore, to prevent pirate access to the high seas

EU NAVFOR **HNLMS Johan de Witt** has effectively blocked known pirate access on the Somali coast from access to the open sea, the EU NAVFOR press release said.

The **HNLMS Johan de Witt** is able, from a dock within the ship, to launch a number of smaller vessels, LCVPs (Landing craft for vehicle and personnel transport), that can provide a blockading role on selected known pirate areas of the Somali coast.

Under orders from the Swedish EU NAVFOR Force Headquarters Ship **Carlskrona**, the warship **Johan de Witt** was positioned on the Somali coast to provide surveillance and reconnaissance patrols with the aim of gaining useful information while restricting the pirates' activity on the coast.

EU NAVFOR **HNLMS Johan de Witt** is providing an excellent blocking force and very effectively denying pirate access to the high sea at a time when worsening weather conditions is making pirate operations increasingly more difficult.



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The **MSC LOS ANGELES** seen enroute Antwerp – **Photo : Stan Muller (c)**

Idle fleet expected to rise by year end

The idle containership fleet has fallen to 549,000 TEU as at 24 May 2010 according to Alphaliner's fortnightly survey, down from a peak of 1,522,000 TEU at the beginning of December 2009. This reduction of almost 1 Mteu of idled tonnage over the last six months has come faster than expected, resulting in vessel shortages in the size segments above 4,000 TEU. New services launched for the summer peak season are now rapidly absorbing idle ships over 4,000 TEU and this is expected to continue during June. The idle fleet is thus expected to fall to 450,000 TEU by the end of June.

The reduction in idled tonnage is all the more remarkable as it comes on the back of 1.12 Mteu of newbuildings delivered over the last 12 months. There are however some 30 additional newbuildings with total capacity of 270,000 TEU which are already completed and ready to be delivered as soon as their owners solve financing issues. These ships are still under yard control and are thus excluded from the idle fleet count (for which only existing ships are taken into account). Several of them are due to be delivered in the coming weeks and are already designated to join new or existing services. The level of idling is expected to rise again in late summer as a result of the seasonal demand reduction and of further newbuilding deliveries. Also, the Euro's fall against the Asian currencies will have a negative effect on FE-Europe volumes. The idle tonnage is forecast to reach 1 Mteu by the end of the year. **Source:**

MotorShip

Sailor vanishes between Port Stephens and Newcastle

POLICE hold grave fears for a sailor who has vanished on a solo trip between Port Stephens and Newcastle. A massive air and sea search failed to find any trace of the sailor, thought to be 65-year-old Bill Valient, of Telarah, who left the northern port in his six-metre sloop, **Dixie Cup**, about 4.30pm on Sunday and has not been seen or heard from since.



Several vessels and helicopters involved in the search were sent twice to water off Merewether Beach after two unrelated and unconfirmed sightings of a body floating in waves just off the popular stretch of sand. Relatives reported the sailor missing late on Monday after he failed to show up after leaving Port Stephens on his way to Hexham on the Hunter River. He had left in slight seas on the 20-nautical mile trip across the Stockton Bight and did not check in with coastal patrol to give details of his trip. It is

understood the sloop may not have a working radio. Despite scores of moorings being checked at Port Stephens and Lake Macquarie and a search along the Hunter River, there remained no sign of the man last night.

The search area was widened yesterday to about 6000 square nautical miles and included the use of a fixed-wing aircraft. It is expected the search would be expanded this morning with strong currents, and the fact the man may have got into difficult more than 24 hours before he was reported missing, prompting concerns the vessel could have drifted many miles away. The search began yesterday morning along the bight before water off Merewether Beach became a focal point when two teenage girl surfers reported seeing something they said looked like a body floating off the beach after 9am. The Hunter Westpac rescue helicopter joined a police launch, several other search vessels and lifeguards on power-skis but nothing was found. Searchers returned to the beach about 11am following a second reported sighting but it again proved fruitless. The search is expected to begin at first light this morning. **Source :** **Garry Luxton – Newcastle, Australia**

Missing sailor found alive

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A sailor missing for three days off the Newcastle coast has been found alive. The crew of a coal ship moored off Chain Valley Bay found Bill Valient, 65, still in his yacht and contacted authorities. It is reported that Mr Valient had "Help" written on his sail.

Although his immediate condition was not known, Mr Valient is alive. The police launch Nemesis is currently on its way to Mr Valient and he should reach shore in the next three hours. **Source : Garry Luxton, Newcastle Australia**



Seen in the port of Rotterdam the **RPA 13** passing the **UCT ELIZABETH**

Photo : Jan Oosterboer (c)

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A Turtle grounded on a reef in Tristan da Cunha.

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Baltic Dry Freight Index up to 3943 pts

As of May 24th, Baltic Dry Freight Index gained 99 points from the previous trading session, to 3943 points, the Exchange trading data said.

The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future

economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations.



Above seen the **Coral Maya** moored at DOW Chemicals in the Braakmanhaven, Terneuzen.

Photo : Wouter van der Veen (c)

Singapore battles 2,500 tonnes oil slick



Singapore continued to battle a 2,500 tonne oil spill from the AET tanker **Bunga Kelana 3** to stop the oil from reaching the country's shores. The Maritime & Port Authority of Singapore (MPA) said efforts to contain the slick had continued through the night and into Wednesday morning.



The **Bunga Kelana 3** spilled 2,500 tonnes of light crude after it was involved in a collision with the handysize bulker **Wally** in the Singapore Strait early on Tuesday morning. The MPA has deployed 15 craft and over 120 personnel in the clean-up efforts. The authority said non-toxic and bio-degradable oil spill dispersants were used to break up the oil slick into smaller globules and containment booms were used to contain and prevent the oil slick from hitting the coastlines. "The oil slick has not affected Singapore's coastlines. The waters in our anchorages and the Traffic Separation Scheme south of Changi were reported to be clean," the MPA said. **Source : Seatrade Asia – Photo's : courtesy Andy Fryatt**

Sovcomflot to sail on Northern Sea Route in September

Shipping major Sovcomflot's announced sailing on the Northern Sea Route will take place in September. As previously reported, Sovcomflot is currently preparing for sailing on the Northern Sea Route. Now the Russian Transport Minister Igor Levitin confirms that the sailing will take place in September, RIA Novosti reports. Talking at a conference in Arkhangelsk last week, Minister Levitin said that the shipping company – Russia's biggest – will conduct an experimental sailing operation with a big-scale tanker loaded with oil in September. He also said that the trip will be made from Murmansk to ports in South-East Asia. The operation will be made with the assistance of icebreakers, Levitin said, RIA Novosti reports.

Sailing along the Northern Sea Route is seen as increasingly attractive by shipping companies because of the retreating ice and subsequently longer shipping season. As reported by BarentsObserver, the German Beluga company already last year sailed along the route unaccompanied by icebreakers. The Northern Sea route is open for less than two months in the late summer when the ice is at its minimum. The period of possible sailing along Siberia's northern coast is however increasing due to the rapid ongoing climate changes. **Source: Barents Observer**



The **UASC JUBAIL** seen in Rio Grande – **Photo : Marcelo Vieira ©**

KOMBUISPRAAT WORD SNELLER

Kombuispraat wordt op een nieuwe server geplaatst, groter en sneller, dit i.v.m. de storingen van de afgelopen tijd. Degene die dit doet, Dennis, heeft momenteel weinig tijd vanwege ernstige familieomstandigheden.

Er bestaat sinds een paar dagen een noodzender:

<http://groups.google.com/group/kombuispraat?hl=en>

Dus we moeten even geduld hebben.



The **TIAN LONG HE** seen in the Panama Canal – Photo : Andy Patterson (c)

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The **CCGS Sir William Alexander** seen entering Halifax, Nova Scotia. - Photo : John Attersley ©

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NAVY NEWS



Above seen the Henry J. Kaiser Class underway replenishment oiler **USNS Laramie (T-AO-203)** which is taking part PHOENIX EXPRESS 2010 exercise. Seen here leaving Grand Harbour, Malta on 15th November 2003.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

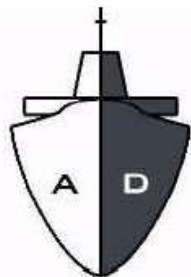


The German frigate **F 212 KOLN** seen in Plymouth

Photo : Ian Denton (c)

SHIPYARD NEWS

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The **ENSCO 102** ready for departure from the Keppel Verolme Yard after a cantilever extension job.

Photo : Peter Fokker ©

Rem Offshore on PSV spree



Norway's Rem Offshore ASA has ordered four large PSV vessels.

Two of the contracts are with Kleven Verft AS and are for VS 485 design vessels (see picture left) that will be delivered in June and September 2011. The value of the contracts with Kleven is about NOK 700 million.

The other two contracts are

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with STX Norway Offshore AS and are of the STX 06 CD design ([see picture at below](#)). These vessels will be delivered in October 2011 and January 2012. The value of the contracts with STX is approximately NOK 750 million.

Kleven Maritime delivered 10 vessels to Rem Offshore between 2004 and 2009 and Åge, the main shareholder in Rem Offshore, said "it's very nice to make business with Kleven once more. Our relations with Kleven are long term and strong, we believe in the market ahead, and we are positioning our company for further growth".

Kleven describes the two new vessels it will build as representing "a new generation of environmentally friendly and robust platform supply vessels, where much attention is put on low emissions, fuel economy and optimized cargo capacity both above and below deck."

With a length OA of 85 m and beam of 20 m, they have a deadweight of around 5,000 tons and offer a clear deck space of more than 1,000 sq.m.

Ice class ICE C makes the vessels suitable for operations in the north, and the latest developed oil recovery equipment (OIL RECOVERY NOFO 2009) adds further value to the vessels in the market.

The class notation CLEAN DESIGN guarantees low emissions through catalyzers, in addition ballast water cleaning systems meet the latest requirements.

Wartsila will be delivering design, generator sets, automation and electrical systems.

The contracts will also ensure deliveries for local suppliers such as Hareid Elektriske Teknikk and Brunvoll.

The two STX 06 CD vessels being built by STX Europe will have an overall length of 94 m and molded breadth of 20 m. Offering about 1,100 sq.m of cargo deck area they will have a deadweight of around 5,300 tons.

Roy Reite, President of STX Europe's Offshore &

Specialized Vessels business area, says: "High focus on innovation combined with our adaptability to meet the offshore market has resulted in seven new building contracts to our Norwegian yards so far this year. We look forward to continuing the good cooperation with Rem Offshore, we have delivered several vessels to this Norwegian ship owner in the past."

The new vessels are arranged for regular platform supply duties. Some of the vessels features will include Oil Recovery in accordance with DNV and latest NOFO 2009 guidelines, Ice-C class and Dynpos AUTR, dynamic positioning system

The vessels are in particular designed for environmental friendly operations with focus on low fuel consumption, and in accordance with Clean Design requirements. The vessels will be prepared for catalytic reactor exhaust systems for reduced emissions. The hulls will be built at STX Europe, Tulcea in Romania, and outfitted at STX Europe, Langsten in Norway. **Source : MarineLog**



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The **DYVI ATLANTIC** seen in Malta – Photo : **Gejtu Spiteri** ©

First of Aker Arctic Caspian icebreaking tug launched

At the end of April the first of three Caspian icebreaker tug vessels was launched at STX Braila shipyard in Romania. The vessel was named **MANGYSTAU-1** after the region where she will be based. The owner is a group of Kazakhstan companies, Caspian Offshore Construction LLC. This first 50 ton bollard pull icebreaking tug will be handed over to the customer in August.

The ARC 104 concept design developed by Aker Arctic fulfilled all the requirements set by AGIP KCO, the operator of the giant Kashagan-offshore oil field, including the high local content offered by COC.

The contract for the construction was signed in spring 2009. Aker Arctic conducted the basic design for the building yard, including class approval by Bureau Veritas to ice class "Ice Class IA Super, Special service - North Caspian Sea Icebreaker with ice breaking capability up to 0,6 m level ice thickness".

Said Aker Arctic: "The great challenge in developing these icebreaking tugs was the reduced draught compared with any previous vessels, only 2.5m operating draught, simultaneously with the high icebreaking capacity."

"For this reason the vessels will be fitted with three Schottel SPR 2020 type 1,600kW azimuthing pulling thrusters, providing a total of 4.8MW. The propellers are driven by four Caterpillar 3512 C type diesel engines at 1,790kW at 1,800 rpm. The total effect of the power plant is thus 7,160kW."

"The vessels are winterised to work in temperatures down to -35 degrees Celsius and they also feature an over-pressurised interior, which will safeguard the crew to continue safe operation should there be an accidental H2S blow-out." The superstructure can also accommodate 300 evacuees from oil production platforms.

Source : Offshore Shipping Online

LOKE VIKING CHRISTENED IN ZAMAKONA



Above seen the 210 TBP AHTS '**Loke Viking**' which was christened on the 20th May at Zamakona shipyard near Bilbao. She is the first in a series of 4 vessels to be built by Transviking a JV between Viking Supply Ships and Transatlantic.

Photo : Phil Peberdy - Chart Shipping S.L. – Barcelona ©

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The **RUDOLF SCHEPERS** seen in the Panama Canal – Photo : Andy Patterson (c)

Hyundai Merchant Marine resumes Pacific southwest service

Hyundai Merchant Marine Co. (HMM) is bringing back its weekly container shipping service, the Pacific southwest (PSW). HMM said the return of the US West Coast service is in line with the expected growth of 2010 trade volume for Northeast Asia. The PSW directly connects Korea, Taiwan, Hong Kong and South China to the ports of Oakland and Long Beach California.

Asian imports are carried on the PSW with competitive transit times, such as 10 days from Busan, Korea to Long Beach. The PSW currently offers the industry's fastest transit times from Long Beach to Xiamen at only 17 days. This HMM service also provides the current quickest times from Oakland to the ports of Busan, Kaohsiung and Xiamen at 11, 14 and 15 days, respectively. The first vessel in the eastbound sailing for the PSW service, the **Hyundai Commadore** 524, departs Kaohsiung on May 20. The Hyundai Commadore is set to arrive at Long Beach on June 6th to begin the initial westbound leg. The PSW rotation is Kaohsiung, Xiamen, Hong Kong, Yantian, Busan, Long Beach, Oakland, Busan and Hong Kong. The service will have five vessels with an average capacity of 4,060 TEU. "2009 was a definite challenge to the shipping industry. Nevertheless, we are looking forward into 2010 with optimistic planning and forecast in growth," said Y.I. Song, HMM Chairman and CEO. "Part of our planning includes increased capacity on the PSW as well as other summer deployment services to meet demand for our customers." Along with other members of the New World Alliance, HMM will introduce a new US West Coast service and reconfigure a current service.

The new Pacific Southwest 5 service (PS5) departs Shanghai on its first vessel/voyage for the eastbound sailing, the APL Liberty, on May 26 and arriving in Los Angeles on June 7 to load westbound cargo. The PS5 rotation is Shanghai, Busan, Los Angeles, Oakland, Yokohama, Busan and Shanghai. This US West Coast services provides five vessels with an average capacity of 4,700 TEU. Changes for the existing Pacific Coast Express service (PCE) take effect at Dalian, China with the eastbound sailing of the APL Xingang on May 23 and arriving in Los Angeles on June 10 to begin the westbound leg. The revised PCE rotation is Dalian, Xingang, Qingdao, Yokohama, Los Angeles, Oakland, Hong Kong, Chiwan, and Dalian. Six vessels with an average capacity of 3,500 TEU are on this service. **Source : PortNews**



The **PROSPERO**, IMO 9212589. outbound Kiel-Canal locks at Brunsbüttel on May 25th 2010.

Photo : Michael Brakhage (c)

Globus Maritime Ltd Announces the Delivery of the New Supramax Dry BulkCarrier "Star Globe"

Globus Maritime Ltd, a global shipping transportation company that owns and operates Supramax and Panamax dry bulk carriers, announces that it took delivery from an unaffiliated third party of the bulk carrier "**Star Globe**" the second of two sistership-vessels it had previously agreed to acquire for US\$32,825,000 each as announced on April 8, 2010.

The M/V "**Star Globe**", built in May 2010, is a geared and grab-fitted supramax bulk carrier with a carrying capacity of 56,868 dwt. The vessel was financed from the Company's existing bank facility and cash balances, and will fly the Marshall Islands flag. Following the delivery, the "Star Globe" began a time charter to Transgrain Shipping at the gross rate of US\$22,000 per day for a minimum of 11 to a maximum of 13 months. George Karageorgiou, Chief Executive of Globus Maritime, commented: "We are pleased to have taken delivery of the "**Star Globe**", a modern Supramax vessel, which expands our fleet to four vessels, further enhancing our ability to generate revenues and profits, while decreasing the weighted average age of our fleet." **Source: Globus Maritime Ltd**

Vopak vergroot opnieuw opslagcapaciteit

Tankopslagbedrijf Vopak gaat een opslagterminal bouwen op het Lisha Island in het Chinese Dongguan. Dat heeft de onderneming woensdag bekendgemaakt. Het is de tweede capaciteitsuitbreiding in korte tijd. Een maand geleden maakte het bedrijf de bouw van een terminal in Spanje bekend.

Om de terminal in Dongguan te kunnen bouwen, heeft Vopak een belang van 50 procent genomen in SeaLink. Dat bedrijf bezit grond en heeft het recht om een terminal voor vloeibare bulkproducten te bouwen en te exploiteren. Financiële details over het belang en de bouw zijn niet bekendgemaakt.

In eerste instantie krijgt de terminal een capaciteit van 153.000 kubieke meter die naar verwachting in het derde kwartaal van 2011 in gebruik wordt genomen. Later kan dat worden opgevoerd naar 400.000 kubieke meter. Vopak heeft zeven soortgelijke terminals in China met een totale capaciteit van 1 miljoen kubieke meter.



Above seen the final pull of the 24" import line, done by the **Van Oord - Boskalis JV**, in Escravos, Nigeria.
In the background, Clients' (WAV) Lay Barge **Jascon-2** can be seen.
Photo : Ferry Hoosemans (c)

Novoship launches a \$1.5bl Investment Program for 2010-2015

The Board of Directors of Novoship OJSC (part the Sovcomflot OJS Group of companies) at the meeting on May 19 reviewed the Company's strategic plan until 2015. The document is based on the approved in December 2009, Sovcomflot's Development Strategy for 2010-2015. The plan implies investments of \$1.5 billion in traditional for Novoship business segments, the Company press service said.

Earlier reports said the Board of Directors has recommend the stockholders AGM to be held on June 23, 2010, to pay out dividends in the amount of RUB1.05 per common and preferred stock. Overall, the Company has set aside 390,6m rubles to pay out dividends for 2009 FY. "In 2009, in a dramatic recession of the global charter market, where rates on the spot market segments, traditional for Novoship, fell by 60% as much, the Company has managed to maintain its financial stability and continued its investment program. The Company's management focused on improving the quality of customer service based on the long-term experience of Novoship operating the tanker fleet and using the benefits resulting from the merging of Sovcomflot," Sergey Frank, Chairman of the Board of Directors of Novoship, said, commenting on the decision of the BD.

Novorossiysk Shipping Company is the largest shipping company in the Russian Black Sea. The NovoShip operates its fleet of 55 modern vessels, of total 4.42m DWT. The average age of the tanker fleet is 6.3 years. The Novoship's portfolio of orders is 5 vessels contracts of total 480.000 DWT. The ships to be delivered by late 2010. As of the end of 2009, 68.32 percent of NovoShip's authorized capital stock are owned by SovComFlot (75.01% of voting stock).

Source : PortNews



Above the **JANINA** seen in Marseille, 21 May 2010. - Photo : Ronald de Bloeme (c)

Higher demand heralds early return for Stena HSS!

Stena Line has announced that the **HSS Stena Explorer** will now commence service on its Holyhead - Dun Laoghaire route a month earlier on 26 May to cope with additional demand over the summer period.

Commenting on the move, Vic Goodwin Route Director Stena Line said: "Our decision to bring back the **HSS Stena Explorer** onto the route a month earlier has been influenced by the fact that market demands this year are much higher than we had anticipated due in large part to the ongoing uncertainty in respect of the problems faced by airlines in relation to the volcanic ash situation. We needed to increase our capacity on the route so we have decided to introduce the HSS Stena Explorer a month earlier from its scheduled 28 June date through until 5 September."

The **HSS Stena Explorer** can carry up to 1500 passengers and 350 cars compared to the Stena Lynx capacity of up to 500 passengers and 140 cars. The reintroduction of the **HSS Stena Explorer** will also provide Stena Line with the ability to handle higher volumes of foot passengers, which has been a specific feature of the volcanic ash situation and Dun Laoghaire Harbour provides passengers with an adjacent Dart connection straight to Dublin City and the surrounding area.

The **HSS Stena Explorer** will operate one round trip per day with a 10.00 hours sailing from Holyhead and a 13.15 hours sailing from Dun Laoghaire. The **Stena Lynx** will operate a fast craft service from 10 July on the Fishguard - Rosslare route as originally planned.

Hanjin to sell 49pc of its terminal operations company

KOREA's Hanjin Shipping plans to sell 49 per cent of its Busan-based terminal operator to raise working capital after suffering a first-quarter loss of KRW135 billion (US\$107.9 million).

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Hanjin, Korea's biggest container shipping line, also announced that it expects to raise KRW200 billion by selling the stake in Hanjin New Port Co, which runs its Busan terminal. Hanjin will retain 51 per cent and expects to raise the money through the sale of 10.9 million new shares next month, it said.

"The company needs to take every step possible to cut costs," Um Kyung A, an analyst at Shinyoung Securities, told Bloomberg. "Losses during the recession were heavy." During the first quarter, Hanjin moved 817,639 TEU, 30 per cent more year on year, the company said in the statement. Operating profit totalled KWR2.5 billion as gains from bulk-shipping offset the US\$8 million operating loss from containers drawn on revenues of \$1.54 billion. **Source :** Schednet



Above seen a watercolor (produced by [Hans Breeman](http://www.hansbreeman.nl)) of the bulkcarrier "[China Prosperity](http://www.hansbreeman.nl)". She belongs to the Overseas Container Line, (OOCL) founded in 1947 by Mr C Y Tung in Shanghai. C Y Tung moved to Taiwan when China came under Communistic administration. He also started an office in HongKong but the CMT power stayed in Taipei

www.hansbreeman.nl

Higher volume, rates boost APL's April 34pc to 212,000 FEU

SINGAPORE's Neptune Orient Line (NOL) said its APL container arm moved 212,000 FEU in April, a 34 per cent year-on-year increase. The company also said volumes were up 43 per cent from the first of the year to April 30 against the same period 2009, and rates are five per cent higher.

Intra-Asia and transpacific trade was credited for the robust performance, said the company, which added that average revenue per FEU was US\$2,669, 15 per cent better than in the same period last year. This was attributed to improved freight rates in a number of trade lanes, particularly on Asia/Europe as well as progress in bunker recovery.

Source : Schednet



ITC's AHTS **Boulder**, IMO 8516988, on May 25th, 2010, at Brunsbüttel on Kiel-Canal transit.

Photo : Michael Brakhage (c)

Bangladesh keen to shift more boxes by river

The government has taken steps to transport containers through waterways aiming to reduce time, cut cost of exporters and importers and lessen pressure on road. The government wants to transport at least 50 per cent of containers through waterways and it will reduce cost by about 30 per cent and time by a day," said a shipping ministry official. Pangaon river container terminal, a government project at Pagla, will be operational by December and Rupayun, a private company, has got the approval to set up another river terminal in Narayanganj, he said. The government will set up more terminals -- one in Khanpur under public-private partnership -- and AK Khan Group and Kumudini Trust has already submitted proposals to set up two other terminals in Narayanganj area, he added. "When all the terminals become operational, it is expected that they can handle over 0.5 million twenty-foot equivalent units (TEU) containers in a year," the official said. Currently, the Chittagong port handles about one million TEUs containers. The BIWTC has already ordered to build two inland water container vessels and will also have two other ships to carry containers from the river terminals to Chittagong Port, said a BIWTA official. More private sector vessels will also join the fleet as it will be very lucrative business, he said. the Pangaon terminal, a joint venture between

BIWTA and Chittagong Port, is likely to handle about 0.115 million TEUs at the initial stage and it will reach 0.16 million TEUs capacity, he added. **Source : Seatrade Asia**

OLDIE – FROM THE SHOEBOX



The 1958 built **RANDFONTEIN** was the last passenger/cargo liner built for Holland-Afrika Lijn service to Southern Africa.

Photo: Robert Pabst (c)



www.mammoetsalvage.com

.... PHOTO OF THE DAY



Vroon's **MONZA EXPRESS** seen in Terneuzen - Photo : Richard Wisse – www.richard-photography.nl (c)

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