

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 353



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**The VLCC TANGO seen eastbound in the Singapore Straits last Friday morning
Photo : Piet Sinke ©**

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The Salvage support vessel **TTB SALVOR** (ex **Puma Tide**) seen moored in Batam - Photo : Piet Sinke ©

A “new generation” of container ships

Ship design evolves with the needs of ship owners and operators, who themselves react to a range of external pressures and circumstances. Container ships are no different from any other type in this respect, but they have in recent times been greatly affected by changing economic circumstances and environmental pressures. The latest generation of container ships reflect these changes.

With the economic slump in 2008, a rapid decline in demand for container ships caused a huge reappraisal of the operating pattern of these ships, which had hitherto been designed for fast passages. Cost saving was essential for survival, and most container ship operators drastically reduced their speed, which had the effect of hugely reducing operating costs through the reduction in fuel consumption. This also had a dramatic effect upon the emissions and, at a stroke, provided owners with an environmental rationale to "sell" slow steaming to their customers, who may not have otherwise have been convinced that they should see their goods travel far slower than before!

It is now suggested, largely for environmental reasons, that slow steaming should become the norm, so that the latest generations of containership to be designed and even ordered will have a smaller, less powerful, engine and a lower service speed. The concerns of shippers at their longer passage times will be addressed by offering greater frequency, with perhaps one or two extra ships on the longer trade routes. Meanwhile, scale economies that point to the advantages of larger containerships remain compelling, and in every size sector, cargo capacities are increasing. A growing number of major carriers are taking delivery of ships with a greater capacity than 10,000 TEU, and there are indications that at least one major line will order ships in excess of 16,000 TEU shortly. It is argued that every extra box that can be carried reduces the unit cost, and while there may have to be a sacrifice in flexibility because of the reduced number of ports able to take these monster vessels, this may not be too much of a problem, as there is a tendency to use a few major "hub" ports, thence distributing in smaller ships. There is also a not too subtle pressure upon ports and terminals to expand their capacity to take larger vessels. Other features of the latest designs of containerships include improved safety and anti-pollution features, a need for less ballast to be carried, lower harmful emissions and fuel tanks installed well clear of the bottom and ship's side. Operational improvements include better designed hulls offering lower resistance. **Source: Bimco**



Olievlek in Dintelsas na zinken sleper

In de haven van Dintelsas is vrijdagochtend olie gaan lekken uit een sleper die daar rond zeven uur 's ochtends was gezonken. Volgens het waterschap Brabantse Delta gaat het om een sleepboot van 250 ton, geladen met duizend liter dieselolie.

Een onbekende hoeveelheid daarvan is boven komen drijven en verontreinigt de haven.

In opdracht van de schipper is een bedrijf rond de middag gestart met het opruimen van de olie. Het waterschap houdt daar toezicht op. Tessa van Beurden van Brabantse Delta zegt dat olieschermen zijn geplaatst om de olievlek in te dammen en dat de olie via 'oil booms' wordt opgezogen. Verdere verspreiding van de olie wordt daardoor voorkomen. De werkzaamheden gaan in het weekend onverminderd door. Volgende week gaat een duikbedrijf aan de slag om te pogen de lekkende scheepshuid te dichten.

De oorzaak van het zinken van het schip was vrijdagavond nog volstrekt onduidelijk. De sleper ligt tegen een oever in de haven van Dintelsas en vormt daardoor geen obstakel voor de scheepvaart.

Volgens Van Beurden kan het bergen van de sleper minstens twee weken gaan duren vanwege de plek en het gewicht van het schip. Het waterschap blijft de situatie nauwlettend in het oog houden. **Bron : BN de Stem**

Baltic index slips below 2,000 point level

The Baltic Exchange's main sea freight index .BADI, which tracks rates to ship dry commodities, fell below the 2,000 point level on Friday with slower activity on smaller panamaxs weighing on sentiment. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 1.43 percent, or 29 points, to 1,999 points in a ninth successive drop and was at its lowest since Aug. 5 when it last fell below 2,000 points. "Dry bulk rates finished the week mixed, with panamax rates declining by a significant amount from the end of last week," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research. "Thermal coal demand has remained very strong but has declined moderately from extremely robust seen during previous weeks."

The Baltic's capesize index .BACI rose 0.52 percent on Friday, with average earnings inching higher to \$25,003. "Capesize rates have remained relatively steady as China iron ore demand has remained firm," Landsberg said. Brokers said it looked unlikely that rates would stage a pre-holiday rally. "It has been a slow and quiet week with little change in the rates across the board," broker Braemar Seascope said. "Owners have been trying to improve their situation and push rates up, however to no avail as we are yet to see charterers willing to pay higher rates." The Baltic's main index has been erratic this year, as it was in 2009, because of swings in Chinese demand for iron ore. It reached a 2010 peak of over 4,200 points in May. The Baltic's panamax index .BPNI fell 5.12 percent on Friday with average daily earnings falling to \$16,281. Panamax vessels usually transport between 60,000 and 70,000 tonne cargoes of coal and grains.

"Panamax rates have had to contend with a large supply of available vessels," Commodore's Landsberg said. The supramax index .BASI fell 1.77 percent. Brokers said the market was looking to see whether China will raise interest rates, which could lead to a pullback in ore imports and shipping activity. China will be able to keep a grip on inflation next year, but will have a harder time in coping with hot money inflows fanned by loose policies in the West, chief banking regulator Liu Mingkang said on Friday. More broadly, industry concerns about the pace of global economic recovery may hit shipping, given that about 90 percent of the world's traded goods by volume are transported by sea. Ratings agency Moody's gave an emphatic thumbs-down on Friday to Europe's efforts to resolve a debt crisis, slashing Ireland's credit rating as EU leaders took no new action to prevent market turmoil spreading. Analysts have said freight rates will be dampened in the coming months by the pace at which new ships are set to enter the market between 2010 and 2012, despite indications of some vessel cancellations and delays. "Going forward, a large amount of new deliveries could possibly cap capesize rates to some extent," Landsberg said. **Source: Reuters**



Grounded Vietnamese ship freed

A Vietnamese cargo vessel which ran aground on coral reef in waters close to Pulau Jambongan in Beluran on Monday, was freed early Friday, according to the Malaysian Maritime Enforcement Agency (MMEA).

MMEA Sandakan enforcement chief Capt Mohamad Onn Khalil said **Hai Dong 27**, laden with 2,700 tonnes of rice, became unstuck at about 5 am. He told Bernama the vessel, which had suffered slight damage to its propeller, was headed for this port for repairs before going to Tawau port to deliver the rice.

Mohamad said all the 16 Vietnamese crew members were in good health. The vessel ran aground due to a faulty buoy light while on its way from the port of Ho Chi Minh City in Vietnam to Tawau. **Source : Bernama**



Above seen the **DSV Toisa Polaris** (Subsea7) which is on standby due to bad weather alongside the newly installed **F3-FA platform**. It was finalizing installation of the export flowline

Photo : Jelmer Dahmes ©

Safe Bulkers, Inc. Awarded “The Best Dry Cargo Company for the Year 2010”

Safe Bulkers, Inc., an international provider of marine drybulk transportation services, announced today that it received “The Best Dry Cargo Company for the Year 2010” Award at the 7th annual Lloyds List Greek Shipping Awards that took place in Athens on December 10, 2010. Based on nominations from the wider shipping community that are assessed by a distinguished panel of industry judges, the Lloyds List Greek Shipping Awards highlight some of the year’s top performers and finest moments in the industry. Since 2004, the Annual Lloyd’s List Greek Shipping Awards have been recognizing the best in the dynamic Greek shipping industry.

In his introductory speech, Nigel Lowry, the Lloyds List Greek Correspondent, remarked that judges noticed not only the successful financial performance of the Company in the New York Stock Exchange, but also its consistent concentration on new quality vessels especially in the Panamax segment, the Company’s competitive strength and its ability to take advantage of growth opportunities.

Polys Hajioannou, Chief Executive Officer of the Company, commented, “We are very proud to have received this award recognizing our performance and our consistent efforts to grow the Company through selective high quality newbuild acquisitions and to enhance shareholder value for the long term.” **Source: Safe Bulkers Inc.**

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18,000 TEU Container Ships

There have been several reports in the recent press about an imminent order for several 18,000 TEU container ships for Maersk, to be built by Daewoo in Korea. So far no "order" has been confirmed and it may yet be some time until a ship of this size is ordered. One thing is certain, that it is not a question of "if", but rather of "when." MAN B&W published a detailed paper Propulsion Trends in Container Vessels in 2004 on the subject of how big ships will grow and concluded that the size of 18,000 TEU is the most likely ceiling. Estimated dimensions of such a ship would be 200,000 dwt, LOA 470 m, Beam 60 m and draft 15.7 m: a speed of 25.5 kts would require a propulsion power of 103,000 kW. This size of ship is sometimes referred to as Malacca-max as a draft of 21 m is the maximum permissible draft through the Malacca Strait.

Malacca-max ships will be restricted to ports it can visit where the infrastructure can take such large and deep vessels and have handling equipment to permit a rapid turnaround of cargo unloading and loading. The paper postulated that propulsion of such large vessels could be achieved with a single screw powered by an 18 cylinder version of an existing 980 mm bore engine or a 14 cylinder version of a new 1080 mm bore engine. Limitations on casting capabilities to produce propellers of such a large diameter have or could be overcome. The other more expensive alternative is using a twin screw arrangement, options could be two engines of 12 cylinder and 900 mm bore, or two 9 cylinder 980 mm bore engines or two 7 cylinder versions of a new larger bore 1080 mm engine.

Source: Maritime Propulsion

Archangelsk court favours Odfjell

The Arkhangelsk State Commercial Court has decided in favour of Odfjell by approving the company's application concerning the recognition and enforcement of the arbitral award filed against Sevmash shipyard. Odfjell said that it had thus far only received the decision. Further details, including the reasons given, were expected within a few days. The decision is a huge step forward for Odfjell in terms of being able to collect the outstanding as awarded by the Arbitration Tribunal in Sweden, the company said. The yard has a 30-day appeal right.

In 2004, Odfjell placed an order at Sevmash, a large shipyard near Arkhangelsk, for up to 12 chemical tankers, each of about 45,000 dwt. The newbuilding contracts included an arbitration clause under Swedish law. By 2008, excessive and continuing delays in the vessels' construction forced Odfjell to cancel the total contract. Odfjell claimed damages

from Sevmash, and on 30th December 2009, the Swedish arbitration tribunal unanimously awarded Odfjell damages of \$43 mill plus reimbursement of legal costs and 8.5% per annum interest for any delay in settling the award. Sevmash has refused to pay Odfjell the awarded amount, the company claimed. By 10th December this year, the outstanding amount was around \$47 million in total. **Source: Tanker Operator**



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The **LEGEND OF THE SEAS** and **LONG JIE** seen moored at the Singapore cruise terminal last Friday morning
Photo : Piet Sinke ©

Pirates permit medical evacuation of sick hostage

In the early morning of December 17, the Combined Maritime Force (CMF) joined forces with Eunavfor to evacuate a crew member from the pirated **MV Hannibal II** after reports were received that he had a possible appendicitis. The **MV Hannibal II** was hijacked on 11 November and is currently at anchor off Garacad on the northeast Coast of Somalia.

The Tunisian master of the ship contacted the authorities on December 16, stating that he had a crew member with severe stomach pains on board and requested assistance. He also stated that he had reached an agreement with the pirates allowing the sick man to be picked up and transferred to a navy ship for treatment if a transfer could be arranged.

The CMF Thai warship **TNS Pattani** responded to the call together with the Eunavfor German warship **FGS Hamburg**. The sick crew member was transferred by Rigid Hulled Inflatable Boat (RHIB) from the pirated vessel to the **TNS Pattani** before being moved to the **FGS Hamburg**, which had more suitable medical facilities, by helicopter.

The patient was treated by the German medical staff on board. **Source : MarineLog**



25 missing after ship capsizes off China; 2 safe

Two Vietnamese sailors were rescued Friday, more than 20 hours after their vessel sank in the South China Sea, but 25 others are still missing. The Vietnamese cargo ship, the "[Phu Tan](#)", capsized and sank in strong gales about 110 nautical miles west of Sanya city on China's southern island province of Hainan, according to the South China Sea Salvage Bureau.

Twenty-seven people aboard were thrown into the sea. The bureau immediately dispatched a rescue vessel to search for the missing after it received two emergency calls from the Vietnamese maritime department at noon Thursday, a spokesman said. Rescuers said that around 7:30 pm, the rescue vessel, "[South China Sea R 111](#)," arrived at the site in strong gales of 75.6 to 100 km per hour and waves 6 meters high, but found no sign of survivors.

The vessel began searching a larger sea area in the direction in which survivors would have drifted. At around 8:40 am Friday, rescuers found two Vietnamese sailors in waters of the Beibu Gulf, 27 nautical miles from the accident site.

The search for the 25 sailors who are still missing continues. According to the Vietnam News Agency, the cargo ship was heading from Vietnam's central Danang city to the northern Haiphong city when it hit gales. Previous media reports said the [Phu Tan](#) was a fishing boat, but the agency said it was a cargo ship with a crew of 27. The loading capacity of the ship was more than 14,000 tons. **Source : Xinhua**

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Indonesian fishermen find old sunken ship

A sunken ship that may be several centuries old and containing green and gray ceramics has been found off remote Indonesian islands recently hit by a tsunami, officials said Thursday.

Fishermen who found the vessel believe the Oct. 26 wave off the Mentawai islands - which killed more than 500 people - lifted the 20-foot- (7-metre-) long ship from the ocean floor and pushed it closer to shore, said Yosmeri, who heads West Sumatra's Maritime and Fishery Department. Wooden ships laden with ceramic pots, golden necklaces and valuable spices for centuries navigated Indonesian waters, a key trade route linking Asia with Europe and the Middle East. Hundreds are said to litter the seabed off West Sumatra province.

The pots, jugs and bowls found last week still need to be tested to determine their origin and age, Yosmeri said, but he added that they are similar to 14th century artifacts found inside sunken Chinese vessels. Local fisherman say they found the wooden ship after spotting its mast 4 miles (6 kilometres) from the beach off Pagai Island, hardest hit by the tsunami. They dove into the water and emerged with several well-preserved jugs and pots found in the hull, which they said was laden with more treasures. Pictures of the artifacts have been sent to the capital, Jakarta, and teams will be sent to the area soon to carry out a more extensive search, Yosmeri said. **Source : The Star**

Filipino ship crew member rescued



Two rescuers lift an ailing oil tanker crewmember into their helicopter, Dec 15, 2010. A Filipino citizen on a Bahamas oil tanker suddenly fell ill when the vessel was heading for Dalian, Northeast China's Liaoning province, on Wednesday morning. The North Sea relief flight team under China's Ministry of Transport immediately launched the rescue on the sea about 80 km east of Weihai, East China's Shandong province, and successfully airlifted the Filipino crewmember to the hospital, where he remains in stable condition. **Source : China daily**

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NAVY NEWS

First-ever training ship for PN arrives

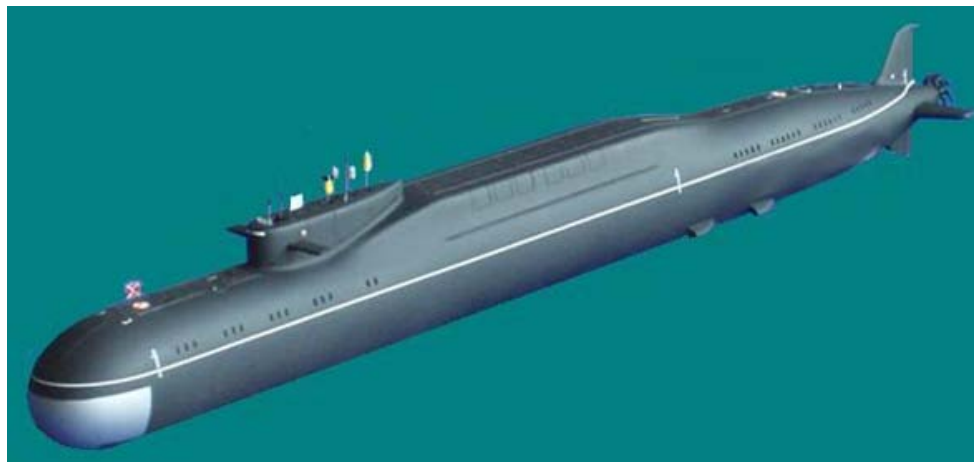


The first training ship of the Pakistan Navy (PN), **PNS Rah Naward (24)**, acquired from the United Kingdom, has arrived at the Karachi Port and soon it would be formally inducted into fleet of the PN. A spokesman for Pakistan Navy told The News on Thursday that it was the first time that the PN had acquired an exclusive training ship for the benefit of its under-training cadets and midshipmen. He said the formal induction of the **PNS Rah Naward**, formerly the **Prince William**, in the fleet of Pakistan Navy, would take place towards end of the current month.

The ship set sail from the UK in October this year and reached the Karachi Harbour on December 6. In between the ship made goodwill stopovers in France and ports of several other countries. The Ship was handed over to Pakistan Navy as its first-ever training vessel on September 20, in Hull, England. The High Commissioner for Pakistan to the UK, Wajid Shamsul Hasan, and Deputy-Chief of Naval Staff (Training and Personal) were guests of honour at the ceremony held at the Port of Hull.

Photo : Gejtu Spiteri ©

And Then There Were Two...



The second of Russia's new Borei class SSBN (ballistic missile nuclear subs, or "boomers"), the **Alexander Nevsky**, is completed and at dockside undergoing a year of testing and tweaking before it can begin its sea trials. The first Borei

is already in the service, and two others are under construction. Russia is in a hurry to get more Boreis into action. Only eight of the twelve existing Russian Delta IV SSBNs are available for service. Russia originally wanted to have about a dozen of the new Borei class boats, to replace the current Delta IV class SSBNs. The Delta IVs are getting old, and have only about a decade of useful service left. Currently, it appears that the navy will only get at eight Boreis. These new boats are expensive, with the announced cost being \$750 million each. That's actually cheap by American standards, but apparently does not include development costs, since navy officials said the first and second boats cost the same. Total costs are probably two or three times that.



The first Borei, the **Yuri Dolgoruky**, was launched two years ago, but commissioning was delayed because of problems with the safety systems, welds on the hull, and the nuclear power plant. These were all attended to, and the Dolgoruky is now being used to help complete tests of the new Bulava missile it is to carry. The construction of the **Yuri Dolgoruky** began thirteen years ago, but money shortages, and technical issues, slowed progress. The Bulava missile has had a troubled development, and is several years late. But recent tests have been successful and the SLBM (Sea Launched Ballistic Missile) is expected to enter service next year.

The first of three new Borei Class boats will be based in the Pacific. During the Cold War, most of Russia's SSBNs were based in the north, at several bases east of the Norwegian border, and facing the Arctic ocean. But now Russia is spending

over \$350 million to expand and improve its submarine base on Kamchatka island. This will enable its new SSBNs to threaten China, as well as the United States.

This is the first new Russian boomer to enter service in 19 years, and the first new Russian sub design since the end of the Cold War. The third ship in the class, the **Vladimir Monomakh**, began two years ago, and is expected to be completed within 3-4 years..

The Boreis are closer in design to the Delta IVs, than to the more recent, and much larger, Typhoon boats. The Boreis are 180 meters (558 feet) long and 14.2 meters (44 feet) wide. Surface displacement is 15,000 tons, and twelve Bulava SLBMs (Sea Launched Ballistic Missile) are carried. Work on the **Yuri Dolgoruky** was delayed for several years because the first missile being designed for it did not work out. A successful land based missile, the Topol-M, was quickly modified for submarine use. The Bulava was a larger missile, cutting the Boreis capacity from twenty to twelve missiles. The boat also has four torpedo tubes, and twelve torpedoes or torpedo tube launched missiles. The Borei also sports a huge sonar dome in the bow.

The Boreis have a crew of 107, with half of them being officers (a common Russian practice when it comes to high tech ships like nuclear subs). Each of these boats were expected to cost at least two billion dollars. This high cost, by Russian standards, is partly because many factories that supplied parts for Russian subs were in parts of the Soviet Union that are not now within the borders of present day Russia. So new factories had to be built. All components of the Boreis, and their missiles, will be built in Russia. All eight of these boats probably won't be completed for at least a decade. That could cause problems, because the Delta IV SSBNs may not last that long.

The Delta IVs are getting old, and have only about a decade of useful service left. Earlier this year, Russia changed its mind about retiring its Akula ("Typhoon" in the West) SSBNs. Six of these 24,000 ton "boomers" were built in the 1980s, and three have already been scrapped. The others were to be retired because they were so expensive to operate. These boats were the largest submarines ever built and each carried twenty of the huge (16 meters long and 2.4 meters in diameter, 90 ton) R-39 SLBNs. These missiles have all been retired from service. One of the Akulas had some of its missile silos converted to test fire the new Bulava SLBM (Sea Launched Ballistic Missile), to be used on the new Borei SSBNs. The other two Akulas were put in reserve, but now they will be returned to active service, with their silos converted to fire the smaller (12.1 meters long and two meters in diameter) Bulava SLBM. The Akulas will remain in service at least until 2019, and be replaced by newly built Boreis. **Source : Strategypages**



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Japan Shipbuilders Take More Orders in Dollars

As the yen stubbornly remains near a 15-year high, Japanese shipbuilders are coming under pressure to settle a bigger chunk of their contracts in dollars as their mainly domestic customers increasingly demand it. The development suggests the yen's surge is starting to squeeze a broader range of industries in Japan, spreading from the country's auto and consumer-electronics exporters into areas such as shipbuilding that deal primarily with domestic customers. Mitsui Engineering & Shipbuilding Co.—one of Japan's leading shipbuilders—said that 55% of its contracts were settled

in dollars in the fiscal first half ended September, compared with 70% of its contracts settled in yen over the previous three fiscal years.

Major customers, such as Japanese shipping company Mitsui O.S.K. Lines Ltd., receive about 70% to 80% of their total revenue in dollars. The companies would lose money by repatriating dollar-denominated revenue into yen.

"We'd like to reduce the risk of the currency fluctuation" by settling contracts in dollars, said a spokesman at Mitsui O.S.K., Japan's second biggest shipping company by revenue. Also, Korean and Chinese shipbuilders provide their estimates for new ships in dollars, so it is easier to compare costs when Japanese companies do the same, the spokesman added. In a bid to mitigate the potential drop in income when the dollar-denominated settlements are repatriated, Mitsui is considering buying more ship-building materials from overseas to take advantage of the strong yen, a spokesman said. For the second half of the fiscal year, the company is negotiating with customers based on the assumption of dollar-orders, the spokesman added.

Universal Shipbuilding Corp., a subsidiary of JFE Holdings Inc., won yen orders for four bulk carriers in the first half ended September. But customers are demanding more dollar-denominated contracts for the second half, a spokeswoman said.

Japanese shipbuilders traditionally signed contracts in dollars until they started asking customers to pay in yen from about 2006, when concerns about potential fluctuations in the greenback arose as lead times for new ship orders lengthened due to robust trade between Japan and emerging markets. However, as the global economic slowdown has squeezed orders and the yen has surged, Japanese shipbuilders have had to accept requests to take orders in dollars again. The dollar has fallen by about 30% against the yen since 2006, and hit a 15-year low of 80.21 yen on Nov. 1. At around 1100 GMT, the greenback stood at 84.05 yen. A strong yen reduces profits earned overseas when repatriated and makes Japanese products less competitive abroad. **Source: Dow Jones**



Helsinki shipyard to build two icebreaking supply vessels for Sovcomflot

Russia's Sovcomflot has ordered two Multifunctional Icebreaking Supply Vessels (MIBSV) from Arctictech Helsinki Shipyard Oy, the 50/50 joint venture formed last week by STX Finland and United Shipbuilding Corporation. The order is worth \$200 million and the project will start immediately.

The new vessels will be delivered from Helsinki shipyard during spring 2013. They are being built for operation in the Sakhalin-1 Arkutun-Dagi gas field where they will be used as supply vessels for Exxon Neftegas Limited's platform.

Both vessels will be similar, measuring 99.2 m in length and 21.7 m in breadth. Their four engines have the total power of 18,000 kW and the propulsion power of 13,000 kW.



These vessels are designed for extreme environmental conditions on the Sakhalin area. They will be operating in thick drifting ice in temperatures as cold as minus 35 C°. The main purpose for these vessels is to supply the gas production platform and to protect it from the ice. The icebreaking capability of the vessels is extremely high, they are able to

operate independently in 1.7 meter thick ice.

As multipurpose vessels, these vessels are capable of carrying various type of cargo and they are equipped for oil spill response, fire fighting, and rescue operations. The rescue capacity is for 195 persons. "This is a significant breakthrough into the currently very active Russian arctic icegoing ship markets. I am especially happy to see that the customer is Sovcomflot. As Sovcomflot already has in their fleet a very similar supply vessel, delivered 2005 by STX Finland, we can only consider this order as a sign of confidence from their side" said Mr. Juha Heikinheimo, President of STX Finland.

The new projects will offer work for 1,000 man-years. "There is significant potential for arctic icegoing and ice breaking vessels in Russia for Arctech Helsinki Shipyard Oy, where we hope to be able to utilize our world-class arctic technology experience combined with the Russian shipbuilding and ship operation expertise," noted Mr. Heikinheimo.

Finnish shipyards have a long history of building icegoing vessels and of supplying specialist vessels to Russia. The STX Finland shipyards have a long history of building different kinds of icegoing vessels. Approximately 60 percent of the world's operational icebreakers today were built in Finland. The 1,500 special vessels built for Russia include almost all its conventionally powered icebreakers and two Taimyr class nuclear-powered icebreakers (the nuclear plant was installed in Russian shipyards). **Source : MarineLog**

Indian shipyards set for smooth sail

The Indian shipbuilding industry could witness good times once again following a significant rise in offshore activities and favourable policy changes. While the boom in the offshore segment is expected to pump up order-books, certain favourable policy changes could help the Indian players compete with global players more effectively.

"Globally favourable demand drivers – rise in oil prices, pick-up in demand from the US and Europe, rising upstream E&P expenditures and age profile of the fleet – are manifesting for the offshore segment, which is the core strength of most Indian shipyards," Sanket Maheshwari, research analyst, ICICI Securities, wrote in a research note.

Kejal Mehta, research analyst at Prabhudas Lilladher, said some revival has already been witnessed in the global offshore order-book in the last couple of months. "However, the Indian shipyard companies are yet to see this kind of revival, though they have been talking about increase in the number of enquiries. There may not be a major revival in the short term, but we could see something on those lines in the next few months," said Mehta.

The offshore segment contributes 50% to 60% to the total business of Indian shipyards. Out of these, ABG Shipyard and Bharati Shipyard are the ones ideally positioned for such orders. "We recently received orders worth Rs2,500 crore in the offshore segment. In the next two years we expect orders to double to around Rs5,000 crore from the offshore segment alone," said Dhananjay Datar, CFO, ABG Shipyard.

The company's current order-book is at around Rs14,300 crore, with 60% of this from the offshore segment. Vijay Kumar, managing director, Bharati Shipyard, is also positive on expected orders from the offshore segment. "This would be speculative, but we are expecting orders in the range of around Rs1,000 crore to Rs1,500 crore from the offshore segment in the next two years." The company's total exposure in the offshore segment is around 65%, with an overall current order-book of above Rs5,000 crore. Both company officials believe defence and offshore would drive demand for Indian shipyards in the next couple of years.

The ICICI Securities research note points out that shipyards may also witness some immediate triggers such as orders from Shipping Corporation of India, continued subsidy, new defence contracts and rig & tanker orders. Hence, pent-up demand, especially in offshore, is set to translate into new orders. SCI has a financial outlay for every year over the next three years of close to \$1 billion. With the recent government decision to relax the pre-qualification clause for Indian shipyards, the local players are keen on these orders. While the clause relaxation would help, the companies have to be price competitive to bag these orders. "Even with the relaxation on the pre-qualification clause, it would be difficult for Indian shipyards to match prices with the global players like China. To match up to that price level, these companies will have to reduce margins," said Mehta. If the central government decides to revive its subsidy policy for shipyards, that could further help companies to become cost competitive. However, there is still less clarity on whether the subsidy would be revived and if it is will it apply to domestic orders as well. Amid these positive changes, merchant shipbuilding may continue to remain under pressure. Merchant shipbuilding will take time to recover from the excesses in '07-08. This is especially true for dry bulk, wherein current order-books are expected to be less than 45% of the fleet, said the ICICI securities research note. **Source: DNA**



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Ulstein to build two PSV's on spec

Norway's Ulstein Verft has been contracted to build two Ulstein PX121 medium size platform supply vessels for a newly established company within the Ulstein Group. They will be delivered in first and third quarters of 2012.

"We have analyzed the market to make the right choices for Ulstein Group. We strongly believe that there will be an increased demand for this type of medium-sized platform supply vessels," says Ulstein Group CEO Gunvor Ulstein. "On the basis of competence, quality and benchmarking of prices, Ulstein Verft is competitive, and it is an advantage that we can use our own yard to build the first vessels in this series. Ulstein Verft has had attractive delivery time frames as such the ships will be completed at a period where the market will need this type of tonnage."

Ulstein Verft managing director Karsten Saevik says that the shipyard's order book is now filled until the end of summer 2012. "These are important contracts, which contribute to filling our capacity," he says.

The two ships will be build numbers 291 and 294 at Ulstein Verft. "We have been focusing on an efficient hull design and a conscious choice of propulsion systems to minimize fuel consumption and emissions," says Tore Ulstein, head of Ulstein Design and Solutions. "The vessels are built with the X-Bow hull design that is particularly well suited for this type of vessel. A bow of this type will in good weather offer the same efficiency as a traditional bow with a bulb, but over a large variation in depth foregoing. This is particularly important for vessels that operate with varying loads such

as a PSV often does. In addition, the X-Bow has unique characteristics in terms of motion and propulsion efficiency in heavy seas, and this is a positive contribution to the well-being on board, as well as efficiency."



The ships are optimized for certain types of operations, they are adapted to the requirements for longer and deeper boreholes, and activities further from land.

With a length of 83.4 m and beam of 18 m, the vessels have a cargo deck area of 875 sq.m and load capacity of 4,200 dwt. Ulstein says that with good tank capacities in a flexible and segregated arrangement, the multi-functional vessels will be able to work very well for many types of supply contracts.

Both the hull and propulsion system are deliberately chosen to be particularly well suited for the North Sea and the North Atlantic. The ships meet the requirements of Clean Design, and have treatment systems for ballast water and are prepared for fire-fighting class Fi-Fi 2. In addition to the usual tanks for oil, water and drilling fluids, the vessels have four stainless steel tanks for flammable liquids, such as methanol.

The ships will reach a speed of at least 15 knots, but are optimized for low fuel consumption at a speed of 12 knots. They are equipped for 24 persons in 17 cabins, with modern accommodations. **Source : MarineLog**

Novoship's suezmax tanker named at a Chinese shipyard

Chinese shipyard Jiangsu Rongsheng Heavy Industries held, Dec. 17 a naming ceremony of a new tanker of Novoship (of the Group Sovcomflot) of a series of four suezmax tankers of 156,000DWT. The ships were ordered in line with the company's fleet renewal program intended for 2006-2010, the Company's press release said. The vessel was named **Leonid Loza** after Mr. Loza who headed from 1987 to 2001 Novorossiysk shipping company.

The B-series new tankers are the largest (in dwt) in the fleet of Novoship. Vessels' basic dimensions: length - 274.5 m, breadth - 48 m, depth - 23.7 m, maximum draft - 17 m, max speed - 15 knots, tankers are designed to carry simultaneously 3 types of cargo, the Leonid Loza crew - 23 Russians.

The **Leonid Loza**, like other ships of the series, meets all modern international standards for maritime safety and environmental protection. The ship was assigned to a class Environmental Protection by Lloyd's Register that supervised the construction. Besides, the Leonid Loza received a Green Passport - a certificate of the environmental safety of materials used for construction.

The **NS Burgas**, the first ship of the series was put into operation in October 2009. Two other vessels – **NS Bora**, and **NS Bravo** - joined the Novoship's fleet in 2010. Novorossiysk Shipping Company is the largest Russian shipping operator, part of SovComFlot Group. Novoship operates its fleet of 56 modern vessels, of total 4.42m DWT, valued at \$3,19 billion. The average age of the tanker fleet vessels is 6.3 years. **Source : PortNews**

Van Oord commissions the construction of a second self-propelled cutter suction dredger



Marine contractor Van Oord has commissioned the construction of a second self-propelled cutter suction dredger to IHC Merwede. This new vessel will be the sister to the **Athena**, the self-propelled cutter suction dredger that is currently under construction. Like the **Athena**, the new cutter suction dredger will be built at the IHC shipyard in Kinderdijk, the Netherlands. The new cutter suction dredger will be 130 m long, with installed power of 24,650 KW, and will be, along with its sister vessel the Athena, amongst the most modern and powerful self-propelling

cutter suction dredgers in the world. Along with the announced commission of the construction of an installation vessel for the offshore wind farm market, this substantial investment comprises part of Van Oord's comprehensive new investment scheme for 2011-2015.

According to Pieter Van Oord, the CEO of the Rotterdam-based, family-owned company, this new investment scheme and the construction of a second self-propelled cutter suction dredger is a sign of Van Oord's confidence in the global dredging market. 'We are building vessels like the **Athena** and her sister vessel for amongst others large harbour projects in the Middle East and Australia, which will give us an advantage in this specific market segment. We are very confident about our prospects for taking on the competition over the next few years', stated the CEO. 'In addition to our operations in the offshore installation market and the construction of complete offshore wind farms, dredging and marine contracting are our most important operations. We are the trend-setters in these specialised fields, and that is a status we wish to maintain. In fact, we want to take that a step further by expanding our position in these specialised markets, and we will be making substantial investments in people and equipment over the next few years with that goal in mind.'

ROUTE, PORTS & SERVICES

Bangladesh court extends ban on scrapping

The High Court has prohibited scrap ships from entering the country until its previous verdict is implemented. The bench of justices A H M Shamsuddin Chowdhury and Sheikh Mohammad Jakir Hossain directed the government on Wednesday to formulate a ship-breaking policy within three months, following a petition filed by Bangladesh Environmental Lawyers Association (BELA). The government was also ordered to form a powerful committee with specialists within a month. The court order said that no scrap ships will be allowed in Bangladesh waters without ensuring public health safety and the previously issued verdict will have to be followed literally. BELA filed a petition on Sunday with the court to issue an order for policy implementation in line with the court's verdicts on and after March 17, 2009. **Source : Seatrade Asia**



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Above seen in Abu Dhabi the **SEABULK DUKE** (ex Union Two) getting ready to depart with a tow to Cape Town
Photo : Niels Swartjes ©

Intermodal terminal near Port of Piraeus faces new delays

The much anticipated tendering award for the concession of a new intermodal trade terminal near the port of Piraeus in an area named Thriassion is up against new delays, this time as a result of the country's financial crisis. The tendering award was initially slated for the end of September. Now though and after the third consecutive delay, it is expected to go on on January the 27th. Market sources have been indicating that this time around the main cause of the delay is the state's attempt to make the new awarding process a bit more attractive for prospective bidders, in order to assure the participation of more schemes. Of course, the whole project should be up and running since 2007, with a total of 150 million euros already spent in order to prepare the relative infrastructure works, such as a direct rail line.

Among the official bidders and of course key participants for the construction and management of the country's first such trade terminal will be China's Cosco Pacific and the Piraeus Port Authority (PPA). The Chinese maritime freight

group Cosco, which has already taken control of two terminals in the port of Piraeus, has already expressed interest in transforming the site into a transportation logistics center. Piraeus port director George Anomeritis recently said an agreement had been reached with Cosco to form a consortium to bid for the contract, adding that other parties could also join the operation. A number of Chinese proposals, including the opening of a free trade zone, were discussed at a relative meeting of representatives from the Greek ministries of transport and finance and the port of Piraeus. In order to better accommodate this type of partnership, OLP recently founded OLP Logistics, which will be the authority's "vehicle" in its expansion to similar areas of interest. As a result, the new affiliate will be the one tendering, together with Cosco for the building and operation of the new intermodal terminal, planned by the government.

The project is considered to be of the outmost importance for the government, because it is believed that it will mobilize much needed investments, not to mention that it will result in creating the country's first internationally acclaimed intermodal terminal, after more than three decades of trying. The government has declared an international tendering process to develop an intermodal hub in a property of 588,000 sq metres in the area of Thriasio Pedio, at Aspropirgos of Attica. The property is owned by the National Railways Organization (OSE).

According to the zoning plans, a total of 235,000 square meters of buildings can be raised. The area enjoys direct road access through the highway of Attica Road, which stretches through to the airport, while a direct railway line is also under construction. It is designed to connect the hub with the port of Ikonio in Piraeus. But, the line is facing further delays to its construction, with predictions now saying that it might not be ready until 2012 or even further. Even so, the winner of the whole process will set up a dedicated investment vehicle, which will handle the planning, construction, financing, operation, maintenance and control of the new hub for a period of 40 years, without including the six and a half years that the winner has to spare in order to complete the works. It will also pay an annual fee to GAIAOSE, an affiliated company in real estate of OSE. Besides this new terminal, Cosco has been busy with its work in the Port of Piraeus. The first step will be to rebuild Pier II of the terminal, which according to Cosco officials, is already ahead of schedule. The plan is to upgrade the Pier's capacity from 1.6 million TEUs currently, to 2.6 million TEUs by the end of April 2014. At the same time, Cosco is also planning to construct an additional Pier III< which is expected to further increase the port's capacity by an additional 1.1 million TEUs. The new pier will have a length of 600 metres. Cosco's total investment in terms of upgrading both Piers is expected to reach almost 150 million euros. **Source :** Nikos Roussanoglou, Hellenic Shipping News Worldwide

Cruisetoerisme boomt

Uit voorlopige cijfers van Curaçao Tourist Board (CTB) over de maand oktober blijkt dat de aankomsten van cruiseschepen zijn toegenomen met 57 procent in vergelijking met dezelfde maand het jaar daarvoor. In totaal hebben 18 schepen in deze maand een bezoek gebracht aan Curaçao, in vergelijking met de 11 cruises die het jaar daarvoor in oktober naar het eiland kwamen. Het totaal aantal geregistreerde passagiers in de maand oktober bedroeg 31.801. Vorig jaar werden er 20.280 cruisetoeristen geregistreerd.

Er is een daling van 1 procent geregistreerd in het aantal stay-over toeristen. Ondanks een goede groei van het aantal toeristen uit de Noord-Amerikaanse regio (36 procent) en een solide groei vanuit Europa (8 procent), was het niet voldoende om in het geheel een groei te boeken over de maand oktober. Het Zuid-Amerikaanse toerisme laat een daling zien van 28 procent. Uit het Caribisch gebied werden 1 procent minder aankomsten gemeten. Uit analyse van het totaal aantal bezoekers blijkt dat er een afname van 46 procent is uit de Venezolaanse markt. Om deze reden is er geen groei behaald. De voorlopige cijfers van de overnachtingen over de maand oktober zijn zeer positief. De geregistreerde groei bedraagt 18 procent in vergelijking tot oktober 2009.

Alle regio's laten een groei zien van het aantal overnachtingen: Noord-Amerika (24 procent), Zuid-Amerika (3 procent), het Caribisch gebied (7 procent) en Europa (22 procent). De bezoekers hebben 252.247 nachten op het eiland doorgebracht in oktober van dit jaar. Het jaar daarvoor waren dat er 214.070. De stay-over toeristen bleven gemiddeld 6.83 nachten in oktober op Curaçao. Het gemiddelde van het jaar daarvoor was 5.79.

Het CTB heeft in december extra activiteiten georganiseerd voor de cruisetoeristen die het eiland bezoeken. Op de dagen dat er een of meerdere cruiseschepen met meer dan 3000 cruisetoeristen zijn, zal er in de straten van Punda en Otrobanda live-muziek worden gespeeld. Er zullen ook extra activiteiten plaatsvinden op dagen dat er meer dan 4000 cruisetoeristen aan boord zijn van een cruiseschip, dat haar 'Maiden Call' (eerste bezoek) aan het eiland brengt.



The **BRAEMAR** seen in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Het gaat onder meer om knutselen met ballonnen, gezichten beschilderen, poëzievoordrachten in verschillende talen, T-shirts beschilderen, voorstellingen van acrobaten en steltlopers en presentaties van dansgroepen. Met het bezoek van de '**Nieuw Amsterdam**' van de Holland Amerika Line zullen op 22 december de activiteiten beginnen. Op tweede Kerstdag worden er 6500 toeristen verwacht. Die dag zal 'Ms. **Thomson Dreams**' van Cruiseline Thomson Holiday op bezoek zijn. Het toeristenbureau heeft voor deze periode twee extra gidsen benaderd, Che Alberto en Boy Camelia. Het CTB wil de activiteiten blijven organiseren gedurende het cruise seizoen van 2011. Op 4, 10, 18, 24 en 25 januari en 1, 7 en 15 februari worden er veel cruise passagiers op het eiland verwacht. Bron : Amigoe



Department of Public Works awards Sand Engine project pilot to Van Oord and Boskalis



The Netherlands' Department of Public Works has awarded the contract to construct the 'Sand Engine' to Dutch contractors Van Oord and Boskalis. The Sand Engine will be constructed in front of the coast of Ter Heijde in the Province of Zuid-Holland. It will combine coastal defences with new recreational opportunities and nature conservation. The contract awarded to the Van Oord-Boskalis consortium is valued at EUR 50 million.

The Sand Engine project will involve depositing a huge quantity of sand in the sea in the shape of a hook. The base of the hook will be formed by the coastline. Wind, waves and ocean currents will gradually distribute the sand along the coast. 'Building with nature' in this way will ensure natural sand suppletion, so that the coastline grows. The Sand Engine will therefore help protect the coast and create new land for nature and recreational purposes.

The contract is an Engineering & Construct contract. That means that the consortium will be responsible for finalising the design and for carrying out the work. The award of the contract depended on the number of m³ of sand that could be provided for a fixed price of EUR 50 million. Van Oord and Boskalis will supply 21.5 million m³ of sand for this amount.

Public Works and Van Oord-Boskalis consortium will sign the contract on 22 December 2010. Work on the project will begin in early 2011 and take more than a year to complete. The contractors will be deploying trailing suction hopper dredgers to carry out the work. The Sand Engine should be completed by the spring of 2012.

The Sand Engine is another Dutch innovation that puts the Netherlands in the forefront of marine engineering worldwide. It is the first time that this method of coastal construction will be applied on such a large scale, and Public Works is therefore treating it as a pilot project. During and after construction, the authorities will be monitoring the impact of the Sand Engine on the ocean current, nature, recreation and coastal defences. Later, the Netherlands will be able to apply what it has learned about building sustainable, natural coastal defences all around the world, confirming its leading position in water management.

The Sand Engine pilot project is a joint venture between the Ministry of Infrastructure and the Environment and the Province of Zuid-Holland. It is being carried out in close collaboration with the City of The Hague, the City of Rotterdam, the Municipality of Westland, the Delfland District Water Control Board, and the Environmental Federation for Zuid-Holland. **Source : Van Oord**

Five Star Express Sails From China

Inaugural FSX voyage departs Shanghai for U.S. West Coast

Horizon Lines, Inc., the nation's leading domestic ocean shipping and integrated logistics company, today announced that the HORIZON HAWK has departed Shanghai for Los Angeles on the inaugural voyage of the company's new trans-Pacific Five Star Express (FSX) service.

The **HORIZON HAWK**, which called Ningbo on December 13th and departed Shanghai on the 15th, will arrive in Los Angeles on December 26th before sailing on to Oakland and returning to Guam and China as part of its regular port rotation. This historic return to international ocean service for Horizon Lines is the culmination of more than 12 months of strategic planning and timely project execution.

"The Five Star Express launch is an historic milestone in the evolution of Horizon Lines as we re-enter the international market, and a real credit to all of our associates who made it possible," said Brian Taylor, Senior Vice President of International Services.

Using five 2,824 TEU capacity Hunter Class vessels on the FSX service, Horizon Lines is offering some of the fastest transit times in the trans-Pacific trade, including 11-day port-to-port transit from Shanghai to Los Angeles with Monday morning cargo availability every week at the nation's busiest import gateway. Operations in China are handled by Mr. Hon Wing Lam as Owner's Representative and Ben Line Agencies as General Agent in Shanghai and Ningbo.

In addition to offering customers a rapid trans-Pacific import alternative, the new Five Star Express Service will improve Horizon Lines' existing service offering in Guam to serve an expanding military presence. The Five Star Express service port rotation sails Los Angeles – Oakland – Guam – Ningbo – Shanghai - Los Angeles.

Horizon Lines also has launched express intermodal container service to key inland U.S. cities in conjunction with the FSX service, offering some of the fastest inland transit times in the industry. These include 15-day availability in Kansas City from Shanghai and 16-day availability in Dallas, using scheduled intermodal rail service from Los Angeles every week. The carrier also offers express inland service to Chicago, Memphis, Atlanta and Charlotte using on-dock rail connections to avoid drayage fees on the West Coast, saving customers time and expense.

Now that the new Five Star Express service is operational, Brian Taylor, in addition to his responsibilities for international services, is assuming the newly created role of Chief Commercial Officer (CCO) of the company. As CCO, Taylor will be responsible for all sales and pricing throughout the company. **Source : Horizon Lines**

De Directors and Staff of Kotug wish you and yours:



Trico Marine Services to sell remaining towing and supply vessels

Trico Marine Services, Inc. , which filed for Chapter 11 bankruptcy on August 25, announced that it has "reached an agreement with the company's major constituents concerning the process of selling Trico's remaining towing and

supply vessels and any related operating assets, in accordance with previous public statements that the company is exiting the towing and supply business."

The U.S. Bankruptcy Court for the District of Delaware recently issued an order approving the agreed upon sale process. The company noted that today's announcement excludes vessels owned by entities not part of the company's bankruptcy proceedings, including Trico's North Sea Towing and Supply vessels.

The vessels Trico intends to sell include the Spirit River, Hondo River, Palma River, Buffalo River, James River, Leigh River, Manatee River and Pearl River, as well as related inventory. Trico says it may present acceptable offers for the sale of any vessels to the court promptly upon agreement with a buyer. In order to procure the highest and best offer, Trico has been authorized by the Court to conduct an auction if multiple offers for the same vessel are received.

The deadline to submit an offer for any remaining vessel(s) not previously presented to the Court is 12:00 pm CST on January 17, 2011 (the "Final Offer Deadline"). Trico will hold a final auction at 10:00 am CST on January 24, 2011 for any offer received for such remaining vessel(s) prior to the Final Offer Deadline. The court will subsequently conduct a sale hearing to approve any sales made at the final auction or that otherwise have not yet been approved. **Source :** MarineLog

Click on the link below to view the BOSKALIS seasons greetings

<http://www.seasongreetings.boskalis.com/iszQuVuw.html>

Ballast Nedam Increases Forecast 2010

The Board of Management is increasing its 2010 forecast to an operating profit of EUR 15 million to EUR 20 million, due to the progress of a number of procedures.

In this forecast, we have taken into account the progress of claims on a limited number of projects, the fine imposed by the English competition authorities in 2009 and a settlement with persons associated with a former director in long year civil proceedings.

In the fourth quarter the single largest infrastructure project that was ever awarded by The Dutch Directorate-General for Public Works and Water Management was signed and entered into the order book.

It concerns the widening of the A15 between the Maasvlakte and the Vaanplein and the construction of a new Botlek bridge. This concerns a DBFM contract (Design, Build, Finance and Maintain) in which the consortium A-Lanes A15 is responsible for the design, construction, financing and maintenance of the project with a value of approximately EUR 1.5 billion. Ballast Nedam participates for 24% in this consortium and is responsible for one third of the design, the construction and the 20 year maintenance. With this project Ballast Nedam confirms its leading position in the market for public-private partnerships in The Netherlands. The forecast expressed in March of this year was an operating profit of EUR 10 million to EUR 15 million

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.... PHOTO OF THE DAY



Locale snow storm over the [COSCO PANAMA](#) outward bound from Rotterdam-Europoort
Photo : [Rik van Marle](#) ©