DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 205

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

HOCHTIEF's ODIN seen in IJmuiden with in the background the SEAFOX 7
Photo : Peter Herweijer – www.fotoserviceijmond.nl

EVENTS, INCIDENTS & OPERATIONS

The **FD Indomitable** seen berthed Blaikies Quay Aberdeen - **Photo : Ian Forsyth ©**

Capesizes hurt Baltic index, panamaxes firm

The Baltic Exchange's main sea freight index , which tracks rates to ship dry commodities, fell for an 11th straight session on Friday as a firm panamax market could not make up for weakness in the capesizes. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 2 points, or 0.15 percent, to 1,323 points. The index has traded this year between 1,300 and 1,500 points as ship oversupply outpaces demand to ship commodities. "We expect the dry bulk orderbook to continue to drive material supply headwinds through 2012 and 2013 at a minimum," Wells Fargo Securities analyst Michael Webber said.

"Utilization will remain under pressure going forward, likely moving towards, or potentially below 80 percent, keeping day rates below breakeven levels and likely absorbing any material bump in demand." The Baltic's Capesize index fell 0.54 percent, with average earnings down at $10,806. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

"We've not seen massive moves in capesize rates, but the general trend is still softer. It's not really for the want of chartering activity ... there's been plenty of chartering activity. It's just to highlight there is too much tonnage at the moment," said Peter Norfolk, research director at freight broker FIS. He noted recent cargo fixtures by major miners Rio Tinto and BHP Billiton. Coal fixtures out of Indonesia and into India, meanwhile, helped push up rates for panamaxes. On Friday, the Baltic's Panamax index rose 0.07 percent, with average daily earnings at $12,256. "Rates for panamaxes have steadied ... there have been some coal fixtures out of Indonesia, which will help to tighten things up in the Pacific. Perhaps Indian coal demand is also helping," Norfolk said. In spite of higher activity in the panamax sector, the overall market is still likely to remain weak as the growth in trade of major bulk shipments is expected to slow to 3.5 percent this year from 12 percent last year, Wells Fargo said in a note. Trade in minor bulk goods is expected to increase by about 5 percent, led by 6 percent growth in movement of cement, forest products and steel products. "Given the number of newbuildings that have joined the fleet and expected deliveries over the next two years, we expect heightened charterer discrimination against older vessels and a consequential acceleration in the decline in values," DryShips Inc Chief Executive George Economou said on Thursday. **Source: Reuters**

The **COSTA MAGICA** seen anchored in Ilhabela (Brazil) **Photo : Laire Jose Giraud ©**

The **MAERSK STRALSUND** seen departing from the Pasir Panjang terminal in Singapore last Friday – **Photo : Piet Sinke ©**

India OKs pact to limit ship pollution

India on Thursday joined 53 countries giving its nod for accepting international norms for the prevention of air pollution emanating from ships, as proposed under a 1997 protocol of the International Maritime Organization. The regulations set limits on sulphur oxide and nitrogen oxide emissions and prohibits deliberate emissions of ozone depleting fumes. **Source : Indiatimes**

The **CPO FINLAND** seen outbound from Rotterdam **- Photo : Anton de Krieger ©**

IMO's New Deal Has No CO2 Emission Reduction Target

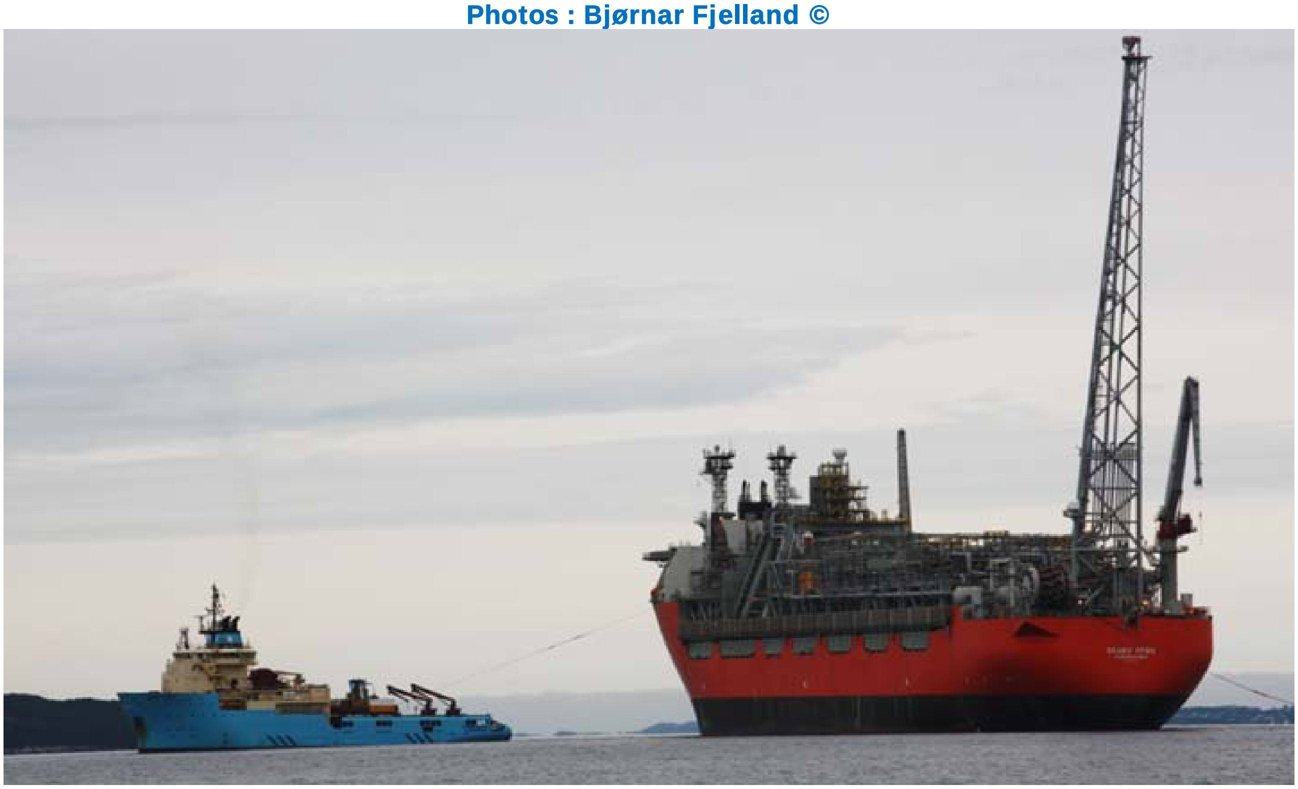
The International Maritime Organisation (IMO) last Friday agreed to force energy efficiency design standards on new ships from 2013, but the deal did not contain CO2 emissions reduction targets. It also did not make any move on carbon trading, or on taxing the heavily-polluting bunker fuels used by most ships. This is eventually expected to slow rather than reduce the growth of maritime CO2 pollution. 48 countries voted in favour of adopting a mandatory energy-efficiency design index (EEDI) for new ships at a meeting of the IMO's marine environment protection committee in London on Friday. Five were against and 12 abstained, according to reports. The measures are now enshrined in Annex VI of the MARPOL Convention covering air pollution from ships and are binding on all 180 member states of IMO. IMO is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. The EEDI will force new ships to meet a minimum level of energy efficiency. This means that ships built between 2015 and 2019 will need to improve their efficiency by 10 percent, which will graduate to 20 percent between 2020 and 2024 and 30 percent for ships delivered after 2024. Under the deal, each new vessel over 400 gross tonnes ordered from 1 January 2013, would require a survey of fuel efficiency and have an International Energy Efficiency Certificate issued. Studies by IMO indicate that shipping emissions could grow by 150 to 250 percent by 2050 without regulation. The global maritime regulatory body says that shipping currently accounts for around 3.3 percent of global carbon emissions, but other studies put the figure as high as 5 percent. But developing countries may delay implementation until 2017 or 2019. A group of countries led by China, Brazil, Saudi Arabia and South Africa secured a waiver for new ships registered in developing nations. There are indications that implementation of the EEDI will be delayed from between four and six-and-a-half years from 2013, depending on the nature of the ship's contract, if countries choose to apply the waiver for a newly delivered ship, Such waiver for some countries could mean that EU shipbuilders, for example, could build and flag a ship in a developing country without having to comply with the new regulation for some time. For instance, Maersk Line recently dedicated its WAFMAX series of ships to the Asia/Africa route and christened one of them, Maersk Calabar, after a Nigerian City . The vessels' CO2 emission stands at 59 grams per TEU for dry containers and 90 grams for reefers. But its management says both are much lower than the industry standard of 81 grams for dry containers and 115 grams average for reefers. **Source: Daily Independent**

Seatrade's **TAMA STAR** seen departing from IJmuiden bound for Lagos – **Photo : Ruud Coster ©**

FPSO SKARV GETTING READY FOR DEPARTURE

The **FPSO Skarv** seen just oustide Stord (Norway). The **Maersk Launcher, Maersk Leader, BB Coaster** and **Silex** are getting ready to tow the FPSO to the location offshore.

Photos : Bjørnar Fjelland ©



The **ARANDA** seen moored in Helsinki – **Photo : Frank de Vries ©**

Indian navy's arrival sends pirates scurrying after attack on Greek bulker

THE Greek 63,593-ton bulker, the **V Elinakos**, chased off a skiff with six heavily armed pirates in the Gulf of Aden between Yemen and Somalia because of the arrival of Indian navy frigate and its helicopter gunship. The 3,810-ton displacement missile frigate, the **INS Godavari**, received an alert from the Panama-flagged multipurpose vessel, which was slow-steaming from Singapore to Italy via the Suez when a skiff approached with pirates armed with RPGs and AK-47s and a boarding ladder.

"On being approached by the naval boat, the pirates dumped their arms, ammunition and other piracy triggers," the navy said, which was supported by German frigate Niedersachsen, said Newark's Journal of Commerce. Since its deployment in May, the **INS Godavari** has provided safe escort to 219 vessels. **Source : Schednet**

The **PENAFIEL** seen approaching the Ijmuiden locks – **Photo : H. Blomvliet ©**

Singapore aims to become world maritime leadership educational centre

SEVENTEEN participants from 11 countries have attended the inaugural Maritime Public Leaders Programme, a one-and-a-half-week event organised by the Maritime and Port Authority of Singapore (MPA) in collaboration with the Nanyang Technological University (NTU), Ministry of Foreign Affairs and the new Singapore Maritime Institute.

The programme aims to help develop Singapore as a centre for maritime education and training by providing a platform for leaders from maritime administrations to interact and exchange ideas with each other. Spanning a wide spectrum of topics, the programme aims to strike a balance between both maritime-related and public administration topics, a statement from the Maritime and Port Authority of Singapore said.

"The speakers we have lined up for the programme include those from NTU, the Lee Kuan Yew School of Public Policies, MPA and overseas institutions have an abundance of knowledge and experience in their respective fields," said Lam Yi Young, MPA chief executive. "In addition, participants will also be brought to visit some of our facilities like MPA's port operations control centre, port terminals as well as our urban planning centre to learn more about how we do things here to supplement the lectures and the learning in the classroom." **Source : Schednet**

NAVY NEWS

German Patrol Boats for Angola

German Chancellor Angela Merkel met with Angolan leaders on the second stage of her three-nation tour of Africa and expressed Berlin's readiness to help Angola in the defence sector. Merkel was welcomed with military honours by President Jose dos Santos at the presidential palace, becoming the first German government leader to visit Angola since it gained its independence from Portugal in 1975.

Later, at a joint German-Angolan economic conference, Merkel said she wanted to boost business relations, and specifically mentioned the defence field. 'We would gladly help you in your defence efforts, for example in improving the navy,' she said in remarks while one of her delegation members, Friedrich Luerssen, listened in. Luerssen is head of the Bremen-based shipbuilding company Luerssen Werft. Merkel said the vessels in question would be 'patrol boats used for securing boundaries.' In remarks about possible criticism of German help for Angola's defence sector, she said it was in Germany's interest when Africa itself could handle regional conflicts with regional forces.

'Angola belongs to those countries of the African Union which are committed to stability,' Merkel said. Shipyard boss Luerssen said the defence deal in question involved six to eight boats between 28 and 41 metres long and ranging in price from 10 to 25 million euros (14-35 million dollars). He said they could also be used in the battle against piracy.

Dos Santos said Angola is modernizing its armed forces and is inviting bids and now Germany had made this offer on the patrol boats. Merkel stressed the opportunities for economic cooperation and cited energy, technology, equipment for schools and universities and raw materials development as potential areas of investment. 'Angola is an important partner for us. Together, we could be getting a lot more things going,' she said. Amid the international financial and economic crisis, Angolan-German trade had shrunk by 40 per cent to around 500 million euros (700 million dollars).

With Angola being an oil producer and with oil prices rising, there was the possibility of 'good economic development,' she said. 'Germany is a fair partner. We naturally want to be economically successful, but we also want success for the people in your country,' Merkel said. People in Angola would only achieve affluence 'if there is a good connection between economic success and social balance.' In his remarks, Angolan Vice President Fernando da Peidade dos Santos assured the protection of investments and private ownership in Angola as well as a healthy climate of competition. Delegation officials note that many German firms are avoiding Angola because of corruption in the country.

President dos Santos, asked about the issue of poor governance, retorted, 'This conclusion could only be reached if you did not know Angola before independence.' Angola had always been a poor country, said dos Santos, who has ruled since 1979. After decades of civil war which ended in 2002, Angola is devoting itself to developing rural regions and building up the infrastructure, he said. On her Africa tour, which began in Kenya, Merkel is stressing the need for combating corruption. In a speech Tuesday in Nairobi, she urged Kenya to clamp down on corruption, or else face the prospect of missing out on German investment. Merkel completed her three-nation tour with a visit to Nigeria and talked there with President Goodluck Jonathan.

This is possibly the first-ever photo of a **RBS Defender** boat in service with any African Navy which has been fitted out for combat...perhaps an ominous sign of the turbulence in Nigeria's marine environment. The Nigerian Navy retain 35 units of this type of US-built boat, which is by far the largest haul of the 9-metre platform in Africa. The sturdy weapon mounted at the rear is a Singapore Technologies Kinetics CIS 40mm automatic grenade launcher

SHIPYARD NEWS

Davie Canada to complete three Cecon newbuilds

Norway's Cecon ASA said today that it has signed an agreement that will see its three newbuild offshore construction vessels completed by Davie Canada Inc., the name under which Quebec shipbuilder Davie will operate following yesterday's acquisition of Davie Yards Inc.'s assets by Upper Lakes Group in association with SNC-Lavalin and Daewoo Shipbuilding and Marine Engineering.

Cecon ASA says it signed an Amending Letter Agreement that "regulates the assignment of the company's existing shipbuilding contracts to Davie Canada Inc., and sets forth the necessary amendments to the three shipbuilding contracts with regards to completion cost and timing; to be within acceptable terms. Final amendments are expected to be concluded during Q3 2011." **Source : MartineLog**

Above seen the floating dock in Dakar, Senegal with the product tanker **HELI** high and dry undergoing a docking. **Photo : Grant Bairstow ©**

Museum of History presents old photographs of HK dockyards till October

A pictorial exhibition of Hong Kong's shipbuilding and repair industry is being held at the Museum of History until October 17 based on thousands of valuable historical photographs and glass negatives donated by the Hongkong United Dockyards. The images span World War II and document the development of Whampoa Dock, Taikoo Dockyard and Hongkong United Dockyards.

The images will not only introduce the dockyards as port facilities, but also trace the development of the shipbuilding and repair industry of Hong Kong which was the city's earliest modern heavy industry. The dockyard business became one of the most important shipping investments of British merchants in the Far East. Admission to the exhibition is free. Source : Schednet

Sembcorp Marine shipyard files claim against Ernst & Young

Singapore's Sembcorp Marine said today that its wholly-owned subsidiary Jurong Shipyard (JSPL) has filed a Notice of Arbitration against its former auditor, Ernst & Young in respect of disputed unauthorized foreign exchange transactions. This marks the latest step in a saga that goes back to October 2007, when Sembcorp Marine announced that it had fired its Group Finance Director, saying in a stock exchange announcement that he had "entered into various unauthorized foreign exchange transactions." In that announcement, it put the estimated unrealized loss to

JSPL arising from the foreign exchange transactions, if valid, in the region of US$165 million, not including another US$83 million that JSPL paid to one of the banks before the transactions were discovered.

Today, Sembcorp Marine said that "although a full and final amicable settlement with all the banks involved in the disputed foreign exchange transactions had been achieved in 2010, JSPL believes that it has a valid claim against Ernst & Young." **Source : MarineLog**

Vinalines starts building ship repair factory

Vietnam's state-owned shipping firm Vinalines has commenced building a ship repair factory in the country's southern Tan Thanh district in Ba Ria-Vung Tau province, Seatrade Asia online reports. The $314m facility boosts a capacity of 100,000 dwt.

The number of ships that needs to be repaired in Vietnam is about 250 a year. That number is set to increase to 390 ships a year by 2020. Existing ship repair yards in Vietnam are only capable of meeting 20% of the demand. **Source : PortNews**

The **CFS PAFILIA** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)

Bharati Shipyard annual net profit down to $25.53m

Bharati Shipyard slipped on annual net profit despite a gain in revenue for its financial year ended 31 March 2011. The Mumbai-listed firm posted an annual net profit of INR1.13bn ($25.53m) compared to INR1.39bn in the previous financial year. Revenue improved to INR15.81bn compared to INR13.52bn in the previous year. In the fourth quarter, net profit rose to INR382.3m compared to INR355.8m in the same quarter of 2010. **Source : PortNews**

HHI profit dips on lower ship prices

The world's largest shipyard Hyundai Heavy Industries (HHI) posted a 17% dip in second-quarter net profit as more ships were built at lower prices and higher steel prices. Net profit fell to KRW538.8bn compared to KRW645.4bn recorded in the same period a year earlier. Revenue rose 15% to KRW6.06trn. Ship prices under HHI contracts have plunged as much as 27% after the onset of the 2008 global financial crisis. According to Clarkson, the monthly average ship prices dropped to as much as $1,074.34 per dwt in February 2010, the lowest since June 2004. HHI profit was also hit by higher steel plate prices as Posco raised in April prices of hot-rolled coils and heavy plates used to make ship hulls by KRW160,000 per metric tonne. **Source : Seatrade Asia**

ROUTE, PORTS & SERVICES

The **HORNISSE** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

ABS to class Bourbon anchor handlers

ABS is to class a new series of anchor handling towing supply (AHTS) vessels for Bourbon of France. The versatile diesel electric vessels will be built at Zhejiang Shipyard by Sinopacific Shipbuilding Group. The 80 tonne bollard pull units are equipped with a double drum winch, in waterfall arrangement, rated at 150 tonne line pull on each drum. The workdecks feature shark jaws and retractable pins.

The units are further characterized by increased fuel efficiency, two bow thrusters, three azimuth stern thrusters, DPS-2 dynamic positioning, three main generators and double electric motors on each stern thruster. In addition, the units feature 30 per cent greater cargo capacity compared to other units of the same size. **Source : Offshore Shipping Online**

New spill response role for two Hornbeck Offshore MPSV's

Hornbeck Offshore Services, Inc. and Marine Spill Response Corporation have entered into a long-term agreement for spill response services in the Gulf of Mexico. Two U.S.-flagged 370 class multi-purpose support vessels (MPSVs) owned by Hornbeck Offshore are being retained by MSRC and equipped with dedicated spill response capability.

The **HOS Centerline** and **HOS Strongline** are 370-ft vessels with 24,000 bbls of recovered oil capacity (30,000 bbls of total liquid storage capacity) based out of Port Fourchon, La. Each vessel is being outfitted with dedicated skimming systems, ocean boom and a support boat. The navigational systems on each vessel are also being enhanced with x-band and infrared oil spill detection systems that may increase the ability of the vessel crew to conduct skimming operations during times of adverse weather, low visibility and night operations.

This contract is a continuation of the relationship that MSRC has developed with HOS as a part of MSRC's "Deep Blue" expansion program to significantly enhance the response capability in the Gulf of Mexico. MSRC has also expanded its capability to include a manned equipment site in Port Fourchon, LA, at Hornbeck Offshore's primary shore base facility, HOS Port. This facility will also house a spill response school to enhance responder training.

HOS Chairman, President & CEO, Todd Hornbeck commented, "We are excited to be selected by MSRC and are confident that this additional response capability in the Gulf of Mexico contributes to the region's commitment to safe and environmentally sound exploration and production activities. We believe these vessels will be the largest spill response vessels in the U.S. fleet and among the largest in the world."

MSRC President & CEO, Steve Benz added, "We are pleased to have this working partnership with Hornbeck Offshore. HOS utilized a number of their resources during the Deepwater Horizon incident, and the knowledge and experience they gained will fit very nicely with MSRC's extensive capability in the Gulf Coast."

MSRC's "Deep Blue" program is funded by members of the Marine Preservation Association with exploration, development or production operations in the Gulf of Mexico. These companies: BP, Chevron, ConocoPhillips, ExxonMobil, Murphy, Nexen, Shell and Statoil, are committed to funding the most extensive surface spill response capability in the Gulf of Mexico and have the ability to cite MSRC in response plans and have access to the significant MSRC capabilities in the event of a response. **Source : MarineLog**

The **PETRA RANGER** seen anchored at Selat Pauh anchorage off Singapore – **Photo : Piet Sinke ©**

Dryships Announces Fleet Update

DryShips Inc., a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced the following sale and purchase activities:

- The Company sold the 72,126 DWT Panamax bulker M.V. **La Jolla** (built in 1997). Delivery of the vessel took place in July 2011
- The Company sold the 75,607 DWT Panamax bulker M.V. **Conquistador** (built in 2000). Delivery of the vessel is expected to take place in July 2011

- The Company sold the 151,066 DWT Capesize bulker M.V. **Brisbane** (built in 1995). Delivery of the vessel is expected to take place in September 2011
- The Company sold the 150,393 DWT Capesize bulker M.V. **Samsara** (built in 1996). Delivery of the vessel is expected to take place in August 2011

The aggregate sale price for all four vessels amounted to $75.5 million, resulting in an aggregate book loss of $106.9 million.

George Economou, Chairman and CEO commented:
"The Company has sold a number of older dry bulk vessels recently as part of a fleet renewal program. The prevailing low freight rates, due to the current fleet oversupply, has led to a decline in asset values in general but specifically for older ships the decline was even sharper. Given the number of newbuildings that have joined the fleet and expected deliveries over the next two years we expect heightened charterer discrimination against older vessels and a consequential acceleration in the decline in values. With this in mind we have sold eight older vessels since January 2010. In the near term we will focus on replacing these vessels by acquiring vessels or fleets with fixed rate employment and financing in place."
DryShips Inc., based in Greece, is an owner of drybulk carriers and tankers that operate worldwide. Through its majority owned subsidiary, Ocean Rig UDW Inc., DryShips owns and operates 9 offshore ultra deepwater drilling units, comprising of 2 ultra deepwater semisubmersible drilling rigs and 7 ultra deepwater drillships, 5 of which remain to be delivered to the Company during 2011 and 2013. As of the day of this release, DryShips owns a fleet of 38 drybulk carriers (including newbuildings), comprising 9 Capesize, 27 Panamax and 2 Supramax, with a combined deadweight tonnage of over 3.4 million tons, and 12 tankers (including newbuildings), comprising 6 Suezmax and 6 Aframax, with a combined deadweight tonnage of over 1.6 million tons. **Source: DryShips Inc.**

The **STANISLAV YUDIN** seen between Texel and den Helder – **Photo : Ron Damman – www.newdeep.nl ©**

Otto Marine enters new markets in Middle East, West and South Africa

Otto Marine Limited has announced that one of its operating units, Karp Marine Limited, has secured vessel operating contracts worth US$15 million for three of the group's offshore service vessels. The contracts also mark the entry of the group in new markets including the Middle East, West and South Africa with respect to operating vessels in these regions.

The contracts are for time charter for three of Otto Marine's offshore service vessels. One vessel, **Oranda 1**, is a 75m, 4,200 bhp maintenance vessel and will be deployed with Leighton Engineering in the Leighton Iraq Project. The contract forms part of the Iraq Crude Oil Export Expansion Project (ICOEEP) which is developing offshore loading facilities to enable export capability of 4.5 million barrels of oil per day).

Another of Otto Marine's vessels to be deployed is **Seasafe Salvo**, a 61m, 4,000 bhp maintenance vessel and will be deployed in Cameroon with Perenco Rio Del Rey. The third vessel for which the vessel operating contract has been secured is **Seasafe Supporter**, which is an identical vessel to **Seasafe Salvo**. This vessel will be deployed in South Africa with De Beers Marine (Pty) Limited **Source : Offshore shipping Online**

The Multicat **ZWERVER I** seen moored alongside the Shallow Water Pipelay Barge SWPL "**Leighton Stealth**" in Iraqi waters **Photo : Piet Hageman ©**

Port of Cochin Handles Record-Size Container Ship

Indian port's new terminal handles ship with 6,478 TEU capacity

The largest Maersk Line container ship ever to call Indian shores arrived Thursday at the Port of Cochin, a major cargo hub on the India's southeast coast. The 319-meter **Maersk Sembawang**, built in 2007, docked at the DP World-operated Vallarpadam International Container Transshipment Terminal to discharge about 1,600 import containers.

The Singapore-flag Sembawang weighs 85,250 tons and has a nominal capacity of 6,478 20-foot equivalent units. VICTT, which opened in February this year, is India's first container transshipment facility. The $500 million terminal is the initial phase in DP World's three-phase development at Vallarpadam, a build-operate-transfer project. "Maersk Line's decision to bring the Maersk Sembawang to Cochin reflects the growing faith of global shipping lines in the potential of the infrastructure at the Cochin Port," DP World Cochin said. Officials said the record-setting vessel arrived from Europe through the Suez Canal and is scheduled to leave for China on Friday.

VICTT offers an annual capacity of 1 million TEUs in the first phase and 3 million TEUs when fully commissioned. The terminal features six super post-Panamax ship-to-shore cranes and 15 rubber-tired gantry cranes, supplemented by an alongside draft of 14.5 meters. It also has dedicated rail connectivity with hinterland destinations, Cochin handled 312,000 TEUs in fiscal 2010-11, which ended March 31, 2011. Volume during April to June, the first three months of fiscal 2011-12, dropped to 82,000 TEUs from 85,000 TEUs a year earlier. **Source : Journal of Commerce Online**

APM Terminals urges Indonesia to improve infrastructure

A.P. Moller-Maersk Group's APM Terminals cautioned on the need for Indonesia's port and inland infrastructure to keep up with its economic growth.Michael Lund Hansen, APM Terminals Asia-Pacific regional director of portfolio management, said at an industry conference that Indonesia is not growing at its full potential because it faces infrastructure challenges. Hansen stated that five out of six major Indonesian container ports, which combined handle 90% of Indonesian container traffic, are currently operating above capacity, reducing efficiency and adding to logistics costs, risking the loss of international trade to lower-cost rivals.

APM Terminals believed in public-private partnerships and it is committed to investing in Indonesia, he added. Tanjung Priok and Tanjung Perak, the country's largest container ports, moved 4.7m teu and 3m teu respectively in 2010. Based on projected growth rates, Hansen advised that Indonesia will require a minimum of 6-7m teu of new container capacity by 2015, or an additional 15m teu by 2020. **Source : Seatrade Asia**

Seatrade's **HAWK BAY** seen passing the white cliffs of Dover – **Photo : Arno Moonen ©**

Sumatra increases dock handling charges

Surface and Marine Transport Regulatory Authority (Sumatra) has increased tarifs of both stevedoring and shore-handling for dry general, break-bulk, dry bulk and bagged cargo. The increase follows a review application by the Tanzania Ports Authority (TPA) last month. A press statement issued early this week by the TPA director general, Ephraim Mgawe, said the decision was made after Sumatra's 36th ordinary board meeting held towards the end of last month. The new tariff shall become effective at the end of this month. "In view of this application and taking into account the requirements of guidelines provided in Section 16 (2) of Sumatra Act and Sumatra (Tariff Regulations 2009), as well as Section 50 (1) of Ports Act 2004, the Sumatra Board decided, approved and ordered the new tariff," he noted.

According to the statement, the new tariff for stevedoring dry handling general and break-bulk cargo, excluding cargo rolling on own wheels via ramps have been increased from USD5 to USD5.50 per harbour tonne. Meanwhile, for handling dry general and break-bulk cargo, excluding cargo rolling on own wheels via ramp discharged on LOLO/RORO vessels have been increased from current USD2.67 per harbour tonne or USD8 linear metre to USD5.50 per harbour tonne.

He explained that stevedoring charges for discharging or loading transshipment cargo have been increased from USD4 to USD6 per harbour tonne, while handling import dry bulk cargo (handled from a vessel via mechanical method to a waiting truck or to a bagging facility on the quay) have been raised from USD4 to USD6 per tonne.

Other charges include discharging or loading of bagged cargo which have been raised from USD5 to USD6 per tone. Domestic imports charges have been increased from USD4 to USD7 per tonne, while transit imports have been raised from USD3.50 to USD6 per harbour tonne. Tarrif for Shore-handling of local cargo which is directly delivered from vessel or lighters to road or rail have been raised from USD3 to USD6, whereby for transit cargo the new rate is USD5 from USD2.50 per tonne. Recently, Sumatra pledged to review tariff of both stevedoring and shore-handling after TPA had submitted an application to the authority. Speaking at a stakeholders meeting hosted by Sumatra to collect views on TPA tariff review, the port authority's marketing manager, Francisca Muindi, had said the tariff had not been reviewed for for 15 years. Acting Sumatra Director General Ahmad Kilima, had said the move would be right only if the increase will be used by service providers to strength systems, working procedures, quality and discipline of workers, infrastructure and working facilities. **Source: The Guardian**

The **CHIQUITA ROSTOCK** seen moored in Almirante (Panama) – **Photo : Boudewijn Versluijs ©**

Agbakoba Calls for Exclusive Shipping Regulatory, Enforcement Powers for Nimasa

A maritime lawyer, Mr Olisa Agbakoba (SAN), said on Wednesday in Lagos that regulation and enforcement of the nation's shipping policy should be vested exclusively in the Nigerian Maritime Administration and Safety Agency (NIMASA). Agbakoba told newsmen that NIMASA should be transformed and given a free hand to operate.

He said this was the only way the maritime sector could develop, pointing out that policy and the regulatory environment must be separated. Agbakoba explained that there should be vigorous implementation of rules by NIMASA, adding that the agency must no longer be seen as a "cash cow". "In my 30 years of working with NIMASA and Federal Ministry of Transport, NIMASA has always been seen as a cash cow. This is the biggest challenge in the implementation of the shipping policy," he said.

The maritime lawyer called for the establishment of a new Federal Ministry of Shipping Technology, saying that shipping business remained the hub of economic development. He further said that either the present Federal Ministry of Transport or the new Ministry of Shipping Technology should remain in the policy environment.

"What we need now is a proper framework and mechanism for the growth of the maritime sector," Agbakoba said. He said that the separation of powers between NIMASA and the ministry would help in attaining the vision 20:2020, saying that key shipping sector stakeholders must align with the president's transformation charter. Agbakoba, however, called on government to invest in shipping which contributed a lot to the nation's revenue.

The lawyer expressed regrets that more than 5000 illegal vessels were trading on Nigerian waterways contrary to the Cabotage Act 2003 and asked government to stop the act. Agbakoba said some countries had seen Nigeria as a place to make quick money and rush out. **Source : allAfrica**

Maersk drops Port Taranaki service

International container shipping line Maersk is to abandon its service to Port Taranaki, the North Island's main west coast port, following a steady decline in cargo volumes. Maersk's New Zealand managing director, Julian Bevis, confirmed the decision, which he said reflected a trend towards lower cargo volumes through the New Plymouth port, particularly since Fonterra cut throughput from its Whareora plant to the port by 65 per cent in August 2009.

That cut was recorded at the time as cutting about 22,000 containers a year from the port's 65,000 containers handled in 2008/09. "We follow the cargo and the amount available there for us has reduced so we have rejigged our trans-Tasman service and are now covering Lyttelton and not going to New Plymouth," Bevis told BusinessDesk. The decision was not a reflection on the efforts of Port Taranaki, which Bevis said had been "a model of cooperation and helpfulness", but rather was "indicative of the concentration that's tending to happen. The port spent $20 million in 2007 on dredging to allow it to serve larger container vessels. The port is expecting growth in coal exports, once Bathurst Resources Ltd. starts shipping coal from its Buller Coal Project from Westport to Taranaki for export. The Buller project is expected to begin production late this year. **Source : nzherald**

OOCL again postpones peak season surcharge

OOCL told its customers it will once again delay its peak season surcharge in the eastbound Pacific trade for another two weeks until Aug. 15, Journal of Commerce reports.It had previously announced on July 15 that the surcharge would be delayed until Aug.1. The surcharges will be $320 per 20-foot container, $400 per 40-foot container, $450 per 40-foot high cube and $505 per 45-foot high cube.

OOCL's action is in line with peak season surcharge delays announced by other carriers as the U.S. import trade from Asia adjusts to a capacity overhang. Most recently, Maersk Line announced on July 20 that it would postpone by two weeks the implementation of the peak season surcharge that it planned to apply on East Asia-U.S. East Coast cargo July 15.

The Transpacific Stabilization Agreement, which represents most of the carriers in the eastbound Pacific, had originally announced a peak season surcharge of $400 per 40-foot container to run from June 15 until Nov. 30. As that date approached, many of the TSA lines announced a delay in the surcharge until July 15, but now many are pushing the date back further. **Source : PortNews**

Hong Kong suffers congestion because of bad weather and heavy barge traffic

HONGKONG International Terminals (HIT) has suffered from congestion due to bad weather from mainland China and increasingly heavy barge traffic, causing unexpected delays of cargo handling. This prompted Singapore-based APL to warn customers of delays of up to five days, which might require two weeks to clear the already piled up cargo.

"The situation is due to a backlog that was created by the recent bad weather conditions in central and northern China," HIT's parent company Hutchison Port Holdings spokesman Anthony Tam told Cargonews Asia. "Concurrently, HIT has to cope with an increasing level of barge traffic coming from the PRD [Pearl River Delta] that has created a substantial demand for berthing facilities." Mr Tam emphasised that the situation was "under control" and the HIT has worked with carriers to find ways to solve problems.

"HIT has increased barge-handling capacity by diverting empty containers to off-dock facilities, freeing up space for transshipment boxes. HIT has also assigned dedicated berth space for barges and deploy additional harbour cranes over the next few weeks," he said. Facing a shortage of yard space at Kwai Tsing, where Hong Kong port facilities are located, Mr Tam said HIT has been discussing with the Hong Kong Government in relation to allocation of backup land near the Kwai Tsing port to run the auxiliary operations and to a solution of barge berth shortage **Source : Schednet**

OLDIE – FROM THE SHOEBOX

STENA BRITANNICA

It is already 20 years ago when the **STENA BRITANNICA** (ex SILVIA REGINA) approached Hoek van Holland from Harwich. Originally built in 1981 for Silja Line for the run between Stockholm and Helsinki, she joined the Hook – Harwich route in 1991 as **Stena Britannica** under Swedish flag. After some years she moved again to the north and now she sails between Gothenburg and Oslo as **STENA SAGA**. **Photo : July 1991 - Capt. Frank Haalmeijer ©**

…. PHOTO OF THE DAY …..

Windcat seen dropping of crew on OS2 (power station) **Sheringham Shoal windfarm** as seen from the Oleg Strashnov - **Photo : René Alferink ©**