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**SAL's LONE delivered a new gantry crane for the grain terminal at the Dunkerque port.
Photo : DUNKERQUE-PORT ©**

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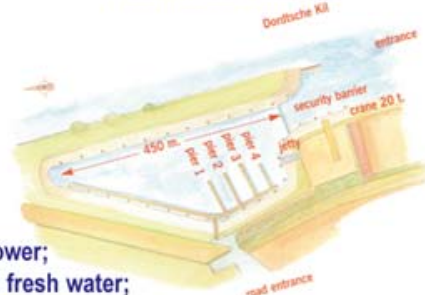
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On the weekly MSC run between Antwerp, Dublin and Greenock these past few weeks has been the chartered **ANTJE SCHULTE**. She is seen at the Scottish end of the route with one of her hatch covers being lifted ashore.

Photo : Tommy Bryceland, SCOTLAND ©

Onderzeeboot gered door Joke Dijkstra



Donderdagmorgen om 11.00 uur ging het alarm voor de Helderse reddingboot **Joke Dijkstra**.

Reddingmiddelen verloren/gevonden prio 3. Bij navraag bij het Kustwachtcentrum, bleek het te gaan om een op afstand bestuurbare mini onderzeeboot die door een marinesleepboot werd gesleept. De sleeptros was echter gebroken, waardoor het bootje op drift raakte. Door de harde stroom verdaagde deze in het ondiepe water van de Zuiderhaaks, waardoor het voor de marinesleepboten vanwege hun diepgang onmogelijk werd het vaartuig te bereiken. Hierop werd de KNRM ingeschakeld. Hoewel het zicht erg slecht was, soms net 100 meter of minder, had de **Joke Dijkstra** de onderzeeër die eigenlijk meer op een grote torpedo leek, snel te pakken. Daar de onderzeeboot was uitgerust met een GPS-

zender en een klein Raconbaken, kon men de reddingboot vanaf de wal gemakkelijk naar het vaartuig toe loodsen. Een van de opstappers moest het koude water in om de sleeptros beleggen. De onderzeeboot werd naar diepe water van het Schulpengat gesleept en daar weer overgegeven aan de marinesleepboot. Bron: Noord-Hollands Dagblad en KNRM – Photo : Bart Jellema ©



The **PEONIA** seen arriving in Malta – Photo : Gejtu Spiteri ©

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Tanker fixtures rise in October offering ship owners hope for a brighter future

In its latest monthly report on the oil and tanker market for October, OPEC said that the organization's spot fixtures increased by 5% in October to average 11.8 mb/d, up from 11.23 mb/d in September, as per preliminary data. The increase is attributed to higher fixtures from the Middle East, which increased by 0.38 mb/d to average 6.02 mb/d. Fixtures from outside the Middle East also exhibited a small gain of 0.13 mb/d, or 3.2%, compared with the previous month. On a y-o-y basis, OPEC spot fixtures in October were 6% lower. Sailings from OPEC were relatively steady at 22.54 mb/d, compared with 22.66 mb/d in the previous month, yet 2% lower than a year earlier. Middle East sailings stood at 17.7 mb/d, up from 17.36 mb/d in September and 4% higher than a year earlier. Crude oil arrivals in Europe and the Far East gained 50 tb/d and 0.34 mb/d to stand at 12.36 mb/d and 8.49 mb/d, respectively. North America and West Asia arrivals decreased by 0.17 mb/d and 0.15 mb/d to stand at 8.51 mb/d and 4.52 mb/d, respectively.

"Both crude and product spot freight rates registered gains in October, compared with the previous month. After a steady decline over the last five months, dirty tanker freight rates rebounded in October, on the back of higher West African crude oil lifting, increased tonnage demand for Far East destinations, a return of Mediterranean activities and increased delay days in the Turkish straits. The modest gain in West of Suez clean spot freight rates was attributed mainly to North African product demand, delays in the Turkish straits and higher Caribbean/US Gulf Coast product trades, while the weakness in Eastern rates was attributed mainly to tonnage availability.

In the dirty market, VLCC spot freight rates gained 5% on average in October, compared with last month, to stand at WS43 points, yet remained below the rate of the same period a year ago. VLCC West Africa/East spot freight rates showed the strongest gain of 11% in October to stand at WS49 points, and Middle East-to-East destinations exhibited a modest gain of 5% in October to stand at WS43 points, compared with the previous month. The modest gain in Middle East-to-East VLCC spot freight rates was supported by the increase in Far East requirements, while the spillover effect from the Suezmax rates in West Africa strongly supported the gains in West Africa-to-East VLCC rates. VLCC spot freight rates on the Middle East-to-West route were weak in October and closed down by 3%. On average, VLCC spot freight rates gained 5% in October, compared with the previous month, yet the minor gain was not enough to support ship-owners' margins as bunker fuel prices remained high, leaving ship-owners struggling to cover breakeven costs.

Suezmax spot freight rates showed the strongest gains in the dirty market by closing up 37% on average in October, compared with the previous month, to stand at WS84 points. The rate increase marks the highest in Suezmax freight rates since March 2011. Suezmax spot freight rates for tankers operating the West Africa-to-US route increased by 31% in October to stand at WS89 points, and rates on the Northwest Europe-to-US route gained 44% to stand at WS78 points. Increased tonnage demand to the US, from both West Africa and Northwest Europe, on the back of seasonal demand, strongly supported the rates. The Aframax market followed the same pattern as the Suezmax. Spot freight rates for Aframax with Mediterranean-to-Mediterranean and Mediterranean-to-Northwest Europe routes registered the strongest gains on all reported routes. Compared with last month, Mediterranean/Mediterranean Aframax spot freight rates increased by 54% in October to stand at WS134 points, and Mediterranean-to-Northwest Europe gained 52% to stand at WS134 points. October Aframax spot freight rates marked the highest rates since early 2010. The healthy increase also impacted Aframax spot freight rates on the Caribbean-to-US and Indonesia-to-East routes to close up by 9% and 3% in October, to stand at WS100 and WS94 points, respectively. Clean tanker spot freight rates gained 4% on average in October, compared with the previous month. In line with the crude tanker market, most of the support came from the much firmer West of Suez market, mainly the Mediterranean and Caribbean, while East of Suez rates remained weak. Clean spot freight rates on the Mediterranean-to-Mediterranean and Mediterranean-to-

Northwest Europe routes increased by 10% and 7% respectively in October. The increase was supported by strong North African product imports and four to five delays in the Turkish straits. Higher US gasoline exports to Latin America supported the 12% gain in spot freight rates on the Caribbean-to-US route. Clean spot freight rates remained weak on the Middle East-to-East and Singapore-to-East routes, as high tonnage availability and a lower product trade put pressure on the rates. Compared with the previous month, clean spot freight rates on the Middle East-to-East and Singapore-to-East routes declined by 15% and 1.3% in October to stand at WS115 and WS151 points respectively" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **SIRIUS I** seen arriving in Willemstad (Curacao)

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

Lloyd's Register and Chandris (Hellas) Inc. join forces in the first holistic Fleet Ship Energy Management Programme

Well established ship manager, Chandris (Hellas) has chosen Lloyd's Register to provide a wide range of ship energy efficiency services. Chandris' aim is to enhance its in-house capacity to identify appropriate key performance indicators and application of suitable energy efficiency measures. The scope of the work will enable the company to adopt industry best practices in a solid energy management policy, while achieving reductions in fuel consumption and securing other fleetwide operational savings. This will provide a platform for effective adoption of the Ship Energy Efficiency Management Plan (SEEMP) - soon to be required under MARPOL Annex VI - and an Energy Efficiency Operational Indicator (EEOI). Through the close collaboration of Lloyd's Register and Chandris, by conducting gap analysis studies, providing training to shore based staff and crew and other activities, an effective system will be created to ensure that Chandris' SEEMP is a practical and coherent framework to capture operational efficiencies.

Covering a range of areas such as regulatory background and requirements, training of staff, implementation of specific energy efficiency measures and their applications to each ship, and others, Lloyd's Register is working in a tailored approach with its clients in the energy management sphere at a level that best suits their business needs and philosophy. Ioannis Iakovou, Marine Management Systems EMEA Manager, commented: "Lloyd's Register is fully aligned with the cornerstones of the above cooperation. Working in partnership secures a solid deliverable that goes beyond legislation to reveal the advantages of aiming to perform well above the industry's average at all levels in the company, from its management across the whole fleet operations". Chandris (Hellas) Inc. is a Ship Management Company specializing in the management and operations of tankers and bulk carriers. All vessels are managed from the Piraeus office. The fleet is owned by individual companies and are registered mostly under the Greek Flag.

Source: Lloyd's Register

Major Japanese container lines 'could merge'



The **MOL SOLUTION** seen in the port of Cape Town – Photo : Aad Noorland ©

The head of Japan's largest shipping line — Mitsui OSK — has said that a merger of the three major Japanese container lines into one entity "could be an option" to their financial problems, ifw-net reports. Koichi Muto, President of MOL, made the remark amid broad criticism of the way the bigger container lines on the Asia-Europe trades had demonstrated a "lack of self control" that was detrimental to themselves and the industry.

Muto said the idea of a merger "could be an option, of course. At the moment there is no such discussion, but we should be flexible in every way". He added: "We roughly studied such a possibility, of course." He mentioned that all the major lines were losing too much money in their container divisions to be sustainable over the long term. MOL itself is set to lose ¥4 billion (US\$51 million) this year.

K Line has the greatest exposure and has not joined the trend to charter ultra-large container ships through alliances. K Line is set to lose ¥30 billion (\$384m) this year. One obstacle to such a merger is existing service alliances between NYK and MOL.

"Now we are all alliance with partners, and the timing is a very different matter," said Muto. NYK has chartered four ultra-large boxships from its alliance partner Orient Overseas International Lines (OOIL), while MOL has chartered five such vessels from its partner, NOL.

Janet Lewis, a Hong Kong-based analyst with Macquarie Bank, believed that the alliance approach can only be temporary. For OOIL, the parent of Orient Overseas Container Lines, and NOL, the parent of APL, the short-term charters to alliance partners "have been a way of spreading some of the risk of what are big-ticket investments early on". But they will want those ships back for themselves to stay in the Asia to Europe trades, said Lewis.

Defending the alliances, Muto said it was too expensive for medium-sized lines to invest great sums of money to simply stay in one trade. "To go on one route needs 10 ships," he said. "That's about \$1.5 billion to deploy on one route. We can't afford that." The solution, he said: "We should do it with our partner, getting together as an alliance."

The idea of a merger is not far-fetched or even unprecedented. Lewis pointed out that three-way spin-offs had occurred in the semi-conductor and mobile phone industries in Japan. She also pointed out that the spin-off idea would immediately put a newly created "Japan Lines" into the top 10 of global container shipping, and give it sufficient market share and economies of scale on the Asia to Europe trades that would allow it to defend itself against powerful competitors, such as Maersk, MSC and CMA CGM, which collectively control about 46% of the trades.

In an article in IFW's sister publication, Lloyd's List, Muto offered an unvarnished opinion of the role of the three sector leaders in stuffing their giant ships to capacity on these trades. Filling such ships to 100% capacity works "in the short term, over one month or two months. But not for 15 months. "It would be satisfactory with 80%, but always they try to fill the super-sized containership up to 100%. That's a silly deed." He noted that the three lines had seen deterioration in their rates as a result. **Source : PortNews**

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Seen on a sunny Sunday morning at the Eastern anchorage the "[Day Tide](#)" awaiting together with the "[Sea Ocelot](#)" to assist the "[Jack Bates](#)" to move OPL from WJA - Photo : [Richard Qualm](#) ©



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Kenya's Somali incursion cuts piracy costs in Indian Ocean

Kenya's operation against Al Shabaab in Somalia has helped reduce ransom demands on captured ships as pirates seek to close deals before a battle between the militants and Kenyan forces at Kismayo. Shipping experts said that the amount of ransom demanded by pirates for vessels had dropped by about 50 per cent and could fall further in coming days once "Operation Linda Nchi" (Defend the Country) is completed. "Initially, the pirates holding captive the Algerian flagged MV BLIDA were demanding \$6 million to release the vessel and her multi-national crew. But a package of \$3.5 million was delivered on the vessel and they freed it," said Andrew Mwangura, the Seafarers' Assistant Programmes (SAP) coordinator.

It is believed that the militants offer protection to pirates in exchange for cash, arms and logistics in a pirate value chain estimated to be worth between \$4.9 billion and \$8.3 billion. **MV BLIDA** with its 27 crew was hijacked on January 1 on her way to Dar-es-Salaam, Tanzania from Salalah in Oman. The turn of events comes as a relief to shippers who are shouldering the commercial burden of piracy along the gulf of Eden. Maritime sources privy to ransom negotiations in Mombasa said the military campaign had tilted negotiations in favour of vessel owners as pirates rush to close deals. London and Mombasa are cited in various reports as among the towns where where negotiations for ransom are conducted.

"Pirates are keener than before to make sure that negotiations for the release of at least nine vessels held in Somali are completed," said a manager at one of a Mombasa-based shipping agents, who wished to remain anonymous. "It is clear the trend is due to the military operation in Somalia." The fall of Gen Said Barre's administration in 1992 plunged Somalia into civil strife, disintegrating its navy and coastguard services, marking the onset of piracy along its coast.

The surge in piracy led to an increase in the price of ransoms in recent years with \$9.5 million for the release of Samho Dream, a South Korean oil tanker, in November last year the highest amount paid to date. "In 2005, ransoms averaged around \$150,000. By 2009, the average ransom was around \$3.4 million. In 2010, ransoms averaged \$5.4 million. Higher ransom demands lengthen negotiations and the duration seafarers are held hostage," said Fredrick Wahutu, a maritime expert in Mombasa. The Kenyan economy has borne the brunt of piracy with the Kenyan Shippers Council estimates showing that the crime increases the cost of imports by \$23.8 million and exports by \$9.8 million per month. These costs are then passed on to consumers. Gilbert Langat, the Chief Executive of the shippers council, said piracy could have pushed up the price of imported goods by up to 10 per cent, fuelling inflation in the country.

The cost of insurance in the shipping sector have also been on the rise as shippers take extra covers for war risk, kidnap and ransom in addition to conventional underwriting of cargo and hull. "The Gulf of Aden was classified as a 'war risk area' by Lloyds Market Association (LMA) Joint War Committee in May 2008, and is therefore subject to these specific insurance premiums," Capt Wahutu said in an earlier interview. The country has also lost out in cruise ship business because of the illegal activities with the number of expeditions arriving at Mombasa dropping from 40 in 2007, to 16 in 2008 and two last year. A cruise ship earns Kenya between \$200,000 and \$350,000 per arrival depending on the duration its patrons stay at the Coast. Industry sources estimate Kenya may have lost \$6 million through reduced cruise ship activity over the four years. **Source: Business Daily Africa**



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Ferry accident reveals full scale of disaster

The Tanzanian government appears shell shocked over leaks of the long-awaited and well nearly locked-up report of the commission of enquiry, and was seemingly unable to answer allegations as the 50th anniversary of independence from Britain approaches. Information received from both Zanzibar and Dar es Salaam indicate that the figures previously published, and very grudgingly raised as more and more relatives came forward claiming to have lost family members, was grossly, if not outright deliberately understated by official organizations of government. Figures now leaked, in spite of extensive measures to keep the report under wraps, talk of as many as 2,764 people still missing from the fatal sinking of the ferry **MV Spice Islander I**, which was enroute from Unguja island to Pemba island and sunk less than 2 hours into the journey.

The stricken vessel, licensed to carry no more than 600 passengers, had according to the report, nearly 6 times as many passengers on board as she sailed, already banking to the side. The official report is quoted to have mentioned 3,586 passengers on board. It was also established that only about 100 life vests were available for the sanctioned 600 passengers, and that the manifest was obviously falsified showing a relatively lower figure of only 610 on board. This, if indeed true – as one would expect the report of a fully-fledged Commission of Enquiry to be – would make it one of peacetime's worst maritime disasters in history and for sure the worst in East Africa's history. It has also been suggested that any insurance, if any had in fact been taken out, would probably invalidate as a result of evident fraud on the manifest and the gross negligence on part of the owners and the ship's master in taking excessive numbers of travellers on board, which could invalidate insurance covers. Government mouthpieces, trying hard to contain the damage done by the report to the image of Tanzania abroad at the time of the Golden Jubilee Independence, were swift to blame double accounting and multiple reporting of missing persons. This notion, however, was rejected by the commissioners who had spent weeks in reconciling the reports of missing travellers filed by their families. From usually well-informed sources, it is also understood that pressure has been applied on the commission's members to "moderate their figures" when the final version of the report is due to be handed in on November 15, not an unlikely scenario by any standards considering how governments in this region have in the past "contained" such damaging information. In this case, it fully exposed a supervision and licensing machinery completely failing to live up to any acceptable standards. [Source: eturbonews.com](http://eturbonews.com)

China Steps in to Patrol the Lawless Mekong

Fishermen's boats on the warlord-infested Mekong River in northern Laos.

China plans to send armed patrol boats down the Mekong River and assert its authority over a corner of Southeast Asia infested by warlords and drug traffickers. The Asian giant's designs on the Mekong, which it shares with five countries in its southern backyard, including Thailand, Burma and Laos, are to be unveiled in December. Five boats are being equipped to provide security for Chinese cargo ships that ply between Thailand's northern river-port town of Chiang Saen and the Guanlei port in China's southern province of Yunnan, according to the website of China's 'People's Daily' newspaper.

Their range will include the craggy, forest-covered mountainous terrain of the Golden Triangle, one of the world's most notorious drug trafficking routes where the borders of Laos, Thailand and Burma meet. The patrol boats will provide protection for "legal cargo ships from China, Laos, Burma and Thailand," Fang Youguo, general secretary of an association of Chinese ship owners who use the Mekong for trade, was quoted in the report. They will "patrol key areas along the Mekong."

The strategic value of this remote corner of Southeast Asia gaining for Beijing was apparent a decade ago when China agreed with Thailand, Laos and Burma (or Myanmar) to deepen this stretch of the Mekong for navigation. Ships on this trade route now handle over 1.5 billion dollars worth of goods annually carrying cement, iron, fresh fruits and an important energy source - oil - from Chiang Saen to Yunnan. Vessels coming down from China carry garlic, onions, apples and plastic products for the markets of Thailand.

China's decision to provide security for the estimated 130 ships that ply this route was sparked by the gruesome killing of 13 Chinese sailors on board two Chinese cargo vessels in early October. Nor Kham, a warlord from Burma's Shan ethnic minority was initially under suspicion by a special Thai military force for the murders. Yet, by the end of October nine members of the Thai force were fingered for the alleged crime by the Thai police.

By early November another name had surfaced – that of Chinese tycoon Zhao Wei, owner of a sprawling casino in a Laotian province on the Mekong. Zhao has had previous run-ins with Chinese officials cracking down on gambling dens that draw Chinese punters. The killings - which triggered outrage in China - have frozen the river-bound trade route

till the patrol boats are ready. Together with the overland commerce, the river route has helped Beijing form a unique trade alliance with its smaller southern neighbours. "(The) Oct. 5 (killings) have caused great public concern and outcry in China," wrote Ding Gang, in a commentary in the 'Global Times', one of China's largest dailies, weeks after the murders. "Security issues are vital to the stability of regional cooperation."

Beijing put diplomatic pressure on Thailand, Laos and Burma to investigate the murders, and an agreement signed on Oct. 31 between the four countries to jointly crack down on cross-border crime, has been revealing to China watchers.

"It is sending the message that it (China) aspires to be the dominant regional power," Nicholas Bequelin, senior China researcher for the global rights lobby Human Rights Watch, told IPS. "For justice to prevail, the perpetrators and instigators must be ferreted out and dealt with by the law," argued an editorial in the English language 'China Daily' newspaper last week. "Given the complex situation in the Golden Triangle area, transnational investigation and coordination is essential." Such rhetoric for a new security regime will be tested against the climate of lawlessness in the Golden Triangle. Prevailing regional mechanisms, including police forces, have been unable to curb smuggling, shootings,

"Cross-border crime across the Mekong River continues to be a problem despite best efforts by the relevant government authorities to control it," says Gary Lewis, head of the East Asia and Pacific arm of the United Nations Office on Drugs and Crime (UNODC). "Examples other than drug-related criminal activity include extortion, robbery and shootings." "Some areas of the Golden Triangle are porous and remote, which makes it extremely difficult to police the entire length of the Mekong," he explained in an interview. "This provides an ideal environment for criminals to operate." The 4,880-km long stretch of the Mekong that flows through the Golden Triangle was singled out in a September UNODC report as a "key trafficking route" for methamphetamine pills manufactured in Burma's Shan state.

The report mirrors the Golden Triangle's record from the past when it was the world's leading source of opium and heroin, in addition to being a trafficking route. When not profiting from these drug routes, the traffickers and warlords in the area have been fleecing Chinese cargo ships by charging them "protection money," says Khuensai Jaiyen, editor of an ethnic Shan news agency. "They have attacked cargo ships and confiscated their goods many times over the years. Some Chinese crewmen have been shot for refusing to stop," Jaiyen said. **Source : Ipsnews**

NAVY NEWS



Guests gather on the flight deck during a reception aboard the aircraft carrier **USS George Washington (CVN 73)** on the ship's first night of a port visit to Hong Kong. **Photo : U.S. Navy**

SHIPYARD NEWS



The **MAERSK LOTA** seen fitting out at the DSME yard in Korea - Photo : Thom Jaspers ©

China shipyards in troubled waters as orders dry up

China's shipbuilding industry, the world's largest by capacity, is struggling, with some smaller shipyards on the brink of bankruptcy as orders dry up amid global economic uncertainties. New orders of China's more than 2,000 shipyards plunged 43 percent to 29 million deadweight tonnes (dwt) in the first nine months of this year, China Association of the National Shipbuilding Industry (CANSI) said. And one third of Chinese shipbuilders did not receive any new orders in the period, it said in a report seen by Reuters this week.

"Some small- to medium-sized shipyards have suspended production," CANSI said, adding that there were no signs that demand would improve in the last quarter of the year. Globally, many shipbuilders are not faring well because of overcapacity, which is being worsened by the economic problems in the United States and Europe. But the Chinese shipbuilding industry's woes are more acute. Shipbuilding capacity in the world has tripled since 2002, right before a 5-year industry boom, and most of the new capacity was added in China -- which aims to become the top shipbuilding nation in 2015. The world's shipping industry, a bellwether of economic activity because of its role in world trade, is experiencing a downturn that some industry officials and analysts say is even worse than during the 2008 financial crisis.

BIG ONES SURVIVING

Bigger Chinese shipyards, which are also suffering falling orders, should be able to survive the economic downturn because they are capable of making technologically advanced vessels such as those with strong fuel efficiency, analysts said. Last month, China Shipping Container Lines Co Ltd ordered eight container vessels for a total of \$754 million from units of the country's two biggest state-owned shipbuilders. The two groups, China State Shipbuilding Corporation (CSSC) and China Shipbuilding Industry Corp (CSIC), account for about one-third of the country's total order book. Smaller yards will be more vulnerable as they lack technology and funding, analysts said. "This will mean that the top tier Chinese yards are potentially in the game," said Matthew Flynn, managing director of Worldyards, an Asian shipbuilding consultancy. "The lower-tier Chinese yards, which are not able to deliver better fuel-efficient and higher-quality vessels, are really not going to be in the game," he said. Chinese media have reported that some small domestic shipyards, including many in the southeastern city of Taizhou, were on the verge of bankruptcy amid a severe industry glut and falling orders.

Nantong Qiya Ship Engineering Co Ltd and Nantong Huigang Shipbuilding Co Ltd in the eastern city of Nantong are struggling, with Qiya filing for bankruptcy earlier this year, Chinese media reported. A local industry confirmed to Reuters that Qiya had filed for bankruptcy last month. A Huigang employee told Reuters by phone that the company had not filed for bankruptcy, but she declined to give further details.

SHARES DIVE

Shares of Chinese shipyards listed in Hong Kong, Singapore and Shanghai have fallen sharply this year due to pessimism over the industry's outlook. China CSSC Holdings, a unit of China State Shipbuilding Corporation, Yangzijiang Shipbuilding (Holdings), COSCO Corp and China Rongsheng Heavy Industries Group have seen their shares fall 18 to 61 percent this year. "We are generally negative on the shipping and shipbuilding industry, which is closely related to the global economy," said Winnie Guo, an analyst at CCB International, adding that those with strong financial backing like Rongsheng should do better. Founded in 2005, Rongsheng is the country's largest privately controlled shipbuilder. It secured a credit line of 35 billion yuan (\$5.5 billion) in September from China Development Bank. **Source: Reuters**



UACC MUSAFI being completed for UACC at Shina shipyard Tongyeong Korea - **Photo : Thom Jaspers ©**

LAM HENG OPENS NEW YARD IN NANTONG



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SCHEEPSBOUW NEDERLAND BEZORGD OVER REACTIE STAATSSECRETARIS WEEKERS 680 MILJOEN EURO AAN SCHEEPSBOUWORDERS OVERBOORD DOOR REKENREGEL?

Staatssecretaris van Financiën Weekers ziet momenteel geen mogelijkheden om de Willekeurige Afschrijving met nog een jaar te verlengen. Deze reactie heeft de Staatssecretaris 11 november gegeven in zijn schriftelijke beantwoording naar aanleiding van het wetsoverleg over het belastingplan 2012.

In het kader van het belastingplan 2012 hadden de Kamerleden Schouten (ChristenUnie) en Dijksema (PvdA) de Staatssecretaris gevraagd de mogelijkheden te onderzoeken om de maatregel van de Willekeurige Afschrijving in 2012 te verlengen, omdat de economische crisis ook in 2012 gevolgen zal hebben voor de liquiditeit van ondernemers.

Reactie Weekers

De onderbouwing van de Staatssecretaris om de regeling niet nog een jaar te verlengen is tweeledig. Weekers geeft aan dat het kaseffect van een verlenging te groot is. De EMU-saldo effecten bedragen +/- 0,9 miljard euro in zowel 2012 als 2013. Ook zegt hij dat een voortzetting van de regeling in afgezwakte vorm, bij afschrijving in minimaal vier jaar, leidt tot grote kaseffecten. Deze kaseffecten passen niet bij de doelstellingen van het kabinet met betrekking tot het EMU-saldo. Weekers laat daarnaast weten dat er voor de budgettaire gevolgen van een verlenging geen dekking is.

Reactie Scheepsbouw Nederland

De scheepsbouwsector vraagt zich af waarom in de vaststelling van het EMU-saldo alleen gekeken wordt naar het kaseffect van 2012. Men kan de toekomstige positieve effecten, in de vorm van verhoogde belastinginkomsten in de daarop volgende jaren niet negeren. De facto kost de regeling de Staat alleen de netto contante waarde van de rente in een tijdspanne van de vervroegde aftrekbaarheid. Het lijkt erop dat de Nederlandse Staat zichzelf door een rekenregel in de vingers snijdt en daarmee een potentiële orderstroom overboord gooit. Een aantal Kamerleden ziet wel degelijk heil in een verlenging en maakt zich daar hard voor. Dat blijkt ook uit de motie die op 3 november jl. door Kamerleden Schouten en Dijksema is ingediend.

Effect regeling voor de Nederlandse scheepsbouw

Het potentieel aan orders, dat door een verlenging van de regeling doorgang zal vinden, ligt tussen de 20 en 45 schepen. Schepen die in Nederland gebouwd zullen worden op voornamelijk Noord-Nederlandse werven. Dit vertaalt zich in een werkgelegenheid van 2.100 tot 4.300 FTE voor 2012 en een omzet voor de BV Nederland tussen de 340 en 680 miljoen euro. Hiervan vloeit tussen de 58 en 116 miljoen euro terug naar de Staat.

Crisis nog niet ten einde

Het argument dat destijds is gebruikt om de regeling in te voeren en tot twee keer toe te verlengen is onverminderd van kracht. De kredietverlening aan bedrijven staat -met de huidige economie en kapitaalmarkt- steeds meer onder druk. Dat het kabinet dit ook beseft, blijkt wel uit het feit dat Minister Verhagen van Economische Zaken, Landbouw en Innovatie onlangs heeft aangekondigd het garantiebudget voor het Midden- en Kleinbedrijf te verhogen van 765 miljoen euro naar 1 miljard euro. Daarnaast heeft de Minister besloten de Garantie Ondernemersfinanciering, een garantiebudget van 600 miljoen euro voor grotere bedrijven dat is ingesteld tijdens de kredietcrisis in 2008, nog een jaar te verlengen. Deze faciliteit zou eind dit jaar aflopen. "Maar de crisis raakt zowel burger als ondernemer. De overheid moet voorwaarden scheppen om bedrijven concurrerend te laten zijn en blijven. Daarom verlengen we deze regeling minimaal een jaar", aldus minister Verhagen. De kosten die de Staat maakt door de regeling zijn aanzienlijk kleiner dan de opbrengsten die het genereert aan onder meer belastinginkomsten en voorkoming van maatschappelijke kosten van werkloosheid in met name de krimpgebieden. Dit omdat de Willekeurige Afschrijving 'slechts' het verschuiven van te betalen winstbelasting naar achteren in de tijd is. De sector vraagt de Staatssecretaris nogmaals om deze crisismaatregel met nog een jaar te verlengen.

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The **EVIDENCE** seen enroute Rotterdam – Photo : Ria Maat ©

Wärtsilä inaugurates its new Central Distribution Centre in the Netherlands

Wärtsilä, a global leader in complete lifecycle power solutions for the marine and energy markets, inaugurates its new spare parts distribution centre in Kampen, the Netherlands, on Monday 7 November 2011. The Central Distribution Centre is to be inaugurated by Wärtsilä's President & CEO Björn Rosengren together with Bert Koelewijn, the Mayor of Kampen.

The Central Distribution Centre is the core of Wärtsilä Global Logistics Services, and integrates eight previously localized spare parts warehouses into one global supply chain operation. It covers the entire material flow from order confirmation until the point of delivery at the customer's doorstep. The new centre will shorten transportation

distances, reduce spare parts traffic between warehouses, and improve management of the entire supply chain. Wärtsilä's global service network continues to serve the customers with a full range of services and repairs.

"The new centre will deliver spare parts to customers and Wärtsilä's 160 service locations around the globe. By using one global logistics centre, and through the creation of a highly efficient logistics flow, Wärtsilä is better positioned to serve its customers and suppliers. Consolidating logistics and warehousing will result in faster and more efficient spare parts deliveries, 24 hours a day 7 days a week," says Christoph Vitzthum, Group Vice President, Wärtsilä Services.

The new distribution centre began operations in December 2010 and will be fully operational before the end of this year. The facilities cover an area of 37,000 m². Wärtsilä's total investment in the new distribution centre has been approximately EUR 70 million. When in full operation there will be approximately 140 people working there.

The Central Distribution Centre has been designed and implemented by Swisslog, a logistics solutions provider. CEVA Logistics, a supply chain management company, is responsible for the shipments and operational warehouse handling.

Source: Wärtsilä.

DUNKERQUE-PORT: NEW GANTRY CRANE FOR THE GRAIN TERMINAL



In early November an impressive 400-tonne grain gantry, from Le Havre, was lifted off the 160m-long ship **LONE** with the two 1,000-tonne cranes and then placed on the Grande-Synthe quay by the staff of BARRA SNM. The grain terminal in the Port of Dunkirk, where grain traffic is growing fast, is now equipped with two gantry cranes. At the end of October 2011, grain traffic posted an increase of 48% over 2010, with a volume of 1.68 MT. This new gantry crane illustrates the policy of Dunkirk, France's foremost rail port and the leading inland waterway port of the Nord-Pas de Calais region, to develop grain traffic throughout the hinterland of the Nord-Pas de Calais, Picardy and Champagne-Ardennes. **Photo : DUNKERQUE-PORT ©**

Lamprell Announces New Contract Award

Lamprell, a leading provider of specialist engineering services to the international offshore and onshore oil & gas and renewables industries, is pleased to announce that it has received a new contract award from Jindal Pipes (Singapore) Pte Limited ("Jindal"), based in Singapore, for the construction and delivery of a completely outfitted and equipped, LeTourneau designed, self-elevating Mobile Offshore Drilling Platform of a Super 116E (Enhanced) Class design.

The rig is designed to operate in water depths of up to 350 feet and will have a rated drilling depth of 30,000 feet. Lamprell will fabricate the jackup rig in its yard in Hamriyah.

Commenting on the contract award Nigel McCue, Chief Executive Officer, Lamprell, said: "We are delighted to be announcing today's contract win with Jindal, and we look forward to working with Jindal on the successful delivery of this important project. This order further underlines the strength of the market for jackup rigs, and Lamprell's strong positioning within this market." **Source: Lamprell**



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The **CMA CGM ALASKA** seen arriving in the port of Zeebrugge

Photo : Ruud Kempe - www.andrekempe.nl ©

Underwater support company and propeller repairer join forces

Underwater ship maintenance specialist UMC International and Dutch based marine propeller repair specialist Maritime Propeller Repairs (MPR) have signed an agreement to cooperate for workshop and in-water propeller repairs.

Underwater ship maintenance specialist UMC International and Dutch based marine propeller repair specialist Maritime Propeller Repairs (MPR) have signed an agreement to cooperate for workshop and in-water propeller repairs.

Established in 1972, UMC has an extensive network of office locations from where the company offers an underwater engineering vessel support service. UMC says it attends around 1,000 vessels per year and its surveyors are constantly called to inspect marine propellers. In many cases, damage is found and correct diagnosis is key.

MPR was established in May 2011 by a team of experienced propeller repair specialists. The company has established specific welding procedures which have been tested and approved by Class. The workshop, located in Asperen, has a capacity of up to 80 tons lift. The mobile propeller balancing equipment can be dispatched to vessels anywhere, and two teams of mobile specialists can respond to clients' requests. Propellers of up to 11m diameter can be accurately measured. **Source : The Motorship**

MeteoGroup Offshore awarded framework agreement by Royal Boskalis Westminster N.V.

Royal Boskalis Westminster N.V. has awarded **MeteoGroup Offshore** a framework agreement to supply metocean services to its fleet of 1,500 vessels. The framework contract, which began on 1st October 2011, includes the installation of the world's leading onboard weather routing system, SPOS Onboard (Ship Performance Optimisation System) for a large part of the fleet.

MeteoGroup's proprietary software, SPOS Onboard, will initially be installed on over 50 vessels from the 1,500-strong Boskalis fleet (of near-shore and offshore vessels). SPOS Onboard is the market-leading weather routing service for shipping. Using SPOS to optimise routing for its vessels, Boskalis will reduce overall fuel consumption, save time and reduce costs and CO2 emissions.

As the preferred supplier of metocean services for Boskalis, MeteoGroup Offshore will also provide products and services for Royal Boskalis Westminster Group's global activities. This includes the high resolution, operational planning tool, Nowcasting Pro6 for near-shore operations.

Mark White, MeteoGroup Offshore Managing Director commented: "Royal Boskalis Westminster Group operates in diverse markets and we're delighted that this framework agreement provides scope for MeteoGroup Offshore to supply suitable products and services for the different markets, including dredging, transport, heavy lift and salvage."

Piet Jan van der Giessen, Plant Manager at Royal Boskalis Westminster commented: "SPOS Onboard will help us achieve three main goals: improved safety, reduction of CO2 emissions and cost savings. The detailed weather forecasts enable the crew to avoid hazardous weather situations and, by optimising our shipping routes, we will save on fuel, bringing down costs and reducing the environmental impact."

"In addition to SPOS Onboard, the framework agreement includes other weather forecasting products and services from MeteoGroup Offshore's portfolio and applies to the whole of Royal Boskalis Westminster. We're delighted that these services will be available to all vessels and project managers at an operational level," added Maurice Koerts, Senior Buyer, Royal Boskalis Westminster.

Port of Wilmington box volume climbs 2.7 percent

Container volume at North Carolina's Port of Wilmington grew 2.7 percent in the quarter ending Sept. 30, helping push revenue at the N.C. State Ports Authority up 7 percent in the fiscal quarter, the Journal of Commerce reports. The slim gain in container business lagged behind a 23 percent boost in bulk shipments over the same quarter a year ago to 355,292 tons, with grain and woodchip volume leading the growth.

Breakbulk volume was down slightly, the port authority said. The authority did not disclose month-to-month figures, but the light growth in container volume to 73,805 20-foot-equivalent units follows similar weak numbers at other U.S. ports.

Overall cargo volume at the ports of Wilmington and Morehead City grew 10.9 percent over the authority's fiscal first quarter a year ago, and container volume including Morehead City was up 2.5 percent. **Source : PortNews**



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ClassNK recognised as RO by Norway flag

The Norwegian government has officially recognised ClassNK as a Recognized Organization (RO) which allows the Japanese classification society to perform surveys and issue certificates for Norwegian flagged vessels.

At a ceremony held at the Royal Norwegian Embassy in Tokyo, deputy minister Rikke Lind of Norway's Ministry of Trade and Industry, and ClassNK chairman & president Noboru Ueda signed the agreement. Lind highlighted the importance of the new agreement, saying: "I am certain that this agreement will prove to be a milestone in the long and proud history of maritime cooperation between our two countries."

Her sentiments were echoed by Noboru Ueda who added that he hoped the agreement would "help to build even stronger ties between the two great maritime nations" and committed ClassNK to "providing the best service possible to Norwegian flagged vessels over the years to come."

The new agreement makes Norway the 103rd flag administration to delegate authority for surveys and statutory certificates to ClassNK, which became the first classification society in history to have more than 190 million gross tons on its register at the end of September 2011. Norway's two ship registers, the Norwegian Ordinary Ship Register (NOR) and Norwegian International Ship Register (NIS), account for almost 2,000 vessels totaling more 16.5 million gt.

Source : The Motorship

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CSD ATHENA ON TRIALS AT ROTTERDAM-MAASVLAKTE



Last week the IHC-Merwede built Self-propelled cutter suction dredger **ATHENA** conducted her first dancing steps at Rotterdam-Maasvlakte as can be seen at the photos, the brand new **CSD ATHENA** with a length of 131,5 mtrs and beam of 27,8 mtrs is able to dredge upto 32.4 mtr waterdepth, onboard is a total power of 24.658 KW installed

Photo's : Jan van Heteren fotojvh@gmail.com ©



Samara River Port buys 2 new hovercrafts

Stevedoring company Samara River Port has purchased 2 new Hivus hovercrafts, Russian website 63.ru reports. The company did not disclose the contract value or delivery schedule. Now SRP owns a fleet of five ACVs: 3 Mars vessels and 2 Hivus boats. The Hivus hovercrafts are designed for year-round passenger and freight traffic.

JSC Samara River Port provides passenger and freight transport, handles ferrous metals, container, chemical fertilizer, unitized goods and industrial equipment, as well as bulked cargo.



The **SWIBER TORUNN** seen alongside **FPSO MAARI**, offshore New Plymouth, New Zealand, after her return from Tauranga. Photo : Capt. Jelle de Vries ©

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Syros going alongside Polar Duke to trans-ship bunkers in Aberdeen, Scotland. PV Sea Shepherd assists while Sea Herald stands off. Polar Duke, built 2010 7,689grt, Armada Seismic Invest 1 A/S. Photo : Iain Forsyth ©

Stockholm wins Third ESPO Award

"Nothing less than a manual of best practice for port communication campaigns." This is how the jury motivated its unanimous decision to pick Ports of Stockholm as the winner of the third ESPO Award on Societal Integration of Ports, ESPO reports. The Award was handed out last night during a ceremony held at the Brussels Town Hall in the presence of Commission Vice-President Siim Kallas and more than 200 representatives from the European port and logistics community and EU policy-makers.

The theme of this year's competition was 'Creative Strategies to Communicate the Port to the Wider Public'. Seventeen port authorities responded to the theme, with innovative and inspiring projects. A high rate of response, which shows that more and more ports care about the way they interact with society around them. The submissions of the ports of Koper, Stockholm and Thessaloniki were shortlisted early September and it was Stockholm's project 'Port Vision 2015' that charmed the jury most. The jury found that it scored best on all aspects of the theme and especially valued the comprehensive, multi-faceted and strategic approach of Ports of Stockholm.

During the ceremony, ESPO Chairman Victor Schoenmakers announced the themes for the next editions of the Award. The 2012 competition will focus on projects that connect ports to young people, either through education or work. And in 2013 the emphasis will be on the contemporary use and promotion of port heritage. Next year's competition will open on 15 January and all the necessary announcements will be made available by then. The ESPO Award on Societal Integration of Ports was established in 2009 to promote innovative projects of port authorities that improve societal integration of ports, especially with the city or wider community in which they are located. In this way, the Award wants to stimulate the sustainable development of European ports and their cities. The Award jury is chaired by John B Richardson, Former Head of the Maritime Task Force at the European Commission and Special Advisor at FIPRA. This year's jury members were: Bart Derison (Partner, Connect), Michael Grey (Former Editor-in-Chief, Lloyd's List), Denis Davoult (International Association Cities and Ports), Marta Moretti (International Centre Cities on Water), Maria Nygren (Deputy Managing Director, TransportGruppen Sweden), Nigel Rowe (Chairman, Sail Training International) and Eric Van Hooydonk (Chairman, Flanders Water Heritage). Source : PortNews

Higher earnings for ICTSI

Profits were up 39% for port operator International Container Terminal Services Inc (ICTSI) in the first nine months of the year. Manila-headquartered ICTSI reported a profit of \$101.4m in the first nine months of 2011, compared to \$73m in the same period last year. Revenues for the nine-month period were up 29% at \$490.9m.

Higher profits and revenues came on the back of increased volumes with ICTSI's terminals handling 3.84m teu up 25% on the first nine months of 2010. **Source : Seatrade Asia**

.... PHOTO OF THE DAY



IHC built, Van Oord's self propelled cutter suction dredger **ATHENA** is undergoing her first dancing and dredging steps with willingness at the Tweede Maasvlakte, Rotterdam.

Photo : Arjan Rebel ©

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