



**Number 162 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 11-06-2013**

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

## Global leader in ocean towage



[www.fairmount.nl](http://www.fairmount.nl)

Hofpoort 16th Floor, Hofplein 20  
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



**Cruise ship "DEUTSCHLAND" anchored off Cowes isle of Wight**  
**Photo : Andrew Moors Harwich lifeboat. (c)**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

### OCEANWIDE SAFETY AT SEA



**OCEANWIDE S.a.S.**  
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM  
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS  
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36  
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL

**NORSAFE**  
Norsafe BV

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING



NGM – Triple A – outward IJmuiden – DOP - Photo: Veronique Krot – Askjur B.V. Amsterdam (c)

## Two patrol vessels launched to monitor exclusive economic zones

The Marine Security Coordinating Agency (Bakorkamla) has launched two patrol vessels that will monitor maritime safety in exclusive economic zones across the country. The 48-meter-long vessels – the **KN Bintang Laut 4801** and **KN Singa Laut 4802** – are equipped with weapons systems. Bakorkamla executive director Rear Adm. Bambang Suwanto told The Jakarta Post that the two vessels, which are worth Rp 58 billion (US\$5.9 million), were fully funded



by the state budget. He said eight catamaran patrol vessels and 10 rift patrol ships operated by the agency had been donated by various countries, but primarily from Australia.



Indonesian Coast Guard cutter **829** off Batam – **Photo : Capt. Jelle de Vries (c)**

“These two vessels are the first that Bakorkamla has developed using state budget funds,” said Bambang.

He made his — during the launch of the vessels at the PT Palindo Marine Port in Tanjung Ugang, Batam, Riau Islands, on Saturday. West Armada Command chief Rear Adm Arif Rudiyanto and officials from the Administrative Reforms Ministry and the Defense Ministry also attended the ceremony. Bakorkamla is aiming to develop a total of six 48-meter vessels, designed as an effective platform for patrolling Indonesia’s exclusive economic zones, by 2014. It is said that the vessels are fully equipped with 20 millimeter guns, having been designed for security operations. “They are also supported by long-shot cameras with a range of up to 20 kilometers and the use of satellite technology so that their activities can be monitored from Bakorkamla headquarters in Jakarta,” Bambang said. The KN Bintang Laut was built by Palindo Marine while the KN Singa Laut was developed by dockyard company PT Citra Shipyard. The four other patrol vessels will also be built by local companies. **Source : Jakarta post**

## New research vessel will be called Kronprins Haakon

**Norway’s first ice-classed research vessel will be named after the country’s Crown Prince Haakon. The name was chosen through a contest on public radio.**



The Norwegian Polar Institute, the Institute for Marine Research and the University of Tromsø in April announced a contest among the listeners of the popular daily radio show “Norgesglasset” to come up with the best name for the vessel.

People sent in more than 1000 suggestions, most of them the names of famous Polar explorers, Polar hunters, researchers and adventurers. The jury chose the name “**Kronprins Haakon**” because it is a name with long royal Polar

traditions while at the same time reflecting the crown prince’s big engagement and deep knowledge on climate and

environment in Polar regions, the Polar Institute's web site reads. The winner will be invited to the vessel's christening in 2015. The new research vessel will have ice-class Polar 10 Icebreaker. It will have cabin-space for a crew of at least 50 and be fitted for research voyages of up to six weeks in ice-covered waters. The vessel will be 100 meters long and 21 meters wide. **Source : Barents Observer**



The tug **BOA SUND** in Gdansk with the Ponton **BOA BARGE 31**.

**Photo : Wouter Guijt – Mammoet Solutions ©**



The **HANJIN MARINE** Finally sailing after a 12-hour delay from Melbourne , as a result of main engine failure on original departure c.0400 Sunday morning. Not auspicious on the maiden voyage! – **Photo : Dale E.Crisp ©**



## Sevan hulls to become accommodation units

**Seabrokers** reports that **Sevan Marine** has agreed to sell its partially completed Sevan Hulls 4 and 5 to Logitel Offshore. The total purchase price will be US\$41 million, to be rendered as a seller's credit. Logitel Offshore is a stand-alone company established in co-operation with Sevan to promote floating accommodation units based on the Sevan cylindrical monocolumn hull design. Logitel has entered into agreements "with a reputable yard" for the construction of one plus one high-end accommodation units based on Hulls 4 and 5, with options for two additional units. **Source : Offshore shipping online**



Bulk carrier **ZIEMIA LODZKA** from Polsteam outbound from Rotterdam.

**Photo : Monique Davis-Mulder ©**

## Songa Offshore SE announces new Board of Directors

Mr. Michael Mannering, President of the Rig Management Group at Schlumberger, was today elected Chairman of the Board of Directors of Songa Offshore SE at the company's annual general meeting today. Mr. Mannering, who succeeds Jens A Wilhelmsen, has more than 30 years experience from the international drilling industry. He is also Chairman of Saxon Energy Services, a Canadian based international drilling contractor with 95 land rigs, and sits on the board of Schlumberger Oilfield UK, said in the company's press release.

Few, if any, have more extensive experience from international drilling than Mike Mannering. With the re-election of current directors Steven James McTiernan and Arnaud Bobillier, Songa now has a world-class board - perhaps the most experienced of all comparable rig operators, says CEO Bjørnar Iversen.

Songa's largest shareholder, Frederik Wilhelm Mohn, was elected as new Director. In addition the board comprises Arne Blystad and Mrs Nancy Erotocritou who were all/both re-elected. Songa currently operates five mid deep water rigs, three of which are on contracts with Statoil in the North Sea. In addition, the company has four Category D rigs under construction in South Korea. Songa is a company with great industrial potential. At the same time, we do, however, also have a need to find good solutions for financing of the four new-builds. In this context, the new board's extensive financial and operational experience represent a significant strengthening of the company, says Mr. Bjørnar Iversen.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?**  
**PLEASE VISIT THE WEBSITE :**  
**[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)**  
**AND REGISTER FOR FREE !**



POSH TERASEA OFFSHORE PTE LTD  
marketing@poshterasea.com.sg  
www.poshterasea.com.sg



The **CHRISTOPHER** outbound from Rotterdam – Photo : Ria Maat ©

## Prathiba Cauvery's licences cancelled, ship declared scrap

It is now considered 'unseaworthy' for transporting goods



After the completion of repairs to the ship, **M.T. Prathiba Cauvery** sailed out from the Chennai Port on Saturday, under the new name Cauvery, to Chittagong in Bangladesh. Sources said that the ship would go to the scrap yard as all its licences and insurance had expired and it had been declared 'unseaworthy' for transportation purposes.

When Cyclone Nilam crossed the coast on October 31, the tanker got stranded at the Elliotts Beach here, and six sailors lost their lives. It was later docked in Chennai Port as the sailors' families sought compensation. Meanwhile, the ship was involved in litigations in the Madras and Calcutta high courts. After clearing the dues and getting clearance from Mercantile Marine Department, it was allowed to sail on Saturday. The owners had paid to the Chennai Port Rs. 25 lakh towards various dues. On May 16, the Madras High Court confirmed the sale of the ship to Baltanas Shipping Ltd., Charlestown Nevis, for Rs.16 crore. **Source : The Hindu**



The **SIEM ATLAS** arriving in Niteroi – **Photo : Capt Jan Plug – Master Acergy Condor ©**



## **New Rules shape future of offshore gas production**

Lloyd's Register releases new Rules for Floating Offshore Installations at a Fixed Location (FOIFL) which includes new sections on floating liquefied natural gas (FLNG) facilities. Lloyd's Register uses its technical knowledge and experience to publish a comprehensive Rule set to guide the design, construction and operation of floating liquefied natural gas (FLNG) facilities – the biggest, most complex floating structures ever seen – meaning natural gas will now be safer, cheaper and have a lower environmental footprint.

Launched today, Lloyd's Register's Offshore Rules for FLNG vessels and facilities are based on a real-world projects and extensive work with key industry alliances. The Offshore Rules for FLNG reinforce Lloyd's Register's position at the forefront of new maritime and energy technology, building upon the work the company has performed with numerous LNG firsts, such as classing the first LNG fuelled tanker, Argonon.

"Natural gas is a key part of the energy mix' and its safe and economic production is becoming increasingly more important," says Mark Tipping, Principal Engineer for FLNG Development in Lloyd's Register. "FLNG facilities are being designed to extract gas reserves which have been discovered in some of the world's deepest waters, answering



society's demand for the provision of more 'carbon-lite' energy sources. The FLNG facilities we have worked on to form these Rules will be the biggest floating structures ever seen and in the future, they will allow operators to unlock the world's stranded offshore natural gas reserves in areas like North Western Australia's Browse Basin." With natural gas prices set to vary greatly between countries in the near future, FLNG is needed to supplement pipelines in the transportation of this low-carbon fuel. Equally, the energy industry requires more effective storage solutions as demand fluctuates. Flexibility is also a rising concern. Industry experts point to FLNG as a solution that can offer easy transportation, storage and flexible supply of natural gas in an increasingly uncertain energy landscape. Lloyd's Register's unprecedented 50-year offshore experience, including its technical knowledge of LNG containment and liquefaction technology, FPSO development and process engineering systems, has made it possible for this certification and classification society to publish the first set of Rules to comprehensively look at all areas of FLNG facilities.

"We continually update our Offshore Rules in collaboration with our panel of industry partners to ensure that they are relevant to the technological advancement being made on the FLNG arena. The FLNG Rules are being developed in three stages which will allow us to consult with industry experts both internally and externally. We are delighted to release the first phase of the Offshore Rules which were developed in conjunction with our Offshore Technical Committee in April." According to the International Energy Authority, the world's primary energy demand will increase by 37% between to 2035 with the natural gas share overtaking coal before 2035 and starting to reach parity with oil soon after 2040. Gas reserves currently remain abundant yet they are technologically complex to both extract and transport. Liquefied natural gas takes up about 1/600th the volume of natural gas yet until now, formal FLNG design codes have remained underdeveloped and this has presented challenges to develop production engineering systems.

"Ultimately, the Lloyd's Register FLNG Rules provide a robust and efficient framework in which all other specialist codes and standards can be used. This will be hugely beneficial, for the energy industry and for our wider societies," concludes Tipping. The Offshore Rules are freely available to download from [www.lr.org/offshorerules](http://www.lr.org/offshorerules)

Source: Lloyd's Register



The **MAERSK ELLIOT** enroute Rotterdam – Photo : Ria Maat (c)

# ECDIS TRAINING

- Type specific courses
- Onboard training
- Familiarization training

[www.alphatronmarine.com/training](http://www.alphatronmarine.com/training) Email: [training@alphatronmarine.com](mailto:training@alphatronmarine.com)

**ALPHATRON**  
Alphatron Marine BV

**JRC**

**TRANSAS**  
SETS THE STANDARD

**TRANSAS APPROVED TRAINING CENTRE**

## Protests continue against Suez Canal Authority



For the third day in a row, the temporary marine workers at the Suez Canal Authority continued their sit-in in front of the management's building in protest against their working hours to carry out dredging work. The subcontractors are calling for the same employment conditions that full time employees receive. **Source: Gulf Ship News**

## **NAVY NEWS**

# **Tangled in red tape, India's submarine fleet sinking**

The navy's desperate attempts to rescue its sinking underwater combat arm have been dealt a double whammy. First, the ongoing project to construct six Scorpene submarines has been delayed by another 14-18 months, with the first vessel now slated to roll out of Mazagon Dock Limited(MDL) by November 2016 at the earliest.



More worryingly, the new project to construct six advanced stealth submarines, armed with both land-attack missile capabilities and air-independent propulsion for greater underwater endurance, is still stuck in political apathy and bureaucratic red-tape. It has already been examined by three committees after being granted "acceptance of necessity" in November 2007. The finance ministry has now again returned the file for the over Rs 50,000-crore project, code-named Project-75India, to the defence ministry for clarifications.

"The draft Cabinet Committee on Security (CCS) note for P-75I is simply being tossed around with no resolution in sight. The global tender or RFP (request

for proposal) for it can be issued only after the CCS approves the file," said a source. Even if the P-75I tender is floated today, it will take at least three years to ink the contract with the selected foreign collaborator, and another seven to eight years after that for the first submarine to be built. With the over Rs 23,000 crore Scorpene (P-75) project already running four years behind the original 2012-17 induction schedule, alarms bells are now ringing. The navy is making do with just 14 aging conventional diesel-electric submarines — 10 Russian Kilo-class and four German HDW ones — which are to be progressively retired in the coming years despite life-extension refits. China and Pakistan, meanwhile, are adding muscle to their underwater combat fleets. Way back in 1999, the CCS approved a 30-year submarine-building plan, which envisaged induction of 12 new submarines by 2012, followed by another dozen by 2030. But the government's inability to plan and take decisions means the navy is yet to get a single submarine 14 years later. P-75I is embroiled in a debate over the "selection of Indian shipyards" and the "indigenization level to be achieved". While two submarines are to be imported, four will be constructed in India.

The navy wants private shipyards to be involved in the project to save time since MDL is overburdened with orders. But the MoD's defence production department has insisted that three will be built at MDL in Mumbai and one at Hindustan Shipyard in Visakhapatnam.

The Scorpene project, with contracts being inked with French firms in October 2005 has been grossly mismanaged, with huge time and cost overruns. The deal for the 'MDL procured material packages', including sensors, propulsion and the likes, with the French firms was signed only last December. The order for heavy-weight torpedoes to arm the submarines is also yet to be placed. Projections show only five to six of the present 14 Indian submarines will be fully operational by 2020. Even with a few Scorpene by then, India will remain far short of the minimum 18 conventional submarines required to deter Pakistan and China. **Source : IndiaTimes**



The Chinese [type 056](#) Corvette **597** was handed over to Navy (future homeport Hong Kong Garrison)

## DCNS briefed French and Royal Navy submarine forces Admirals on Barracuda SSN program

In April 2013 Vice-Amiral d'Escadre (Squadron Vice-Admiral) Coriolis, commanding officer of the French Navy's FOST (for Force océanique stratégique or Strategic Oceanic Force), and his Royal Navy counterpart Rear Admiral Corder, Commander Operations (COMOPS), visited the Barracuda SSN combat system shore integration facility located at Toulon naval base, Southern France.

All the equipment needed for the integration, the validation interfaces and the combat systems of the future class of SSN will be installed in this center located ashore before the start of the trial period. For the next three years, all the features of the combat system will be tested and checked before their installation onboard the submarine.

Barracuda-type SSNs will replace the French Navy's current-generation Rubis/Améthyste-class boats (Picutre: DCNS)

During the briefing, which illustrates the willingness of DCNS and the French Navy to join their technical and maritime know-how for reaching a new level in terms of combat system ergonomics, many innovations were presented:

- » An evolution of the underwater detection suite present on current French Navy SSBNs
- » A non-penetrating optronic mast replacing conventional (optical) periscopes
- » An electronic navigation aid software
- » An increased weapon fit (twice the capacity of the existing Rubis class SSN)
- » A Combat Management System capable of integrating and fusing above and under water sensors data

Between 2017 and 2027, Barracuda-type SSNs will replace the French Navy's current-generation Rubis/Améthyste-class boats. Mission capabilities will include intelligence gathering and special operations (by commandos and special forces), anti-surface and anti-submarine warfare, land strikes and participation in joint operations wherever the type's interoperability and associated capabilities (discreet communications, tactical datalinks, etc.) are required. The weapons payload will include next-generation type F21 heavyweight torpedoes, SM39 anti-ship missiles and MdCN naval cruise missiles. [Source Navy Recognition](#)

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**



## SHIPYARD NEWS



ISO 9001 APPROVED COMPANY

• Personal transfer baskets



**PTR HOLLAND BV**  
Group of companies



**BPC**  
BILLY PUGH Co., Inc.





*PTR Holland is the main authorized distribution and refurbish centre for BPC Europe.*

[info@ptrholland.com](mailto:info@ptrholland.com)  
T +31 (0)10.714.4945  
F +31 (0)181.26.2813

**WWW.PTRHOLLAND.COM**

## HII's Newport News delivers Virginia-class submarine to U.S. Navy



HII, Huntington Ingalls Industries' Newport News Shipbuilding (NNS) division delivered the submarine **Minnesota (SSN 783)** to the U.S. Navy Thursday, June 6th. The boat, the last of the Block II Virginia-class submarines, delivered nearly 11 months ahead of schedule, the shipbuilding group said in a news release. Construction of Minnesota began in February 2008, and the keel was authenticated in May 2011. The 10th Virginia-class submarine, named to honor residents of Minnesota and their continued support of the U.S. military, was christened Oct. 27, 2012. Minnesota's commissioning date has been scheduled by the Secretary of the Navy for Sept. 7.

NNS is teamed with General Dynamics Electric Boat to build Virginia-class submarines, which use advanced technologies to increase firepower, maneuverability and stealth. The 377-foot long submarines are capable of submerged speeds of more than 25 knots and can stay submerged for up to three months at a time.

Huntington Ingalls Industries (HII) designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder at its Newport News Shipbuilding and Ingalls Shipbuilding divisions. Employing about 37,000 in Virginia, Mississippi, Louisiana and California, HII also provides a wide variety of products and services to the commercial energy industry and other government customers, including the Department of Energy.

## ROUTE, PORTS & SERVICES



## Ship Delivery

TOS is an international service provider in crewing solutions, global ship delivery and ship management.







**TOS**  
Energy & Maritime Solutions

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl) • [info@tos.nl](mailto:info@tos.nl)



The **MAERSK KIERA** outbound from Amsterdam – Photo : Joop Marechal ©

## LNG bunker ship ordered in China

On the closing day of Nor-Shipping, Jahre Marine of Norway announced that it had signed a newbuilding contract with Chinese yard **Avic Dingheng** to build what is claimed to be the first seagoing LNG carrier for bunkering and small-scale distribution. The ship, of 6,200m<sup>3</sup> capacity, has been designed by Rolls-Royce Marine. It will, naturally, use LNG as fuel, with the gas feed to the engine taken from the aft cargo tank. It will feature a novel design of cargo tank, developed by Norwegian company Torgy LNG, using non-pressurised IMO A technology. The ship will be used for general small-scale LNG deliveries as well as supply of gas to shipowners with vessels running on LNG. Avic Dingheng says it has long experience of building gas carriers, including LNG, LPG and ethylene tankers, as well as product and chemical carriers. Jahre Marine is a partnership between Jahre Holding and Donsøtank, the latter being responsible for newbuilding follow up and technical management after delivery. The contract is subject to the owner receiving finance, but has already received the promise of funding from Innovation Norway and the Norwegian NOx fund, which covers the gas propulsion system and the infrastructure. **Source : The Motorship**

## Hutchison's new Felixstowe intermodal terminal doubles rail capacity

PORT of Felixstowe, the largest container port in the UK, has opened its the North Rail Terminal, which doubles its rail capacity. Co-financed by the EU's Trans-European Transport Network, the terminal enables Felixstowe to handle 35-car trains. Ten kilometres of new track now provides nine additional tracks, resulting in 20 tracks to the port.

The port is owned by Hong Kong's Hutchison Port holdings (HPH) Group which has invested GBP40 million (US\$62.28 million) in the new rail terminal that includes the new berths 8&9 opened in November 2011. "Rail is becoming the mode of choice for an increasing number of shipping lines, forwarders and shippers to move their goods to and from ports," said Hutchison Ports (UK) chief executive Clemence Cheng. "It provides cost, environmental and reliability



benefits for many customers and the port of Felixstowe offers more rail services, to more destinations, more often than any other UK port," he said. The new facility allows for longer and more frequent trains, thus reducing supply chain costs, said the company statement.



The **MSC FORTUNATE** outbound from Felixstowe – photo : Andrew Moors ©

HPH group managing director John Meredith said Felixstowe was the company's first investment outside Hong Kong and the new North Rail Terminal is evidence of the group's continuing commitment to Felixstowe and the UK. This new facility complements the recent investment we have made in Berths 8 and 9 and ensures that Felixstowe has a range of facilities unequalled anywhere else in the UK," said Dr Meredith. Stephen Hammond, Parliamentary Under Secretary of State at the Department for Transport, said: "The investment in this terminal will also complement Network Rail's own investment in the Strategic Freight Network, which the Department for Transport is supporting." Mr Hammond believes the use of rail for container freight can help "reduce congestion and environmental impact for HGVs [heavy goods vehicles]". Source : Schednet

## Hong Kong: Statistics on vessels, port cargo and containers for the first quarter of 2013

The Census and Statistics Department (C&SD) June 6 released statistics on vessels, port cargo and containers for the first quarter of 2013. In the first quarter of 2013, total port cargo throughput decreased by 3% compared with a year earlier to 62.5 million tonnes. Within this total, inward and outward port cargo dropped by 1% and 6% to 35.6 million tonnes and 26.9 million tonnes respectively. On a seasonally adjusted quarter-to-quarter comparison, total port cargo throughput increased by 2% in the first quarter of 2013. Within this total, inward and outward port cargo increased by 1% and 4% respectively.

The seasonally adjusted series enables more meaningful shorter-term comparison to be made for discerning possible variations in trends.

### Port cargo

Within port cargo, seaborne cargo decreased by 5% compared with a year earlier to 42.4 million tonnes, while river cargo increased by 2% to 20.1 million tonnes in the first quarter of 2013. Within inward port cargo, imports increased by 2% in the first quarter of 2013 compared with a year earlier to 16.9 million tonnes, while inward transshipment decreased by 3% to 18.7 million tonnes. For outward port cargo, exports (including domestic exports and re-exports) and outward transshipment decreased by 2% and 8% compared with a year earlier to 9.1 million tonnes and 17.8 million tonnes respectively.

Comparing the first quarter of 2013 with the first quarter of 2012, double-digit increases were recorded in the tonnage of inward port cargo loaded in Thailand (+16%) and Vietnam (+12%). On the other hand, double-digit decreases were recorded in the tonnage of inward port cargo loaded in Korea (-24%), Japan (-15%), Singapore (-11%) and

Indonesia (-10%). For outward port cargo, double-digit decreases were recorded in the tonnage discharged in Thailand (-17%), the United States of America (-13%) and Vietnam (-10%).

The principal commodities for inward and outward port cargo are shown in Table 4 and Table 5 respectively.

Comparing the first quarter of 2013 with the first quarter of 2012, a double-digit increase was recorded in inward port cargo of "iron and steel" (+11%). As for outward port cargo, double-digit changes were recorded for "bricks, ceramic tile and refractory construction materials" (+11%), "iron and steel" (-12%), "live animals chiefly for food and edible animal products" (-13%) and "artificial resins and plastic materials" (-14%).

#### **Containers**

In the first quarter of 2013, the port of Hong Kong handled 5.3 million TEUs of containers, representing a decrease of 8% compared with a year earlier. Within this total, laden containers decreased by 8% to 4.5 million TEUs, while empty containers also decreased by 7% to 0.8 million TEUs.

Among laden containers, inward containers decreased by 5% to 2.3 million TEUs, while outward containers also dropped by 10% to 2.2 million TEUs. On a seasonally adjusted quarter-to-quarter comparison, laden container throughput increased by 2% in the first quarter of 2013. Within this total, inward and outward laden containers increased by 1% and 3% respectively.

Seaborne and river laden containers decreased by 8% and 7% in the first quarter of 2013 compared with a year earlier to 3.4 million TEUs and 1.1 million TEUs respectively. Within inward laden containers, imports and inward transshipment decreased by 7% and 5% in the first quarter of 2013 compared with a year earlier to 0.6 million TEUs and 1.7 million TEUs respectively. For outward laden containers, exports and outward transshipment decreased by 9% and 10% to 0.6 million TEUs and 1.6 million TEUs respectively.

Port cargo and laden container statistics are compiled from a sample of consignments listed in the cargo manifests supplied by shipping companies and agents to the C&SD.

#### **Vessel arrivals**

Comparing the first quarter of 2013 with the first quarter of 2012, the number of ocean vessel arrivals increased by 1% to 7 470, with the total capacity decreasing by 3% to 101.4 million net registered tons.

The number of river vessel arrivals decreased by 3% to 38 120, with the total capacity increasing by 1% to 25.4 million net registered tons.

Vessel statistics are compiled by the Marine Department primarily from general declarations submitted by ship masters and authorised shipping agents. Pleasure vessels and fishing vessels plying exclusively within the river trade limits are excluded. **Source: HKSAR Government**



The **FINNMILL** at the Westerschelde – **Photo : Walter de Groot ©**

## **Bollore's Bid for Ivory Coast Terminal May Be Probed**

A winning bid to construct a second container terminal at the Port of Abidjan in Ivory Coast by Bollore Africa Logistics CI, Bouygues SA (EN) and A.P. Moeller-Maersk A/S's APM Terminals may face scrutiny from a West African competition body.

The competition department of the West African Economic and Monetary Union has accepted a complaint against the bid and will decide whether it will probe it, Amadou Dieng, director of competition at the body said in an interview from Ouagadougou, the capital of Burkina Faso, today.



Bollore, which operates the first container terminal at the port, offered 122 million euros (\$161 million) for the concession and 14 million euros in annual operating fees and won the bid in March. The plan is to build the terminal in a partnership with the government at a cost of as much as 500 million euros.

"The complaint has been admissible. No decision has been taken on the substance of the case," Dieng said. "We are analyzing the documents." Bollore, which is based in the French city of Puteaux, beat bids from groups led by Geneva-based Mediterranean Shipping Co. and Marseille-based CMA CGM SSA. The complaint was submitted to the body by Movis Cote D'Ivoire and NCT Neotrans, part of the CMA CGM group.

### Failed Appeal

An appeal by the CMA CGM group calling for an annulment of the bid was dismissed on May 8 by the Ivory Coast's Public Procurement Regulating Authority.

Bollore's winning bid may create a "supermonopoly," Jean-Louis Billon, Ivory Coast's commerce minister, said in an interview with *Le Nouvel Observateur*, a Paris-based weekly publication. Marc Messana, director general of Delmas, CMA CGM's Africa unit, didn't answer a call made to his mobile phone. A call to the phone of Lionel Labarre, the West Africa director for Bollore Africa Logistics, wasn't answered. Abidjan is Ivory Coast's main harbor and also serves landlocked neighbors Burkina Faso and Mali. The country is the world's biggest cocoa producer. **Source: Bloomberg**



**Zhen Hua 21**, 1982/28902gt anchored in Port Phillip 8-6-2013 for transit to East Swanson Dock on Monday 9-6-2013 for unloading. -Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©

**ANY SHIP OR DESTINATION...  
WE DELIVER**

[www.redwise.com](http://www.redwise.com)



**Ship delivery  
Crew management  
Maritime recruitment**

Check our website!

Follow us!

  

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING



The **RED CEDAR** outbound from Rotterdam – Photo : Frans de Lijster (c)

## Shanghai port volumes rise in May

China's Shanghai port, the world's busiest container port, handled higher volumes of containers in May, according to figures from Shanghai International Port (Group) Co (SIPG). Last month's throughput was 2.94m teu, up 3.5% compared to 2.84m teu in the corresponding period of 2012, data from SIPG showed. Shanghai also moved higher volumes in May compared to April's throughput of 2.83m teu. In the first five months of 2013, Shanghai port recorded total throughput of 13.57m teu, an increase from 13.09m teu moved in the same period of last year. **Source:** Seatrade Global



The **LADY ALEXANDRA** – Photo :Jan Verhoog ©

## Drewry Maritime Advisors analyses the new legal framework of the Brazilian Port System

On May 16th, Congress approved the long-awaited port reform package, under reference MP595, also named "Provisional Measure of the Ports" or "MP dos Portos". However, in the process, a number of amendments have been introduced, which sometimes modified significantly the spirit of the law as designed by the Executive. The overall purpose of the reform is to provide a new legal and institutional framework that would allow an increase in the port system's efficiency and reduce port-related logistics costs by encouraging competition and the participation of the



private sector. As expected, President Roussef did not fail to exercise her right to veto parts of the text adopted by Congress in order to restore consistency with her Government's paramount objectives

The two major items of the Bill were left untouched by Congress:

- Private terminals will be allowed to handle 3rd party cargo
- The selection criteria for future terminal concessions in the Public Ports will be: lowest tariff to user instead of highest concession payment to the Government as hitherto

On the following important issues, the final text will reverse the changes promoted by the Congress:

- Extension of existing concessions: the Government will retain the upper hand and call the shots case by case when it comes to renew existing or expired concessions, be it pre- or post-1993 contracts. This does not preclude renewals per se. Extensions might take place, but at the discretion of the Conceding Power, not automatically.
- Labour-related: Provisions to extend the current scope and prerogatives of Casual Port Labour outside the Public Ports or to other categories of port-related activities will be removed. The monopoly of the Port Watch will not be upheld.
- Participation of shipping lines: Shipping lines participation in private companies bidding for port projects will not be limited.

These new rules are meant at the same time to open up the port industry to new players, and counter market-reservation attitudes, be it on the labour or on the operators' side. The Government intends to publish the implementation decrees within 15 days. Initial takeaways:

- Private terminal projects including those handling 3rd party cargo (like containers) are allowed.
- The shareholding composition of private entities pursuing port investments will not be restricted (no exclusion of shipping interests)
- The new law will allow the re-tendering of pre-1993 concessions and leasing contracts, at the discretion of the Conceding Power. Some of them involve very modest operations on small areas, and some are even, reportedly, dormant. It will enable a possible redistribution of existing privately operated areas in the public ports. Over 150 such contracts are involved.
- The Government intends to review and launch a first batch of 52 concessions located in the port of Santos and in the N-E State of Para, among others in Belém, Outeiro, Miramar, Vila do Conde and Santarém. The proposed calendar (October 2013), however, seems to be somewhat optimistic, considering the very slow rate of successful port concessions over the last decades.

While the incumbent concessionaires and operators prepare to sit down with the Conceding Power to negotiate the terms and conditions of a possible renewal or extension of their contracts, the Secretaria de Portos (Ministry of Ports) informed that they have already received over 100 new port projects. "We can expect to see a host of new project initiatives all along the coast and across the whole port industry, both under the Public Ports Concessions and Private Terminals models" says Michel Donner, Senior Advisor at Drewry Maritime Advisors. "The Government's initial focus on the ports of Para is not a coincidence: alternate routes for the congested soybean exports logistics system needs to be developed, and those ports are one of the options... provided the corresponding railways developments keep pace with the ports projects." He adds. "It is also not a coincidence that the first new concession to be signed under the new rule will concern the stepping-stone of the greenfield Bahia Porto Sul multipurpose port complex project, namely the iron ore bulk terminal promoted by Bahia Mineração (Bamin). This project has been in the starting blocks for quite some time, and is designed to handle 25 million tons of iron ore." "This is a new dawn for the port industry in Brazil", says Michel Donner, "but to ensure the success of the new wave of port projects, the Government will need to provide

- Agility in the tendering, approval and licensing processes
  - Agility in the development of related intermodal and logistics projects, railways in particular, at the same time remedying the problems of shoreside access to the ports."
- Source: Drewry Maritime Research

 <p><b>M3 MARINE GROUP</b> www.m3marine.com.sg</p>		<table border="0"><tr><td><b>M3 MARINE OFFSHORE EXPERTISE</b></td><td><b>M3 MARINE OFFSHORE BROKERS</b></td></tr><tr><td>- Vessel Valuations</td><td>- Chartering (Time &amp; Bareboat)</td></tr><tr><td>- FMEA Authoring &amp; Auditing</td><td>- Sale &amp; Purchase (including Newbuildings)</td></tr><tr><td>- DP Consultancy / Annual DP Trials</td><td></td></tr><tr><td>- IMCA CMID &amp; Dive System Audits</td><td></td></tr><tr><td>- OCIMF OVID Audits</td><td></td></tr><tr><td>- Pre-purchase Survey Inspections</td><td></td></tr><tr><td><a href="mailto:expert@m3marine.com.sg">expert@m3marine.com.sg</a></td><td><a href="mailto:mail@m3marine.com.sg">mail@m3marine.com.sg</a></td></tr><tr><td colspan="2">1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606</td></tr></table>	<b>M3 MARINE OFFSHORE EXPERTISE</b>	<b>M3 MARINE OFFSHORE BROKERS</b>	- Vessel Valuations	- Chartering (Time & Bareboat)	- FMEA Authoring & Auditing	- Sale & Purchase (including Newbuildings)	- DP Consultancy / Annual DP Trials		- IMCA CMID & Dive System Audits		- OCIMF OVID Audits		- Pre-purchase Survey Inspections		<a href="mailto:expert@m3marine.com.sg">expert@m3marine.com.sg</a>	<a href="mailto:mail@m3marine.com.sg">mail@m3marine.com.sg</a>	1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606	
<b>M3 MARINE OFFSHORE EXPERTISE</b>	<b>M3 MARINE OFFSHORE BROKERS</b>																			
- Vessel Valuations	- Chartering (Time & Bareboat)																			
- FMEA Authoring & Auditing	- Sale & Purchase (including Newbuildings)																			
- DP Consultancy / Annual DP Trials																				
- IMCA CMID & Dive System Audits																				
- OCIMF OVID Audits																				
- Pre-purchase Survey Inspections																				
<a href="mailto:expert@m3marine.com.sg">expert@m3marine.com.sg</a>	<a href="mailto:mail@m3marine.com.sg">mail@m3marine.com.sg</a>																			
1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606																				



The **LEVANA** enroute Amsterdam – Photo Simon Wolf (c)

## Khalifa Port touted to reshape Abu Dhabi's economy

Abu Dhabi's Khalifa Port Container Terminal, which was opened in September last year, has proven itself and has trade experts and academics saying that the project will reshape the economy. The most obvious and immediate benefit the terminal offered was much-needed extra capacity to accommodate Abu Dhabi's growth.



Abu Dhabi's Khalifa Port Container Terminal, which was opened in September last year, has proven itself and has trade experts and academics saying that the project will reshape the economy. The most obvious and immediate benefit the terminal

offered was much-needed extra capacity to accommodate Abu Dhabi's growth. The container terminal is built on a 2.7sqkm man-made port island at Taweelah, right between Abu Dhabi and Dubai. The initial container handling capacity is 1.25 million twenty-foot equivalent units, or TEU, and with a planned expansion at the end of 2013 to 1.9 million TEU by adding an additional three of the world's largest container cranes to the six already deployed. This ensures that Khalifa Port Container Terminal is well-positioned to cater to the impressive double-digit growth that is expected in Abu Dhabi's trade over the coming years. "This brand-new port will have a far-reaching and immediate positive impact on Abu Dhabi's society — the most important of which is to accommodate growth," said Martijn Van de Linde, chief executive officer of Abu Dhabi Terminals, or ADT, the manager and operator of Abu Dhabi's two major commercial ports — the Khalifa Port Container Terminal that caters to the container business, and Mina Zayed that primarily serves the bulk, general cargo, ro-ro and cruise segments. "It lays the foundation for a diverse economy and gives businesses the best possible opportunity to compete in the global market place." "If you can't import and export



directly to the market, then your products has to come and go in other ways, more expensive ways," Van de Linde added. "Khalifa Port drives down the cost of trade and puts the brakes on inflation by reducing the transportation cost of import items like consumer goods and construction materials. Of course, it also provides an ideal gateway for Abu Dhabi's fast-growing exports." "Society bears the cost if the transportation sector is not competitive." With berths that can service the world's largest container ships, Khalifa Port Container Terminal has enabled Abu Dhabi to grow as an international shipping hub. More than 15 container lines already call the new port weekly with direct connections to more than 40 international destinations throughout the world, and it has a truly global reach through transshipment at the world's main hubs, such as Singapore and Tanjung Pelepas at the Straits of Malacca; Hong Kong and Shenzhen at the Pearl River Delta; Port Said at the Suez Canal; and Algeciras and Tangiers at the Strait of Gibraltar.

"Since its commercial opening, our customers have enjoyed a 35 per cent productivity increase at the quayside, so ships spend less time at the port. We have also cut trucks' turnaround time by 64 per cent, so today a truck spends only about 15 minutes at the terminal to pick-up or drop-off a container," Van de Linde said. "Another benefit of the semi-automated operations at the Khalifa Port Container Terminal is that it is a much safer environment than the traditional operating modes used in other regional ports. I am proud to say that we have not had a single accident leading to injury since we began the first trials here a year ago. This is more than two million man hours." "Developing the most cost-effective infrastructure and delivery is crucial to maintaining and supporting a healthy supply chain. Since Khalifa Port opened last year, ongoing and transparent dialogue with ADT helped us, the truck turnaround time at the port is far better and a major improvement on what we experienced in Mina Zayed," John Wylie, the chief executive officer of Agility, Abu Dhabi's largest logistics and trucking company, said on what the port means to the supply chain. To capitalise on Khalifa Port Container Terminal's potential to drive economic growth and diversification, the Abu Dhabi government has built one of the world's biggest industrial zones, the Khalifa Industrial Zone Abu Dhabi, or Kizad, on the land directly behind the port island. The 418sqkm area employs a system of clustering, where companies in similar industries, such as plastics, aluminium, steel or pharmaceuticals are situated near each other to facilitate cooperation and growth of efficient supply chains.

Emirates Aluminium, or Emal, is an anchor tenant at Kizad that drives export growth and is benefiting from the vertical clustering design. In addition to direct access to global markets, industries in Kizad benefit from low-cost energy and water, competitively-priced land in which you gain the title for 99 years and the option of 100 per cent foreign ownership — advantages that are generally restricted in the wider Middle East and UAE. The container terminal is one part of a giant state-funded infrastructure development programme that includes Etihad Rail, a 1,200km rail network that will span the UAE, connecting neighbouring countries. Khalifa Port will be the first UAE port with rail access. Several academic institutes in Abu Dhabi prepare for the jobs that will result from the industrial boom. Three years ago, Abu Dhabi University began a master's degree in engineering management that also includes logistics. "A port brings with it a complete set of tools, hardware, technical systems and software," said Raid Al Alomar, associate professor of industrial engineering and director of the Master of Engineering Management programme at Abu Dhabi University. "From forklifts to automated cranes, it is a combination of systems that require knowledgeable technicians and programmers — the sophisticated port is a great chance for engineers to advance in those areas. "Khalifa Port and Kizad will definitely increase the inflow of foreign direct investment because when you have a major port and industrial zone providing everything companies need in a growing market, then foreign investors will seize the opportunity," he predicted. "Together, the two facilitate the whole supply chain and logistics system and once the investment costs are sunk, the operating costs are low." **Source : Khaleejtimes**



The tuna fishing vessel **AMERICAN EAGLE** passing the Panama Canal in Gamboa - **Photo : Cees De Vries (c)**

**DISA INTERNATIONAL**  
worldwide underwater solutions  
Telephone : +32 14 62 04 11 (BE)  
+31 10 3400 522 (NL)  
Mail: info@disa-international.com  
Website: www.disa-international.com





The Dutch flagged **BANIER** in Hamburg – Photo : [Henk de Winde](#) ©

## Port of Los Angeles and Hamburg Port Authority sign collaborative agreement

The Port of Los Angeles and the Hamburg Port Authority (HPA) signed a Memorandum of Understanding which paves the way for increased cooperation and partnership. The two ports have agreed to share strategies and best practices on topics ranging from port infrastructure, environmental and security challenges, and strategies to enhance trade competitiveness.

The five-year agreement was signed at the International Exhibition for Logistics, Mobility, IT and Supply Chain Management conference in Munich. "We have been fortunate to have a close collaborative relationship with the Hamburg Port Authority," said Port Executive Director Geraldine Knatz from the International Exhibition. "This agreement formalizes and expands our partnership and I expect it to be beneficial to both ports in the years ahead."

"I am delighted to have the Port of Los Angeles as a partner with whom we can share experiences and discuss, on equal footing, subjects of interest and concern," said Jens Meier, Managing Director of the Hamburg Port Authority. "It is always a good thing to look over the rim of your tea cup and benefit from a mutual exchange of views."

The collaborative agreement could potentially benefit U.S. and international maritime and environmental companies from the transport and logistics industry as the two leading sea ports share best practices with respect to equipment and new technologies. Since 2005, the Hamburg Port Authority has been providing future-oriented port-management services offering one face to the customer. As an institution under public law, the HPA is in charge of paving the way for the efficient, resource-friendly and sustainable implementation of infrastructure projects in the port. The HPA is the contact point for all kinds of questions concerning the waterside and the landside infrastructure, the navigational safety of vessel traffic, port railway facilities, port property management and the economic conditions within the port



area. The HPA ensures the provision of land as required, carries out all statutory duties placed on it and provides port industry services. The Port of Los Angeles is America's premier port and has a strong commitment to developing innovative strategic and sustainable operations that benefit the economy as well as the quality of life for the region and the nation it serves. As the leading seaport in North America in terms of shipping container volume and cargo value, the Port generates more than 830,000 regional jobs and \$35 billion in annual wages and tax revenues. The Port of Los Angeles – A cleaner port. A brighter future. **Source: Port of Los Angeles**



The **MURCIA CARRIER** departing from Ijmuiden – **Photo : Marcel Coster ©**

## First phase of KAEC's huge port to open in Q3

**Emaar The Economic City**, the company building the huge new King Abdullah Economic City project, has said that it expects to begin trial operations at the huge new 14km<sup>2</sup> seaport during the third quarter of 2013.

In an update of its activities to the Saudi stock exchange, Emaar TEC said that the port will initially handle up to 1.3m TEUs (twenty-foot equivalent container units). A company has been set up to continue the development of the port, which will eventually spread across 20km<sup>2</sup> of land and have the capacity to handle 20m TEU - making it one of the top 20 container ports in the world.

The new company will invest around \$800m in the development, maintenance and operation of the new city's port. Emaar TEC will own a 34% stake in the new company, with the remaining 66% in the hands of contractor Saudi BinLadin Group. Emaar TEC said that it has achieved a number of other goals across the development. In the Al Talah Gardens residential district, all basic and secondary infrastructure works have been completed on the first phase, while works in the second phase are already under way and the launch of a third phase is also expected shortly.

In the 62.5km<sup>2</sup> industrial zone, some 25% of the \$24m (SR: 91m) of infrastructure works for the second phase of the project has been completed, with phase one completed in full and a number of factories already beginning to operate.

A masterplan for the second phase of the industrial zone, comprising around 18m m<sup>2</sup>, has also been created by architectural firm Skidmore Owings & Merrill, with Buro Happold providing engineering advice. Meanwhile, in the Bay La Sun residential district, work is ongoing at the Marina Towers and Beach Towers is ongoing, with the Marina 4 tower now 98% complete and Marina 2 96% finished. Both are expected to be handed over to owners by the end of the year. Marina 4 contains 116 units, while Marina 1 and 2 both contain 192 units. Contractors have also begun working on the 116-unit Marina 3 tower, which is expected to be handed over early next year. The first new hotel in the city, the Bay La Sun Hotel, is now 98% complete and should be handed over by the end of the month.

It has 192 rooms, a conference hall, marina, restaurants, shops and meeting facilities and has been built at a cost of \$66m. Other new facilities to open include a new 24-hour medical clinic and the first phase of the city's business district, containing five new office buildings. A series of shops, restaurants, cafes and a school with a 2,250-student capacity have also been opened. Speaking about the progress at Al-Talah Gardens, KAEC CEO Fahd Al-Rasheed said:

"We are moving at an accelerated pace in the development of Al-Talah Gardens neighborhood following the great success of phase one and two, in which all units were sold out in record time. "Al-Talah Gardens comes as a prototype solution to meet the urgent housing needs of King Abdullah Economic City's neighboring communities, such as Petro Rabigh, KAUST. Additional strong demand comes from investors within KAEC, in addition to families from Jeddah and Makkah." King Abdullah Economic City is being built around 100km north of Jeddah. The 168km2 site is around the same size of Washington DC. **Source: ConstructionWeek Online**

## **.... PHOTO OF THE DAY ....**



The **ACERGY CONDOR** in drydock in Brazil , she will be renamed in **SEVEN CONDOR** in July

**Photo : Capt Jan Plug – Master Acergy Condor ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>