



APRIL 2009



The European P&I Correspondents

Maritime Newsletter

Welcome

We are proud to present our very first Newsletter and we hope you will find it's contents of interest. As an informal group of professional P&I correspondents in Europe we would like to inform our principals and/or clients of important developments in our ports and countries.

These developments in our respective companies or changes in law will be presented to you in this newsletter and articles may be used if and when necessary. If you have any questions or remarks/suggestions please feel free to contact one of these EPIC Board members:

Chairman:	Nils Heijboer (Dutch P&I Services)
Vice Chairman:	Philippe Garo (McLeans)
Secretary:	Michael Robertson (Robmarine)

In this issue:

Port of Ghent
Developments in Dutch law
UK immigration objectives
Piracy off Somalia
Network updates

Contact details for all members can be found at:
www.epic-online.com

Port of Ghent, Langlois & Co

Vessels can reach the port of Ghent from the North Sea via the river Scheldt and then the sea canal from Terneuzen to Ghent. The canal can accommodate Panamax vessels up to 80,000 DWT with a maximum LOA of 265 m, a beam of 34 m and a draft of 12.50m. On the canal the vessels are not hindered by tidal movements or currents.

In 2006 the total maritime traffic amounted to 24.14 million tonnes. Dry bulk amounted to 16.91 million tonnes and liquid bulk to 2.73 million tonnes. The balance of 4.50 million tonnes was made up of conventional/breakbulk, ro-ro and containers. Shortsea traffic accounted for nearly 48% of the total maritime traffic. Barge traffic generated 18.35 million tonnes of transshipment. The total amount of waterborne traffic therefore amounts to 42.49 million tonnes. In total 3,068 seagoing vessels and nearly 15,600 barges called at the port of Ghent in 2006.

The majority of the breakbulk volume consisted of products of the steel industry. To a large extent the strength of this business is due to the fact that Ghent is one of the homeports for the large steel group Arcelor Mittal which has a fully integrated production plant in the port with an annual capacity of more than 5 million tonnes of steel. Arcelor Ghent handles most of its waterborne traffic at its own loading and unloading berths. Raw materials are discharged from large bulk carriers directly into the mill and steel products are loaded from mill to vessel and inland barge.

Ghent has an overall storage capacity of over one million tonnes for cereals and derivatives. Other bulk commodities (coal, ores, minerals, fertilizers, animal feed, etc ...) make up large part of the port traffic figures. Forest products (paper, cardboard, cellulose, wood and timber) are one of the major conventional/breakbulk trades in Ghent. New and strongly growing products are woodchips and pellets.

The automotive industry holds out strongly in Ghent. Honda uses the port as its distribution centre for all of continental Europe importing the cars from the UK, Japan and US. Volvo produces cars and trucks in the port itself. It imports the component parts mainly from Sweden and assembles over 140,000 cars per year.

Apart from the port of Ghent the Langlois Ghent office also services the ports of Zeebrugge and Ostend, both located at a short distance from Ghent. All three ports are within the jurisdiction of the Ghent Court of Appeal.



Developments in Dutch law, Dutch P&I Services

Limitation: We expect that the Dutch government will pass legislation for implementing the 1996 Protocol for limitation on liability of ships in 2009. This means that we will abandon the 1976 Convention with lower limits and follow the countries around us who already has signed up to the 1996 Protocol. Dutch law made an exception for the removal of wrecks which means that in case of wreck removal a separate wreck fund should be established whilst in other countries the property Fund is sufficient.

Bunkers: Please be guided that the Dutch Authorities are quite strict on the use of proper fuel on board. Very regularly checks are carried out on the fuel carried in the day tank which should be of low sulphur. Any discrepancy may lead to a fine varying from Euro 1500 up to Euro 15'000.

UK immigration objectives, Robmarine Shipping

The recently formed UK Border Immigration Agency sets out its Borders, Immigration and Identity Action Plan. From 2008 the following objectives have been set:

1. The Screening and Storage of Biometric ID for everyone from the 169 nationalities outside of the EEA (European Economic Area) applying to work, study and stay in the UK for more than six months.
2. Target a network of Border security advisers at high-risk ports overseas.
3. Target electronic background checks on 30 million people, start checking fingerprints at the front line and, increasingly from 2009, count visitors in/out of the UK as they land and depart from airport / seaports.
4. Roll out biometric ID progressively to foreign nationals from outside the EEA who are already in the UK.

Piracy off Somalia, Robmarine Shipping

The United Nations Security Council unanimously passed a resolution on 7 October 2008 calling on all countries with a stake in maritime safety off Somalia to send naval vessels and military aircraft to confront growing incidents of piracy within the area.

Currently naval vessels from the Netherlands, Germany, France, Denmark and Canada have been escorting vessels, however the UN are urging further international intervention.

The resolution only applies to areas off Somalia, whose 1,800 mile coastline is the longest in Africa. Most attacks occur in the Gulf of Aden, one of the world's busiest shipping lanes to the north of Somalia but more recently acts of piracy have also been on the increase in the Indian Ocean off eastern Somalia.

Network updates

Contact details for the Robmarine network office in Cape Town changed in September 2008. The new address is: Robmarine Cape Town, 31 Picton Street, Parow, Cape Town, South Africa 7500. Contact Nadia Ebrahim on +27 21 930 1289 (telephone) or + 27 83 309 2900 (mobile).

On 1st January 2009 Dutch P&I Services B.V. opened an office in Amsterdam, DUPI Amsterdam.

For further information on the European P&I Correspondents, including full contact details, please visit:

www.epic-online.com



Belgium
Caethoven NV
Langlois & Co



Denmark
P&I Scandinavia Aps



Finland
Oy Lars Krogius Ab



France
McLeans S.A.



Germany
Claas W. Brons
Pandi Services J&K Brons



Greece
Shipserv (International) Inc.



Italy
Ferpandi SrL.
Samer & Co. Shipping
Studio Legale Mordiglia
Tagliavia & Co.



Netherlands
Dutch P&I Services B.V.



Spain
Hispania P&I Correspondents
Pandi Claims Services Spain



United Kingdom
Robmarine Shipping
(Overseas) Ltd.