



Zim back in healthy condition

Israel's Zim Integrated Shipping Services, the world's 17th largest carrier, has announced a turnaround in its results of 2010, indicating a us dollar 54 million net profit against a us dollar 432 million loss in 2009 due to increased cargo volume and higher freight rates.

The carrier increased its revenue to us dollar 3.7 billion in 2010 from us dollar 2.45 billion the previous year. And its pre-tax profit was us dollar 403 million in 2010, showing a us dollar 921 million improvement on the us dollar 518 million loss in 2009. During the last quarter of 2010, Zim's net income grew to us dollar 96 million compared to us dollar 81 million the same period of 2009, while revenue in fourth quarter last year was us dollar 986 million, up us dollar 298 million from us dollar 688 million recorded in the same period of 2009.



Average freight rates in Q4 raised to us dollar 1,485 per TEU from us dollar 1,136 and it handled a capacity of 566,000 containers, rising 14 per cent from 498,000 in the same period of 2009. For the full year, the average freight rate was us dollar 1,384 per TEU, up 21 per cent against us dollar 1,142 in 2009. "In addition to the improvements in net profit, EBITDA, cash reserves, surplus cash flow, quantities carried and freight rates, Zim completed the sale of one of its terminals in Nigeria ahead of schedule and at a higher price than planned, and took delivery of four additional mega vessels for its fleet," said Zim chairman and CEO of parent company Israel Corp Nir Gilad.

"However, there is still a large supply and volatility in the shipping market, and oil prices adversely affect companies operating in the industry," he said.

World's largest Ro-Ro

The Wallenius Wilhelmsen group has launched its 150th anniversary vessel, MV Tønsberg, into operation. The Mark V class is claimed to be the most sophisticated vessel ever built in the Ro-Ro segment. It is the largest of its kind, with a length of 265m and offering a cargo volume of 138,000 cu/m over six fixed and three hoist able decks. The pioneering Ro-Ro vessel was built at Mitsubishi Heavy Industries in Nagasaki, Japan and is the first of Four Mark V vessels which will be delivered to Wilh. Wilhelmsen ASA and its partner, Wallenius Lines. The second vessel will be delivered in August 2011 and two in 2012.

The Wilh. Wilhelmsen technical department developed the design in close cooperation with the shipyard and has been responsible for follow-up of the construction work at the yard. The company experienced a strong rebound in its shipping operations last year, with a 25% increase in transported volumes in 2010 compared with 2009. 'The market demands new and more effective tonnage, and we foresee the Mark V class as a dynamic driver in its segment', said president and CEO Jan Eyvin Wang.



The entire cargo hold of the MV Tønsberg is arranged for customer's high and heavy cargo such as excavators, bulldozers, wheel loaders and harvesters. With a width of 12m and safe working load of 505 tons, the vessel's stern ramp offers customers the possibility to ship larger units than ever before. The clear height of the main deck, 7.1m, is also unprecedented for this kind of vessel.

Cargo can even be loaded on the weather deck, which has a ramp from the deck below. Three decks can be hoisted by electric winches to provide maximum flexibility and utilisation. MV Tønsberg will commence service in the Wallenius Wilhelmsen Logistics' round the world trade.

'The M/V Tønsberg is a welcomed addition to our fleet, allowing us to carry larger cargo, and more of it, with reduced environmental impacts, said Arild Iversen, president and CEO of Wallenius Wilhelmsen Logistics. 'MV Tønsberg and our entire 2011 new building programme mean better service, more options and more capacity for our customers. Such investments are how we maintain our promise to deliver innovative and sustainable global shipping and logistics solutions for manufacturers of cars, trucks, heavy equipment and specialized cargo.'



The Mark V will use 15 to 20% less fuel per transported unit than its predecessors, thanks to a optimized hull form and a number of energy saving features such as the streamlined rudder design and duck tail. In the engine room an advanced turbo generator produces electricity from the waste exhaust heat. In total, these initiatives help to cut emissions significantly.

A Unitor water ballast water treatment system avoids harmful transfer of microorganisms to the sea and all fuel oil tanks are protected to minimize the risk of leakage in case of grounding or collision. MV Tønsberg is the fourth vessel with this name in the Wilh. Wilhelmsen fleet. It is named after the coastal town in Norway where Wilh. Wilhelmsen was founded in 1861 and is the Wilh. Wilhelmsen group's 150th anniversary vessel.

Liner capacity reaches 15 million TEU

Global liner fleet has reached the 15m teu capacity mark for the first time. The figure is more than double compared to 7 million teu as of April 2003. Altogether, some 5,965 vessels, totalling 197m dwt, are involved in the container liner trades.

Of this month's total, 96.5%, or 5,756 vessels in the liner fleet is fully cellular, amounting to 14.5m teu, with the remaining 3.5% made up of non-cellular containerships, multipurpose vessels on liner services with container carrying capacity, and ro-ro vessels that commonly carry containers on their weather decks.



The growth in the world's fleet has coincided with the growth in container ship sizes, and as a result the dwt per slot has dropped from 15.7 dwt per teu in July 2001, when the fleet amounted to 6m teu and 94m dwt, to the 13.1 dwt per teu now. The figures also include those vessels which are in lay-up, however research shows that the idle has now fallen to its lowest in over two years, since November 2008. There are now only 84 vessels left in lay-up, amounting to 185,000 teu, a decline of around 25% month-on-April from February, when 99 vessels were idle.

"K" Line completes SAL Group takeover

Kawasaki Kisen Kaisha Ltd ("K" Line), which has had a 50 percent stake in Schiffahrtskontor Altes Land GmbH (SAL Group) since 2007 has agreed to purchase the remaining shares in the SAL Group at the end of June 2011. A "K" Line statement said that "with the current economic rebound, heavy lifter business is considered an essential tool for the development of big projects such as those in the oil and gas industry, which is expected to grow even further."

The statement pointed to the recent delivery of two advanced vessels with lift capacity of 2,000 tonnes which are equally suited to service demanding offshore projects within the oil and gas industry as they are in assisting in the installation of foundations for offshore wind parks. By increasing its presence in this field, "K" Line says that it will create a new synergy with its offshore support vessel and drill ship business department.



When it gains 100% ownership of SAL, "K" Line expects to keep the company's trading name, location of head office and employment of all current staff. Lars Rolner, who is one of the existing partners, will remain as CEO after the sale of his shares. The "K" Line group has a firm intention to develop its heavy lift business as a core business through the established trade name of SAL.



A joint venture with  K LINE
KAWASAKI SHIPIYARD, LTD.

SAL Group was founded by the Heinrich family, its company history going back to 1865 when first vessel SS "Amoenitas" built by Sietas Shipyard in Germany came into the world. SAL has a staff of almost 120 onshore, and about 100 German and 400 Filipino crew members on vessels worldwide.

The SAL Group of companies provides a broad array of services including sales/project management, vessel operation and ship management engineering and crewing. SAL possesses and operates 16 heavy lift ships which have lifting capacity of 600-2,000 tonnes offering 20 knot navigation speeds. The sales price of the shares remains undisclosed.

Reefers vessels hit by rise of container shipping

The world's refrigerated ship fleet is set to shrink by up to a half during the next decade as a new generation of container ships transforms how fruit, meat and other perishable foods move around the globe. Port and shipping line executives have told the Financial Times they expect a gradual shift away from systems built around traditional reefer ships, where food sits on pallets in a refrigerated hold and is delivered to a cold store on arrival. They are instead designing systems to handle goods in containers with refrigeration units.



The change looks all but certain to cut the existing refrigerated fleet by about a third – 144 of the 500 traditional ships large enough to compete in international markets are already at least 21 years old and hardly any replacements are on order. However, the reduction could be larger still, according to Yntze Buitenwerf, the managing director of Seatrade, the biggest reefer operator, based in Antwerp.

"In 10 years' time the overall world fleet might only be half of what it is today," he said. Dominik Tichelkamp, global head of ocean freight for Ceva, the Netherlands-based logistics company, said the process was the same as the one that swept markets for shipping manufactured goods between the 1950s and 1980s.

Nearly all manufactured and semi-finished goods now move in containers rather than being stowed in traditional ships' holds, because containers are so much easier and cheaper to load, unload and move between trucks, trains and ships. The obvious advantages of container shipping are the same for general cargo as for reefer cargo," Mr Tichelkamp said.



Many container lines, such as Denmark's Maersk Line, have introduced new services on the routes between the southern and northern hemispheres that have been reefers' traditional strengths. New ships operating on Maersk's north-south services will have plugs for 1,700 refrigerated containers. Eric Eng, vice-president for global reefer trade for Singapore's APL, operator of one of the largest container ship fleets, said his line had won business from reefer ships moving bananas, one of the products that has been slowest to move to containers. "In certain areas, the conversion is already under way," Mr Eng said.

However, Mr Buitenwerf insisted that there would remain a long-term role for some reefer ships moving particularly sensitive cargoes that are poorly suited to travelling in containers.