

# MARITIME INDUSTRY IN 2012

## INSIGHTS OF UPCOMING EVENTS, AMENDMENTS AND TRENDS



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# INTRODUCTION

2011 has been a year of several ups and downs for the maritime industry. From fluctuations in the global economy and oil rates to crises in the European Union, every single event has affected the shipping industry in some or the other way.

The year 2011 has also seen some important announcements and changes through introduction of new green technologies and concepts for a more environmental friendly shipping industry, along with environmental laws amended and structured for future regulations.

The Shipping Industry has immense expectations from the Year 2012. Everyone wants the New Year to be of beneficial growth and commendable achievement for all the sectors of the maritime industry.

In this book, we provide a glimpse of all the important events and decisions that would shape the Maritime industry in the year to come.

This book is what the Maritime Industry will be in the year 2012.

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We will start-off with the most important organization and the prime governing body of the global maritime transportation sector – [International Maritime Organization \(IMO\)](#).

- One of the major changes within the IMO in 2012 will be the appointment of the new secretary Koji Sekimizu of Japan. He will replace Mr. Efthimios Mitropoulos and take on the duties from the 1<sup>st</sup> day of 2012.



(Left to right- Mr. Efthimios E. Mitropoulos; His Royal Highness Prince Mohammed bin Nawaf bin Abdul Aziz Al-Saud, Mr. Koji Sekimizu.)

- The Assembly of the International Maritime Organization elected the following States to be Members of its Council for the 2012-2013 biennium divided into three categories:

**Category (a)** includes States with the largest interest in providing international shipping services:

China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, and United States.

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**Category (b)** includes States with the largest interest in international seaborne trade:

Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.

**Category (c)** includes States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.

Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Philippines, Singapore, South Africa, Thailand, Turkey.

- The World Maritime Day will be celebrated on September 27th and 2012 year theme will be “IMO: One hundred years after the Titanic” in order to focus on the Organization’s roots and raison d’être, i.e. safety of life at sea.
- In 2012, Seafarers’ Awareness Week will be conducted from Monday, 25th June (Day of the Seafarer) to Sunday 1st July



- IMO along with international Labour Organization will implement [Maritime Labour Convention \(MLC\)](#) for the world's more than 1.2 million seafarers. Adopted in 2006, the Convention is expected to come into force by the end of 2012 or early 2013.

21 ILO member States, representing over 55 per cent of the world gross tonnage of ships, are now parties to the Convention. Additional 9 ratifications will be obtained in the following three to six months of 2012 making it possible for the MLC, 2006 to enter into force in early 2013.

Maritime



### [List of Ratifications of International Labour Conventions](#)

“The International Maritime Organization (IMO), formerly known as the Inter-Governmental Maritime Consultative Organization (IMCO), was established in Geneva in 1948, and came into force ten years later, meeting for the first time in 1959. The IMCO name was changed to IMO in 1982”.

The year 2011 saw some of the worst activities related to [Maritime Piracy](#). These events were not only constrained to the region of Somalia but were also seen in several other part of the world.

However, the Coast of Somalia remained the prime focus of piracy activities at the sea.



In order to deal with this most critical issue bothering the maritime world, the shipping industry is leaving no stone unturned.

We will take you through all the important forthcoming events of 2012 which will deal with solving the biggest problem maritime industry has ever faced – Sea Piracy.

- It was being announced by Ebyan Mahamed Salah, ambassador of the Republic of Somalia in India, that Somalia Government has already prepared a full proof master plan to disarm and eliminate the sea pirates of Somalia, claiming a world free from Somalia Pirates.

If the words are true, though sound too unrealistic, the year 2012 will see Somalia pirate-free shipping trade routes. The deadline given for this plan is MAY 2012.

- Another Remarkable program to enhance the Maritime security is the Mogadishu Roadmap, which aims to integrate maritime security efforts into a general plan for stabilizing Somalia.

It deals with maritime security issues and provides a framework for developing and implementing an “Effective maritime security and counter-piracy policy and strategy” to prevent piracy and protect Somalia’s natural resources. The policy is to be finalized by January 2012 and a strategy for implementation of the same is to be drafted by March 2012.

- Shipping sector will see a decrease in the Naval Ships involvement for the security and escort of the merchant ship in 2012; the reason being austerity measures enacted and the need for vessels to support operations in Libya and other areas in the Middle East and North Africa.



However, this contradicts with the above mentioned point of eliminating Somalia coasts from local pirates as this will boost the pirates to attack more ships plying in Somalia coast.

- Maritime Operators and companies plans to invest more in Maritime security, which will include – private navy escort, armed guards onboard ship, new [onboard technology](#) and equipment to fight piracy attacks.
- IMO is working with a number of international organizations to assess and assist the national legislation, focusing on empowering States’ law-enforcement forces in order to conduct arrests and criminal investigation under its piracy legislation to meet the needs of its law-enforcement and justice agencies.

Workshops to address the process of enforcing national piracy law at the sea and the judicial process required to achieve prosecution of the pirates have been held back throughout 2011. It is expected that some stringent laws to resist pirates will be introduced in 2012.

- It is highly expected that the premium for shipping insurance for the [Sea Piracy Policy](#) will increase in the year 2012. The premium rating of all UK [P&I Club](#) Members will be increased by 3% from 20th February 2012. This was agreed by the UK P & I Club's Directors at their meeting in Athens on 17th October. This decision was taken in response to continuing underlying claims inflation.

Although the frequency of claims had reduced significantly in 2009, 2010 and 2011, the average cost per claim has continued to increase over this period.

- The Cost of Global Maritime Piracy was estimated at 10-14 billion USD for the year 2010-11; which will further increase above 18 billion USD in 2012. This cost is exclusive of security measures, equipments, and loss of business and man hours due to hijacking.

“Piracy is a serious issue, but it is all too easily oversimplified in terms of numbers of attacks and responses required. It is a complex problem that needs to be kept in perspective”.



Safety of Life at sea is an important code comprising of Life Saving Appliances and [Fire Fighting Appliances](#) codes. These codes are to be followed by all shipping companies and implemented on their ships, along with the latest technologies to minimize the risk of accidents onboard while at the sea.

SOLAS is an important legislation of IMO which protects and enhances the safety of lives of seafarers. It is imperative that SOLAS is reviewed and new amendments are adopted in the new year to ensure that it runs parallel with the latest technology.



Let's have a look on what requirements (adoption and amendments) are expected to come into force in 2012.

Different amendments under SOLAS which will come in action from 1<sup>st</sup> Jan 2012 are:

- Chapter II-2 Regulation 4.5.7: Gas Measurement and Detection : This amendment requires the double hull or double bottom space of new oil tankers 20000 DWT and above to be provided with a Hydrocarbon Fixed Gas Detection system under the FSS code by adding a new chapter 16 as Fixed Hydrocarbon gas detecting System . (Learn more about [Fire Safety System Code](#)). This installation is also applicable to chemical tankers.

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- Amendment to FSS code Chapter 10 – Sample Extraction and Smoke Detection System where in the chapter is completely revised to define it much clear for design and installation purpose. This will be applicable to ships constructed on or after 1<sup>st</sup> Jan 2012.
- New SOLAS regulation II-1/3-11 on *Corrosion and fire protection* of cargo oil tanks of crude oil tankers, to require all such tanks to be protected against corrosion, with related performance standards also adopted.
- Amendment of SOLAS Chapter II- LSA code section 4.2 and 4.3: Weight of personal has been increased from 75 kg to 82.5 kg on an average for all Lifeboat fitted after or on 1<sup>st</sup> Jan 2012.
- *Goal-based standards*: International Goal based Ship Construction Standards for Bulk Carriers and Oil Tankers, along with amendments to Chapter II-1. The new SOLAS regulation II-1/3-10 will apply to oil tankers and bulk carriers of 150m in length and above.

It will require new ships to be designed and constructed for a specified design life and to be safe and environmentally friendly, in intact and specified damage conditions, throughout their life. Under the regulation, ships should have adequate strength, integrity and stability to minimize the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.



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Different amendments under SOLAS which will come in action from 1<sup>st</sup> July 2012 are:

- SOLAS Chapter II-2: Mandatory requirement of fixed fire detection and fire fighting system in the enclosed space containing incinerator for all passenger and cargo ship whose keel is laid on or after 1<sup>st</sup> July 2012.
- SOLAS Chapter V: [Bridge Navigational Watch Alarm System \(BNWAS\)](#) shall be operational in all passenger and cargo ships.
- SOLAS Chapter V Regulation 19: [Electronic Chart Display and Information System \(ECDIS\)](#) is must on bridge and no longer an option for passenger vessel keel laid on or after 1<sup>st</sup> July 2012 and which are 500GT and above. For Chemical and oil tanker of 3000GT and above, whose keel laid is on or after 1<sup>st</sup> July 2012, same regulation will be applicable.
- SOLAS Chapter V Regulation 18: All Passenger Ships irrespective of tonnage and Cargo ships 300 GT and above are required to carry [Automatic Identification System](#) onboard ships.
- SOLAS Chapter Regulation 23: Enhanced safety measures for Pilot hoisting with mechanical hoist arrangement no longer be used. The ship side door for Pilots should not open outwards.
- SOLAS FSS Code Chapter 9: Manual call points and detector shall be remotely and individually identifiable.



{ “Safety does not just happen-It is the reward of care thought and good organization” }

## MARINE POLLUTION- MARPOL-2012

International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 or MARPOL is a guideline for ships to prevent marine pollution.

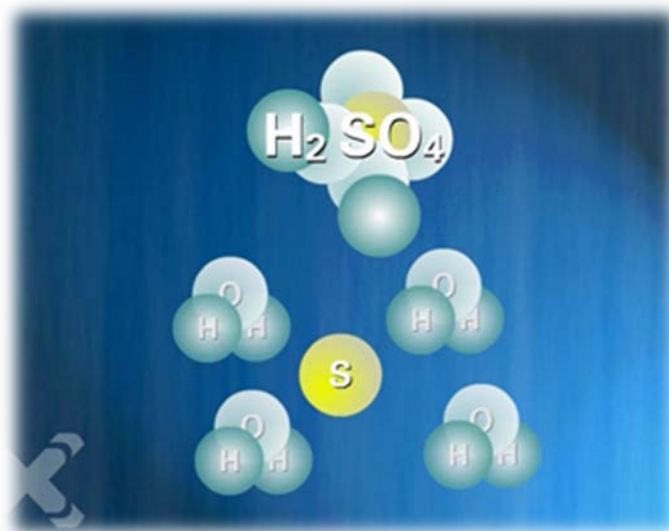


With more and more ships travelling in high seas, the marine biology has been affected drastically and many species are now on the edge of extinction. MARPOL is amended time to time to minimize or to eliminate the possibility of deterioration of Marine Life due to marine pollution.

- From 1<sup>st</sup> day of 2012 i.e. 1<sup>st</sup> Jan 2012, the global sulphur cap for under MARPOL Annex VI to reduce harmful [Sox emission](#) from ship will be reduced from 3.5 % to 4.5%.
- A new form of Certificate to be carried by ships under Annex VI of MARPOL from 1<sup>st</sup> Feb 2012 mandatory to all ships 400 GT and above.



- Heavy fuel oil has been banned in Antarctica with effect from 1<sup>st</sup> August 2011 under Annex VI MARPOL to create a new emission controlled area in (ECA) North America, Canada and Hawaiian waters. This ECA will take effect from 1<sup>st</sup> August 2012.
- The Sulphur content of Marine Gas oil will be reduced to 1.0 % from current 1.5% from 1<sup>st</sup> August 2012 in California under Annex VI of MARPOL.
- [Marine Environmental Protection Committee](#) agreed upon a work plan to cover [EEDI](#) as per ship type and size (not included in current plan) which is scheduled for Feb/Mar 2012.



“We must be certain that the repair to the environment is sufficient to allow wild species to recover and survive”

**IMSBC Code:** As the Bulk Carrier (BC) Code has been replaced by International Maritime Solid Bulk Cargo (IMSBC) code, the amendment like new addition of schedules (Wood product Schedule-general, classified as Group B cargo) will be applied by some contracting governments on voluntary basis from 1<sup>st</sup> Jan 2012.

**IMDG Code:** Amendment in the [International Maritime Dangerous Goods \(IMDG\)](#) code will come in effect from 1<sup>st</sup> Jan 2012 which includes addition of new cargoes, new definition and special provision to carry some specified cargo, packing and marking etc.

**FTP Code:** Fire Test Procedure code has been amended which will come in to action from 1<sup>st</sup> July 2012 and which includes amendments in the methods of fire testing procedure, new time period for expiry of the certificate (15 years) etc. All Test Laboratories and manufacturers have to comply with the new FTP code.

**CSC:** Convention of Safe Containers (CSC) has been amended and will come in effect from 1<sup>st</sup> Jan 2012. It includes new regulation for testing, inspection, maintenance, safety and test requirements, control and verification etc. This amended code is applicable to all shipping container and ship owners, and container manufacturers must follow the new CSC.

**STCW Code:** The original Standard for training, Certification and Watch keeping (STCW) 74 has been completely revised in Manila conference in Manila Conference 2010 and now popularly known as –STCW Manila 2012. This will come in force from 1<sup>st</sup> Jan 2012. For complete Detail please Read- [STCW 2010 - Manila Amendments](#).

### **Container Shipping:**

Hoping for a Better Year 2012, all Major shipping companies are planning in the best possible manner. Giants like Mediterranean Shipping Co. and CMA CGM SA, the world's second- and third-largest container shipping owners, agreed to a vessel-sharing accord on the same voyage to curb falling rates amid slowing demand growth and overcapacity.

Container-shipping rates may rise next year after owners of the ships said they would cooperate on some trade routes to overcome a vessel surplus. Analysts predict tonnages set to rise by a mere 3% in 2012 against a new build capacity of up to 10% (according to whose figures you believe). It seems bargain prices for importers will continue unless something dramatic decisions are taken.



### **Bulk Shipping:**

It's a tough year ahead for Bulk Shipping trade as the market will receive new massive ships from the shipyards.



A total of 232 bulk carriers, equivalent to 17.6 million tons were ordered in the first eight months of year 2011 and the tally includes 29 capsized ships whose rates have averaged \$11,165 a day this year, based on data from the London-based Baltic Exchange.

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About 46.4 million deadweight tons of capsized ships, enough to carry more than 100,000 tons of commodities, are expected to be delivered in 2012. That's a 47 percent increase from a projected 31.6 million tons this year which will highly affect the rates of the bulk shipment.

More Risk of competition is to be faced by Capsized from new [Very Large Ore Carrier \(VLOC\)](#) Ships as capsized vessels are young addition in the shipping fleet and tied up exclusively for ore and coal demands.

### **Oil Tankers:**

It's a fluctuating year ahead for the tanker industry as they are expected to feel the effects of extremely volatile markets, a result of oversupply and ship financing difficulties.



Rates from Saudi Arabia to Japan, the benchmark route, will rise 78 percent to average \$15,000 a day in 2012, according to the median estimate in a Bloomberg survey of 10 investors, analysts and owners. Tankers ordered four years ago when rates reached \$229,000 are still leaving yards, adding to the glut just as economic growth slows.

The International Energy Agency cut its estimate for 2012 oil demand four times in as many months and predicts that consumption will contract in North America and Europe for a second year. The six largest New York-listed tanker owners will report a combined loss of \$1.1 billion in 2011 and \$474 million next year.

Sunoco and ConocoPhillips have announced the selling/closure of three US Atlantic coast-based refineries due to poor margins and cited large investments to meet new regulations on sulphur contents in oil products. As 0.7 million barrels of crude oil per day of refining capacity could be shut down by mid-2012, product trade flows are set for a substantial change.

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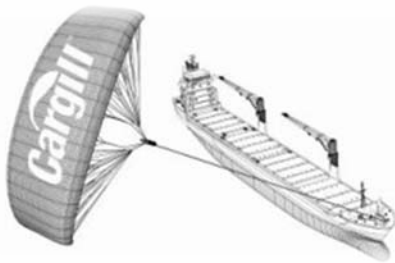


With more and more ships launched for commercial trade, marine environment concern has been at its peak among both ship makers and operators. The year 2011 has seen announcements of several projects that are specially designed to minimize pollution of the ocean from the shipping industry.

The year 2012 is expected to be more environmental friendly and green shipping activities will be at its peak with launch of new ships and technology.

Let's have a brief look on green ships which are expected to be launched this year.

**Aghia Marine**: What makes the Aghia Marina significant is that, under the terms of the agreement between its Greek owner/manager Anbros Maritime S.A. and Cargill, an international organization, this dry bulk cargo carrier would be installed with the world's largest kite as an auxiliary wind propulsion produced by [SkySails](#) in the first quarter of 2012. Thus, hereafter Aghia Marina would be considered as the world's largest kite powered vessel. Read complete detail [here](#).



**Aura II**: Aura II is one-of-its-kind vessel, which is presently being constructed in the STX Finland Shipyard in Turku, Finland and is expected to be launched in 2012. Aura II is a multipurpose eco-friendly [double acting vessel](#) which runs on bio fuel and though designed as a deck cargo lift ship, can be used for a variety of other purposes. Read complete details [here](#).



**B9 Shipping Sail Propulsion Ship:** B9 shipping's Sail [propulsion system](#) is one such attempt to provide reliable and proven green technology to the shipping world. It is expected to be launched in mid of 2012. B9 shipping has introduced 3000 dwt sailing cargo ships which promotes efficient and affordable low carbon shipping. Read more [here](#).



**UVIc Green Ship:** UVIc will re-launch Tsekoa II (used by Canada Coast Guard for fisheries patrol and maintenance) with new green ship technology to become the world's first plug-in hybrid "green ship" powered by electricity, hydrogen fuel cells and low-emission diesel fuel. It will come in service by late 2012.



**Tonbo-Hybrid Vessel:** Eco Marine Power in collaboration with partner firms have come up with a design for a hybrid vessel that comprises within it, both Eco- friendly marine technology as well the newest in green technology.

This hybrid ship, to be called the Tonbo, uses the latest in lithium battery technology among other features to improve efficacy of the vessel. With capacity of 200-250 passengers and speed of 10 knots, this vessel is expected to be in service in late 2012. Read more [here](#).



{ "The only way to keep the ocean BLUE is to develop more and more Green Ships" }

**Dockwise Vanguard**: Classified as a Type 0”, the Vanguard is a SSHTV (Semi-Submersible Heavy Transport Vessel) owned by the Dutch shipping conglomerate Dockwise. The vessel is currently being built by the South Korean shipbuilding conglomerate Hyundai Heavy Industries and will be officially a part of the Dockwise fleet from the autumn of 2012. Read more [here](#).



**Beluga- Hochtief**: A heavy- lift, jack- up vessel for use in the offshore wind turbine market. Mainly to be used in offshore construction market, the first vessel will be employed in the Global tech I Offshore Wind Farm. The entry of this vessel is said to address the problem of onerous offshore assembly of wind turbines. This ship is to be built by Poland’s Crist shipyard and is expected to enter service by 2012. Read more .

**Sea Truck**: A series of environment friendly offshore vessel to be launched by Damen shipyard in first quarter of 2012.

These Support vessels will range from the smallest PSV of 1,500 dwt to the largest of approximately 6,500 dwt.



**BP to Operate Heyder Aliyev Rig:** British Petroleum is planning to use a semi submersible Heyder Aliyev Drilling Rig by late 2012 within the second stage of the development of Shah Deniz Field in Azerbaijani sector of the Caspian Sea.



**SCI to Add Nine Offshore Vessel:** India's largest shipping company-The Shipping Corporation of India will take delivery of six offshore vessels from Cochin Shipyard and three from Bharati Shipyard by March 2012.



The total value of these vessels is around INR10.25bn (\$224.53m) and will be funded through external commercial borrowings.

**Ulstein Group PSV:** Norwegian company, the Ulstein Group is definitely on the right track with their division, the Ulstein Verft taking up a new deal to build two PSVs. PSVs (Platform Supply Vessels) are those that are designed specially to supply oil platforms that are located away from the shore.



The two Ulstein PSVs of Px121 type that have been contracted to be released during the first and third fourths of 2012 will be built at Ulstein Verft under numbers 291 and 294.

“Offshore industry has developed into major global business, involving nearly half of the world’s financial transaction”

## MARITIME CRUISE INDUSTRY-2012

2012 is going to be an outstanding year for the cruise industry and cruise traveler as the expected number of passengers to go for cruising is to increase substantially as compare to that in 2011.

With new cruise ships to be launched in this year, 2012 will be a year of extra luxurious cruising, new routes and employment for approximately 1100 people.

Well known cruise lines are adding more ships to their fleets. Some of the famous ships to be launched are as follows:

**Disney Fantasy:** The *Disney Fantasy* is an upcoming cruise ship for the Disney Cruise Line, part of The Walt Disney Company. It is set to enter service on March 31, 2012.



The *Fantasy* will have 1,250 staterooms with additional features, such as on-board services and amenities. The ship will embark on 7 night cruises, and will stop on Disney's private island Castaway Cay during cruise itineraries in the Caribbean Sea.

**Carnival Breeze:** Built at the Italian shipyard Fincantieri, Carnival Breeze along with her sister vessels – the Carnival Dream and the Carnival Magic – is the biggest ship operated by the cruise conglomerate.

In addition, these vessels also have the distinction of being the biggest ships to be constructed in the Italian shipyards till date.

The Breeze will begin its operation from the June of 2012, starting with a 12-day cruise of the Mediterranean (from Venice to Barcelona).



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**Oceania Cruises Riviera:** Considered to be the most sophisticated and elegant vessel of 2012, Riviera will be an example of the finest residential design and furnishings with high class amenities.



**AIDA Mar:** AIDA Cruises, the German unit in the Carnival Corp & PLC group of companies, will introduce its ninth ship AIDA Mar to the public during the 823rd Hamburg Port Anniversary celebrations with a christening ceremony on 12 May 2012.



**Costa Fascinosa:** With the natural elegance of a diva and the charm of a work of art, Costa Fascinosa is the rising star of the Costa fleet.



Enriched with precious and sparkling materials, its environments are inspired by the seductive atmospheres of great historic films, the protagonists who made them famous and the works that brought success to the most celebrated theatres in the world. It is expected to enter in service from May 2012.

**MSC Divina:** The third ship in the Fantasia class, MSC Divina will feature MSC's Yacht Club.

The ship-within-a-ship complex includes cabins and suites, 24-hour butler service, a private lounge, restaurant and pool. Divina is set to be launched in May 2012 in Marseille.



**Celebrity Reflection:** The 126,000-ton, 3,030-passenger Celebrity Reflection will debut in October 2012 as the fifth of Celebrity Cruises' Solstice class. She will be able to accommodate over 3,000 passengers, 150 more than those accommodated by other *Solstice* class ships.



“Cruising has become a major part of the tourism industry, accounting for U.S.\$29.4 billion with over 19 million passengers carried worldwide in 2011”

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## NEW EQUIPMENT & PROJECTS-2012

The objective of introducing new technology and projects in the Maritime Industry is to minimize the harmful effects of maritime pollution and industrial enhancement on the ocean and marine life during design, manufacturing, and operation processes.

Following are some of the projects, equipment and technology to be introduced in 2012 which will be beneficial to maritime environment and human habitat:

**MWCC'S Capping Stack:** The Capping Stack is a new containment device that controls deepwater marine oil spills from wells as deep as 8,000 feet below the sea level. It has a capacity of capturing up to 60,000 barrels per day and is capable of stopping a spill after a well blowout, in ten days.



When not being used for controlling the spills, this device can be used to offload oil from tankers in the Gulf. An advanced version of the capping stack, capable of extracting 100,000 barrels of oil at a depth of 10,000 feet is also under development and will be ready to be commissioned by mid 2012. Read More [here](#).

**Supercapacitor Technology:** The supercapacitor, also known as an Electric Double-Layer Capacitor (EDLC) is different from the existing batteries. The super-capacitor uses electrical power mode and possesses a high density.

The capacitor is leak proof, efficient, emission free, and produces green energy. This technology will be employed on a super ferry constructed at STX France's Lanester shipyard slated to be released in the summer of 2012.

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**HERCULES Project:** High Efficiency R & D on Combustion with Ultra Low Emissions for Ships includes planning and development. Around 79 million Euros have been spent for this project. The final run of the project proposed from 2012 to 2015 is expected to have a budget of around 19 million Euros. Read more [here](#).

**Akademik Lomonosov:** The World's first Floating Nuclear Plant, the 144 metres long and 30 metres wide floating plant will be commissioned in 2012 and simultaneously deployed at the Kamchatka region in Russia's east. Read more [here](#).



**Robotic Fishes to Detect Marine Pollution:** In order to keep a check on the level of marine pollution caused by ships, shoals of robotic fishes, made from aluminium, resins, and rubber, will be used to detect pollutants from ships coming to the Spanish Port of Gijon.



The fishes will be equipped with hi-tech chemical analysis tools, along with sonar sensors and GPS systems. The project is expected to be implemented from March 2012 along with five robotic fishes. Read more [here](#).

“Maritime equipments and projects must overcome environmental degradation and natural resources, improve health and lives, protect ecosystems, costs to the government in its efforts to mitigate the impact of development and serve as an alternative in order to boost the economy”

**L&T's Shipyard-Kattupalli:** This shipyard would enable India to compete globally with Japan and Korea in building large-sized warships, car carriers and submarines.



It will be able to handle 18,000 tonne ships. The ship-lift is almost nearing completion and will be operational by January 2012. By end of 2012 first ship should be rolled out.

**Le Havre's New Container Terminal:** With a budget of \$ 215 million, the new terminal to be started in early 2012 will boost the French port's annual capacity by 1 million TEU's. The terminal will be used by the Mediterranean shipping company.

This terminal is a key part of the port's plan to double annual traffic to 5 million TEU's by 2012.



**Kenya Port Project:** One of the major highlights of 2012 New Year will be a USD 16 billion Kenya Port project which will link three countries. This project also includes an oil refinery at Isiolo. The project will enable the country to exploit its vast resources and catapult Kenya to a medium-income economy by 2030.

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**San Francisco's New Cruise Terminal:** After the Port Commission's landmark approval, in the first quarter of 2012, work will commence on a new 88,000 square foot cruise terminal and 2½ acre public park at the Northeast Wharf Plaza, at Piers 27-29, a 14.8 acre site located on The Embarcadero at Bay Street, San Francisco.



“Shipping ports are vital gateways for a Country trade and it is government's role to ensure they operate efficiently, safely and sustainably”

The year 2011 is considered one of the worst years of the shipping industry because of two main reasons – the global financial crisis and the sudden increase of piracy activities at the sea.

There is a lot of expectation from the year 2012 as the shipping industry will try to resolve some of the biggest problems of the last few years.

Marine Insight will bring all the important updates and news of the maritime industry as and when they take place.

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