

[SAASOA/AAB/462/07/2011 - Charging for Tugs - PCTC Vessels](#)

From: Anthony Botha [mailto:secretary@saaso.com]

Sent: 13 July 2011 02:59 PM

To: secretary@saaso.com

Cc: Clint Carmichael; David Crouch; Desivan Moodley; Emmanuel Jogiah; Gareth Hughes; Ivan Pillay; Jagmohan Singh; Kumar Naidu; Mario Janssen - MOL; Mike Roberts; Sheoprosad, Niran; Pierre Theron; Hill, Quentin; Sabu Joseph; Satoshi Yamaguchi; Selvan Pillay; Thato Tsautse; Tim Hastie; Vasan Govender; Vitesh Ramphal

Subject: SAASOA/AAB/462/07/2011 - Charging for Tugs - PCTC Vessels

Importance: High

SAASOA/AAB/462/07/2011 - Charging for Tugs – PCTC Vessels

Good Day All.

Kindly note the below email and attached calculations provided courtesy of Mr. Sheoprosad, WWL. Your input on the below is required and I would request that you confirm whether your vessels are being prejudiced in the same fashion, in order for SAASOA to build a strong case and to raise with TNPA accordingly.

With thanks and regards

ANTHONY BOTHA

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From: Sheoprosad, Niran [mailto:Niran.Sheoprosad@2wglobal.com]

Sent: 08 July 2011 01:31 PM

To: Anthony Botha

Cc: Hill, Quentin

Subject: RE: SAASOA/AAB/330/05/2011 - Feedback from TNPA / SAASOA Interface meeting - 25 May 2011; Island View 7-Platform for ship's gangway - update

Dear Anthony,

With ref to our earlier telcon, I have managed to create a spreadsheet covering the different size GRT of vessels and the tug cost comparison (2010 vs 2011) for Durban (**I STAND TO BE CORRECTED IF I HAVE CALCULATED INCORRECTLY**).

As we know that vessels are being built bigger to accommodate larger volumes of cargo and have seen this in the Port of Durban such as MSC Maeve as an example. Same goes for WWL, we currently have much bigger Roro vessels being built than our normal PCC or PCTC vessels.

As it stands, WWL has roro vessels calling Durban with a GRT range from 50 000 to 68000 and from the attached, we are the most affected by the new TNPA tariff or new way of calculating tugs. As per response received from TNPA, apparently "some vessels will gain and some will loose" on the new tariff.

The trend on the attached shows more increases (on the average and bigger vsIs that call Durban) than decreases. As Durban is the “busiest port in Africa”, we all are well aware that majority of vessels that do call Durban, do not fall in the “winners” category.

Another important aspect that needs to be raised is that the charge for tugs is based on the vessels GRT and not number of tugs used. It is concerning for ships owners, that millions of dollars invested when building their vessels, on latest technology and machinery to make vessels more manoeuvrable at sea & in port and then be prejudiced by vessels GRT although they do not need many tugs for either berthing or sailing. In actual fact, it should be that an older vessel that needs more tugs for manoeuvring should pay more!

Let me know your thoughts.

Best Regards

Niran Sheoprosad

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