



# NEWSLETTER

## EUROPEAN TUGOWNERS' ASSOCIATION

### EDITORIAL

#### "There is nothing wrong with towage"

The results of the Association's operational surveys over the year 2007 presented by Honorary Chairman Andrew Dalrymple, and published further in this Newsletter, confirm the continuous move to more powerful tugs. More than 70% of those tugs of the companies that responded were of 2,500hp or more and 45% over 3,500hp.

It shows how the industry responds to, and is capable of, adapting to the rapid increase in recent years of vessels' size and windage. The building programmes of member companies were impressive as was the high level of investment required.

It remains to be seen what impact the present credit crunch and economic downturn, and its negative effect on maritime transport, will have on our industry in 2009. The challenge will be to maintain the present high standard of towage services in combination with sustainable profitability of our members' companies.

At a meeting of our Executive Committee members with ECSA's Secretary General last November, Mr. Alfons Guinier acknowledged the fact that, in general, "*there is nothing wrong with towage*" as far as its response to market demands and quality of service provision to its customers is concerned. In that respect he welcomed the recent initiative of the European Pilots' Association (EMPA) and the ETA to install a working group on best practices. It deals with safety related matters during ship movements in ports and their approach areas, such as maximum speed of very large vessels during towage operations, further promotion of coordination on training, and communication improvement of tug crews with pilots, harbour masters and other nautical services, operations in dense fog, bollard design on board of ships etc.

In this issue of our newsletter you will find the basic working document, drafted by EMPA's Secretary General, Captain Chris Lefevere, still an active pilot on the river Scheldt, who shared his daily experiences with the working group members. The working group's aim is to create more awareness with all parties concerned, such as naval architects, shipyards, engine manufacturers, harbour masters, ship-owners to name a few, that safety issues during towage operations should be observed and taken into account from the very outset of the designing phase of ships or when deciding on port infrastructure, coordination and communication, language skills requirements and other matters of importance to safe manoeuvring.

Indeed, although the capabilities of tugs have improved considerably during recent years, modern tugs have their specific limitations such as maximum safety speed or, as the case may be, their power requires adapted infrastructure on the ship's side, such as placement of fairleads and strength of bollards.

The contribution from all members to the efforts of this working group is strongly invited, for example by communicating or indicating to our secretariat any local coordination or training regulations or conventional practices/instructions in relation to towage operations, such as ship/pilot/tug communication, tug requirements, operation in dense fog or other bad weather conditions.



Promoting best practice and self-regulation appears the right approach to convince the European authorities that our industry acts with the conscientious belief that it plays a vital and major role in the safety and environmental protection of European ports, approaches and coastlines.

Since our last Report, the European Commission, under the direction of its present Commissioner, Antonio Tajani, and DGTren (Directorate General for Transport and Energy) in particular, is building on the positive experience of the consultation process from previous years. This has resulted in a more prudent approach to its policy, leaving more initiative to the stakeholders and their interest groups, e.g. on social dialogue.

Following the October 2007 Communication, the European Commission initiated a study which resulted in the so called "Optimar Report". This has the potential of being a blueprint for the decision makers in describing options for shipping over the next decade 2008-2018.

With regard to its comments on developments in the towage sector, the Executive Committee decided to react on a number of inaccuracies. The proposed text with remarks can be found in this Newsletter.

Apart from the work performed on collection and survey of operational data, the Association under the direction of Deputy Chairman, Jörg Mainzer, works at further promoting itself as the sole interest group representing the towage sector in Europe. A newly created website is to be launched early 2009 together with a video presentation on the Association's aims, structure and activities.

This presentation will be made available in a DVD/CD format next January to all members. All companies are invited to use it as a tool for further recruitment of new applicants in their respective countries.

In 2008 the ETA welcomed four new members and has seen its membership grow to 84 members, registering 709 tugs.

Our Chairman, Charo Coll has underlined that *"maintaining and endeavouring the growth of a strong and wide spread membership covering local one tug companies to over 100 tug global operators can only strengthen the ETA's recognition as the professional and representative promoter of the interests of our highly important industry within the maritime cluster"*.

Meanwhile, our member hosting company the Svitzer Group and the Svitzer Euromed Managing Director, Jurriaan Blom are preparing an interesting work and social programme for our next Annual Meeting in Lisbon from 13<sup>th</sup> to 15<sup>th</sup> May 2009. Among keynote speakers of high quality, EMSA's Director Willem de Ruyter has confirmed the co-operation of his Agency, which has its headquarters in the city of our venue. Everything will be in place to repeat the success of our previous meetings and we look forward to seeing many delegates of our members and associate members.

On behalf of our Chairman and Deputy Chairman, I hope that the present crisis may soon provide new opportunities and that our members and associate members will be able to mitigate the adverse effect on their businesses of the serious economic conditions still lying ahead of us.

Hugo Callens  
Secretary General  
29.12.08



**PLEASE NOTE IN YOUR CALENDAR**

**ETA EVENTS**  
**MAY 2009: ANNUAL MEETING LISBON**

- 13th May : EXECUTIVE COMMITTEE MEETING
- 14th May : ANNUAL GENERAL MEETING and MEETING WITH ASSOCIATE MEMBERS
- 15th May : SOCIAL DAY

**EVENTS WITH ETA REPRESENTATION**

25th to 26th February 2009	Naples	Greenport 2009 in Association with EcoPorts
4th March 2009	London	ISU Associate Member Day
7th April 2009	Brussels	MIF (Maritime Industries Forum) Working on Human Resources
14th to 15th May 2009	Marseille	ESPO Annual Conference
19th to 20 May 2009	Amsterdam	Tugnology (ABR Company)
20th May 2009	Brussels	European Maritime Day
17th to 21st May 2010	Vancouver	ITS 2010 (ABR Company)

## EXECUTIVE COMMITTEE 25 NOVEMBER 2008 in BRUSSELS



**ECSA Secretary General  
Alfons Guinier**

Representatives and Deputy Representatives of the Executive Committee from 14 countries held their November meeting in Brussels at the ECSA offices, followed by an open and informal discussion with Secretary General Alfons Guinier on the relationship between ship owners and towage service providers in Europe. Asked whether ECSA had detected any major or general complaints about the towage services rendered to ship owners, Mr. Guinier said he had no indications of general

complaints, apart from ad hoc questioning of Gross Tonnage as a basis for calculation of tariffs. He also acknowledged that towage had been liberalised to a large extent, apart from the difficulties that had arisen around the case of a new entrant in Le Havre. Mr. Guinier also enlarged on ECSA's role in the task force on social elements, the Emission Trading scheme and the guidelines on State Aid, still in preparation at the time of the meeting.

## EMPA/ETA/ECSA WORK GROUP on BEST PRACTICES: first working document by Cpt. Chris Lefevere (Secretary General EMPA)

EMPA - ETA  
Exchange of ideas  
Brussels, November 2008

*This is a draft of proposed items for discussion between the European Maritime Pilots Association and the European Tugowners Association.*

*Some problems are typical for a port and might best be solved through cooperation between the local pilot service and tugboat companies. This list includes more generic problems for which an international approach is more appropriate. Where third parties (port authorities, ship owners, classification societies, etc.) are involved it might help to reach a common position between EMPA and ETA.*

*This list is compiled mainly from items presented by pilots but please feel free to add other items for discussion.*

**Chris Lefevere**  
EMPA secretary general



**EMPA Secretary General  
Mr. Chris Lefevere**  
Source: EMPA website

### High minimum speeds

Several of the new large container vessels have a very large main engine output. It seems that engine manufacturers, classification societies and ship owners have focused on economics for a sustained service speed.

Due to considerations of fuel economy and technical limitations the engine regimes are strictly computer controlled.

In reality these ships have a minimum speed (dead slow) in excess of 6 knots, even up to 10-11 knots.

Although pilots and tugboats serve almost any ship or structure taking into due consideration the manoeuvring characteristics and limitations we have received reports that indicate that high minimum speeds cause problems.

With a displacement of 80.000 – 100.000 ton navigation at 8-11 knots

- difficulties due to bank effect and interaction between vessels on canals and restricted fairways
- surging and danger to break lines when passing jetties or terminals

- safe speed when approaching berths/locks.
- approach and making fast tugboats, especially at the bow.

Suggestion :

**Draft a recommendation, preferably together with the Tug Owners (ETA) and Ship Masters (CESMA), to urge Classification Societies, Naval Architects and Ship Owners for a “safe minimum speed” (3-6 kn);**

### High Bollard Pull vs. maximum strength of ships' bollards

The bollard pull of tugboats is ever increasing. Not all vessels have followed this tendency. There have been cases where bollards or fairleads have been torn away. Especially when a tugboat is working in 'indirect mode' the load on the line and bollard will be considerable.

Suggestion :

- **The ships crew should always be made aware of this.**
- **When in doubt, less force applied by tugboats**

### Design modifications - position of bollards and fairleads

The hull design and the position of bollards and fairleads on board of vessels sometimes results in less than optimal tugboat configurations for manoeuvring.

In particular when the emergency towing equipment is in the centreline and the fairleads far off the centreline.

Ex. Recently built 50.000 tankers with only 2 fairleads / bollards completely on starboard / port shoulder .

For entering/leaving a lock/dock or prolonged escorting in channels and rivers, a possibility to make fast tugboats near the centreline is necessary.

Correct distance between bollard and fairlead ? Towline subject to wear.

Suggestion :

- **Inform classification societies, naval architects and ship owners**
- **Advice to take 2 instead of 1 tug-**

**boat.**

- **Ever increasing use of 'active escort towage' a centre fairlead is essential.**

### Working language

Pilot communications with tugboats and the bridge team is based on IMO resolution A.960 Annex 2 "Recommendation on Operational Procedures for Maritime pilots other than Deep-Sea Pilots".

Some considerations :

The bridge team / crew should fully understand the instructions of the pilot / tugboat crew

Today pilots have great difficulties explaining the master and crew how and where to secure the tugboats. Routine jobs such as securing/releasing a tugboat are sometimes badly executed. Remedies to overcome the crews' poor knowledge of English, and the increasing lack of seamanship and experience :

- Enhanced Pilot/Master information exchange
- Warning by pilot if in doubt of crew quality/understanding
- IMO SMCP containing a part on "use of tugboats".  
In particular on the "securing/releasing" of the tugboat by the ship's crew. The phrases should also include : "type and strength" of tugboats and "detailed instructions" how to let go the tugboat.
- Improved training and familiarization of ships' crew prior to enter a port area.
- In extreme cases consider provision of local mooring gang safety foremen to board vessel before Tugs are made fast to oversee operations and communicate with the pilot.

The bridge team should be able to monitor the manoeuvre with tugboats.

We are of the opinion that 6.3. of Annex 2 of IMO Resolution A.960 :

*"When a pilot is communicating to parties external to the ship, such as vessel traffic services, tugs or linesmen and the pilot is unable to communicate in the English language or a language that can be understood on the bridge, the pilot should, as soon as practicable, explain what was said to enable the bridge personnel to monitor any subsequent actions taken by those external parties"* is much more appropriate than standard



SMCP “control orders” for tugs.  
The process of towing or assisting a vessel is much more complex than 5 proposed control orders.

- Efficient and unambiguous communication between pilot / tugboat

The immediate safety of the tugboat and the crew relies on quick and full understanding of the communication. Any delay or misunderstanding can lead to wrong tugboat / ship handling. This can have dangerous consequences such as grounding, collision, capsizing, breaking of the towline etc.

Where local language is used to avoid misunderstandings and to fine-tune the tugs work SMCP can never cover for non-standard situations and increases the risks involved in tugboat work.

Suggestion :  
**Explain common position to ECSA, CESMA, EHMC**

### Exchange of Best Practice

Some ports have a tradition of regular professional meetings of pilots and tugboat captains. The objective is mostly to fine tune the working procedures but it also leads to enhanced safety awareness. Mutual recognition and understanding of the limitations of tugboats / ships is needed for safe manoeuvring. For instance : the limited vision on board a tugboat while manoeuvring or the limited vision on a fully loaded container vessel.

Methods :

- Tugboat captains joining a pilot
- Pilots joining a tugboat
- Combined simulator training

Suggestion :  
**Exchange of best practice for basic training and recurrent training of pilots and**



## CHANGES AT THE ETA SECRETARIAT

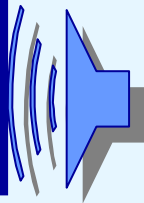
As from January 2009, Mrs. Ingrid Verschoor and her company Volder & Partners will succeed to Mrs. Liliane Faes from C.A.R.D.S, who has been taking care of the administration since the move of the Secretariat to Brussels in 2003.

On the occasion of Mrs Faes last Executive Committee meeting, the Chairman thanked her for her kind and efficient assistance, wishing her a happy retirement. The Secretary General underlined Mrs. Faes indispensable role in setting up and organizing the ETA administration in Belgium, saying that “only a genius can master chaos”.



Chairman Mrs Charo Coll and Mrs Liliane Faes at the Aix-en-Provence Annual Meeting 2008

**PLEASE SEND YOUR COMMENTS/CONTRIBUTIONS SUGGESTIONS TO OUR SECRETARIAT at**  
[h.callens@elegis.be](mailto:h.callens@elegis.be)



*Below From left at the Executive Dinner, Brussels:  
ETA Chairman Mrs Charo Coll (Boluda),  
guest Mr. Jacques Sauban (EMPA Vice-President FFPM President)  
Mr John Halfweeg (Smit Towage, ETA Executive Member)*



## *Operational surveys 2007*

Honorary Chairman Andrew Dalrymple conducted the of the 2007 operational surveys. His report can be found hereafter:

### **European Tugowners' Association Statistical Analysis 2007 Introduction and Questionnaire Response**

This report is an update on the Report presented at our AGM in Aix en Provence on the 24<sup>th</sup> of April this year. The response to the questionnaire on which that Report was compiled was disappointing to such an extent that it was decided that all member companies that had failed to provide the necessary information would be approached again and encouraged by their Executive Committee Member to provide their figures for 2007. This renewed appeal resulted in a substantial increase in the information relating to ETA members.

Some members of every country except one responded. Of the 80 member companies 42 (53%) provided information compared to only 17 (21%) the first time it was requested. Those responding covered 557 tugs (83% of the 671 tugs in membership) which was a considerable increase on 256 tugs (38%) previously.

The 58 (47%) companies which have not replied are predominantly small, with a number of notable exceptions, operating 114 tugs (17%).

This result shows that it is possible to get enough members to provide the necessary information for the ETA to obtain reliable statistics which can be used by the Officers with confidence in their dealings with outside bodies. However pressure should continue to be applied to members to secure a greater proportion of member participation.

### **Tugs**

Information applying to 83% of members' tugs has been provided. The steady move to more powerful tugs continues with more than 70% of those tugs that responded being of 2,500hp or more and 45% over 3,500hp.

The preference for omnidirectional propulsion for port tugs is also apparent with 25% of responders with azimuthing stern drives and 44% tractors.

Member companies have their tugs' engines running for between 650 and 3000 hours in the year with one company achieving very much more. However, 52% of companies have their tugs running for between 1,000 and 2,000 hours and 33% between 2,000 and 3,000 hours. The average of averages of running hours is 1,654 hours per year.

During 2007, 22 tugs were built for member companies and 13 second hand ones were acquired.

### **Employees**

The 42 companies that sent in completed questionnaires employ 4384 crew members on board their tugs and 812 people ashore. That is an average of 7.9 crew members and 1.5 staff ashore per tug.

Using these findings to extrapolate the total number of employees of the 80 ETA member companies for their 671 tugs gives 6307 employees (5301 on board and 1006 ashore).

## Operating Costs

A few responders chose not to complete this section.

There is quite a spread of the proportion of cost that is paid directly to crew members and the on costs of employing crews (such as pensions, protective clothing etc.) Pay to crew members accounts for more than 30% of the operating costs of 83% of the members who completed this section of the questionnaire. However, when the on costs of employment are added to the costs of direct pay, 73% of members pay more than 40% of their total operating costs in order to employ their crews.

The next three most significant costs each fall between 10% and 20% of operating costs (cost of bunkers for 64% of members falling in this range; repairs and maintenance for 56% of members and depreciation for 73%)

## Conclusion

The simple and most obvious conclusion to draw from this exercise is that it is possible to collect information from members of the ETA even if it takes quite a considerable effort to do so. I believe that members will now see that providing this information does not have adverse commercial implications for them and that it should be possible for the preparation of an annual statistical analysis to once again become a simple routine exercise.

## Recommendation

The progress that has been made in collecting sufficient information to allow reliable statistics to be prepared and conclusions drawn should be built upon and new questionnaires should be issued to all members in the New Year, so that a full report for the year 2008 can be presented at the next AGM and comparisons made with these for 2007. Further effort should be made to encourage those who have failed to respond this time to return their 2008 questionnaires.

There are still a number of sections in the questionnaire where the required response is unclear and they should be redefined.

The questionnaire should include a section which asks the member companies to indicate the number of ports in which their tug fleet operates. The total number of ports that the ETA operates in is necessary information for the Officers to have to hand in dealing with external officials.

L.A.J.D., 20.11.08

**All members are kindly requested to complete the Forms for 2008 which the secretariat will send out in early February. The importance for an interest group of having and providing reliable statistics can hardly be over-estimated**



*ETA member Augustea's "Carlo Magno" seen during in Rotterdam during the "World Harbour Days, September 2008*

©Hugo Callens, ETA

## **EU MATTERS: MARITIME POLICY 2008-2018**

In 2006, the European Commission's Directorate General for Maritime Affairs and Fisheries (DGMare), together with other Directorates have set up a Maritime Policy Task Force. Since the publication of its Communication on an Integrated Maritime Policy for the European Union on 10th October 2007 ("**the Blue Book**"), the Commission is carrying out its Action Plan for its maritime policy 2008-2018.

During a meeting of the MIF (Maritime Industries' Forum Working Group on Transport last November, the Commission officials summarised its key priorities as being:

- Enhancing the competitiveness of Maritime transport in a global market
- Promoting the training and education of qualified human resources
- Safeguarding quality shipping which means concentration on safety, security, environment
- Obtaining better visibility of the EU in IMO/ILO
- Supervising enforcement of conventions
- Integrated logistics
- Facilitating Port infrastructure investments (short track procedures)
- Cutting red tape
- Concentrating on Research and Innovation

The Commission takes advice from a substantial study carried out for DGTren under the lead of Lloyd's Register-Fairplay ("**Optimar report 2008-2018**"), and a report of Senior Professionals and has involved a Group of Maritime Directors, formed by DGTren.

A summary of the Optimar study is available at

[http://ec.europa.eu/transport/maritime/studies/doc/policy/2008\\_09\\_summary\\_optimar\\_en.pdf](http://ec.europa.eu/transport/maritime/studies/doc/policy/2008_09_summary_optimar_en.pdf)

The chapter on Port Services says:

### 3.13 Service

The service segment is dominated by the many tugs but also contains research ships, dredgers, workboats and SAR & patrol ships. In December 2007 the fleet stands at 17,133 of which 12,137 are tugs. So far this year the fleet has increased by 222 ships.

The service sector is illustrated by the tugs in the strategic figure and they are in a process of moving from very many suppliers to substantially fewer especially in the western world. The times when every port had its own tugoperator are gone forever; nowadays large companies service large regions where individual tugs are positioned where the need for them is greatest. Tugs have also evolved and today perform many functions that previously were filled elsewhere in the service sector. • This restructuring gives fewer tugs per world fleet tonnage, but since the world fleet of especially large ships is growing massively, the demand outlook for this niche in shipping still looks very positive.

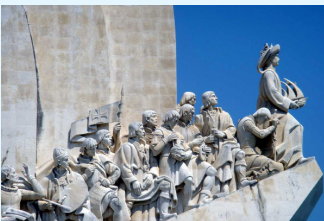
## ***EU MATTERS: MARITIME POLICY 2008-2018 (2)***

The Executive Committee of the **ETA** decided to send a **reaction** to DGTren in following terms:

In **Section 3.13** on page 181 reference is made to the fact that tug companies are becoming larger and that as a result fewer tugs are employed as they are positioned where the need for them is greatest. ***Whilst, in fact, tugs are stationed in each port to meet the need for them based on the level of shipping requiring assistance whether they are owned by a small local company or a multinational.*** The conclusion that ***“this restructuring gives fewer tugs per world fleet tonnage”*** is therefore not true and is at best only a contributory factor.

On page 183 the statement that ***“The main reason for the low growth in the tug sector is that the large existing fleet is utilised better each year”*** is also not strictly true. ***The main reason for the low growth in the number of tugs in the sector is due to technology increases in both ship and tug design (more ships not requiring towage) and heavy investment by tugowners in more powerful tugs (large ships handled by fewer tugs).***

### ***ANNUAL MEETING in Lisbon 13th to 15th May 2009***



Our hosts from Svitzer have chosen the Sheraton Lisboa Hotel & Spa as the main venue for the Annual Meeting.

The completely refurbished and redesigned, Sheraton Lisboa Hotel & Spa is located in one of the city's most prestigious business districts. Shopping centres, theatres, art museums, and nightlife in the surrounding area are just a short walk away. The hotel is only 15 minutes from Lisbon's International Airport and the hotel is easily accessible by train, bus, subway, or car. (source: website Sheraton hotel <http://www.starwoodhotels.com/sheraton/property/overview/index.html?propertyID=292>)

The provisional programme and preregistration forms will be circulated and made available at the end of January 2009.

## NEWS FROM ETA MEMBERS

### Damen Shipyards delivers Mt "Peter" to Petersen & Alpers, Hamburg



*Tug "Peter",  
courtesy Damen Shipyards*

*September 2008*

***Tug New Building named and commenced Service***

On the 12th September 2008 ETA member PETERSEN & ALPERS took over their new building from our Associate member DAMEN Shipyards Group in Rotterdam. On the 19th September 2008 the tug "PETER" was christened by Mrs. Claudia Rühm in Hamburg. With a bollard pull of 70 tons this compact "Damen ASD Tug 2411" operates in the Port of Hamburg. In the 215 year's of history, P&A has extended the range of bollard pull to serve the Mega-Containerships, currently under construction (source: website P & A). The fleet now consists of six tugs with a range of bollard pulls of 30, 50 and 70 tons. The ETA was represented by Secretary General Hugo Callens, who conveyed the Officers' congratulations to CEO Mr. Peter Lindenau, German Deputy Representative at the Executive Committee and to Mr Frank De Lange from Damen on the occasion of their first delivery of this ASD tug on the German market.

### SANMAR Denizcilik Ltd delivers Mt "Vivax" to ØSTENSJØ REDERI



*From the left on forefront:  
Mrs Pinar Ugural, Mr Robert Allen, Mr.  
Johannes Østensjø, Mr. Ali Gurun*

In the presence of the designer, Mr. Robert Allan and several ETA members' representatives, our member Sanmar organised an impressive handing over ceremony at its shipyard in Tuzla, Istanbul on 4th November 2008. The tug "Vivax" has a bollard pull of 80 tons, and can manage a speed of 14,6 knots. Vivax was built for the towage services at the Nyhamna Terminal which is operated by AS Norske Shell. Vivax was the new building number 40 since the first vessel ("Edda Sprite") was delivered to the company in 1975. (source: website Østensjø).

Secretary General Hugo Callens, representing the ETA, was invited to hand over a plaque to Mr. Robert Allan on this happy occasion and congratulated Mr. Johannes Østensjø, member of the Executive Committee and Sanmar's owners families represented by Mr. Cem Seven, Mr. Orhan Gurun, Mr. Ali Gurun and Mrs. Pinar Ugural on behalf of the Officers of the Association.

## 'Smit Aruba', 'Smit Hudson' and 'Smit Schelde' namegiving ceremony

A very special day at our member SMIT's head office in Rotterdam. On 27 November 2008 no less than three new harbour tugs 2810 ASD tugs from Associate member Damen Shipyards were named at the same time in the Waalhaven. The 'Smit Aruba' was named by Mrs Dorhout Mees-de Pont, spouse of the Chairman of SMIT's Supervisory Board, whereas the 'Smit Hudson' was named by Mrs Smit, descendant of SMIT's founder Fop Smit. Concluding for the 'Smit Schelde' Mrs Francken, spouse of the Chairman of the board of URS, acted as the Sponsor lady. (source: Smit Towage website)

**KEEP TOWING IN 2009!**

