

SS Transland Sea & Air Freight Services completes two successful years

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and commitment that SS Transland applies to the execution of its business strategies have led to sustainable and competitive advantages for its clients. "We believe in meeting our customers' needs by adding value to our services and by always providing integrated services," he says.

SS Transland has thus made a name for itself as an efficient and cost-effective logistics service provider to worldwide destinations. It specialises in handling hazardous cargo, project cargo, perishable cargo, and RoRo (vehicles, ODC), and offers consultancy to new customers, factory and CFS stuffing of such cargo etc.

According to Mr Shetty, the company's spirits are high and its goals clearly defined. The single-minded aim is to become the best logistics service provider in the shortest possible time. "Our dedicated staff will provide total door-to-door freight and logistics solutions with competitive and personalised pricing for all the valuable shipments of customers," he emphasises.

Mr Shetty's 21 years of vast experience coupled with the company's technological capabilities have already made SS Transland a leader in logistics and shipping, highlights an official release.

On the occasion of the 2nd anniversary, the management thanked all valued customers, well-wishers, Indian and overseas staff, partners and supporters, the release added.

IMO's Maritime Safety Committee adopts new rules

Exim News Service

NEW YORK, Dec. 13

NEW mandatory shipboard noise rules are expected from the International Maritime Organization (IMO), according to the American Bureau of Shipping (ABS).

Officially recognised by the US government, ABS, a classification society promoting security of life and the environment, said important Safety of Life at Sea (SOLAS) amendments were adopted at the IMO's Maritime Safety Committee (MSC) meeting last month.

For example, the committee adopted a new code with mandatory provisions to prevent potentially hazardous noise levels on board ships and laid down acceptable environmental standards for seafarers. Methods to determine lower minimum thresholds would be issued in a later circular, it said.

Compliance requires measurement of noise levels aboard ship and in port. Deviation from this may be permitted for ships with special propulsion and power systems, such as diesel-electric systems, according to reports.

New rules will apply to new ships of 1,600 gross tonnes or more unless deemed that compliance is unreasonable or impractical.

They will apply to ships built under contracts placed from July 2014.

Other rules apply to firefighting gear, requiring two two-way portable radios for each fire party designated

on board ships constructed after the end of June 2014. Ships constructed before this date are to comply no later than the first annual survey from July 2018.

Breathing apparatus, self-contained compressed air-operated breathing apparatus pertaining to firefighter outfits provided on board all ships shall, no later than July 1, 2019, have a capacity of at least 1,200 litres, or be capable of functioning for at least 30 minutes.

These amendments do not phase-out existing pump and hose breathing systems, which were permitted on ships constructed before

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January 2002.

Starting conditions for the emergency fire pump and emergency source of power requirements for fire detection and alarms systems fitted on ships constructed from July 2014 were also adopted.

Idle boxship capacity up

Exim News Service

PARIS, Dec. 13

THE global idle containership fleet has climbed to 820,000 TEUs for a total of 288 ships as on December 3, according to Alphaliner data, which marked an increase of 52,000 TEUs compared to a fortnight ago.

The increase was blamed mainly on the scrapping of a number of Asia-Europe strings over the slack winter season, with 33 units of above 5,000 TEUs recorded as unemployed. These figures excluded the ships immobilised for planned general repairs.

The report highlighted that despite idle capacity increases since mid-June, freight rates had continued to weaken over the same period. Spot rates from China have dropped to their lowest levels since February.

Spot rates on the Asia-North Europe trade lane declined to below \$ 1,000 per TEU for the first time in 10 months, with weak vessel utilisation levels forcing ocean liners to cut rates on the back of a thwarted attempt to implement a mid-December rate increase of \$ 500 per TEU.

"The chances of securing a sustainable rate increase on this corridor now appear to be increasingly slim, with any rate hike likely to be short-lived unless more capacity is withdrawn," the report said.