

HWP

香港船務週刊

H O N G K O N G

SHIPPING GAZETTE

New opportunities beckon in Arkhangelsk

THE north Russian port of Arkhangelsk, has been added to Conflo Lines' port of call rotation, offering opportunities to importers and exporters.

The port, located just below the Arctic Circle on the White Sea on the northwestern coast of Russia, reportedly operates throughout the year and has good hinterland connections as well as being very efficient and cost effective. Tests have confirmed that shipments

move successfully under through bills of lading to Murmansk, Perm and other inland points via established bonded trucking lines.

According to a statement from the line, the northern rim of Russia has an immense potential of as yet untapped resources of minerals, oil and gas, and timber. Continued congestion and logistical problems at the port of St Petersburg have prompted the additional call.

Conflo, a division of Or-

leans Shipping, is accepting full container loads only to Arkhangelsk at present. The line offers regular weekly sailings from US east coast and Gulf ports, with transshipment at Antwerp. Feeder vessels leave Antwerp every two weeks offering a transit time of seven to eight days.

General agent for Conflo is Orion Marine Corporation, located in New York and Chicago,

Rickmers opens office in Qingdao

AFTER obtaining the approval of China's Ministry of Communications, Rickmers Linie has opened a representative office in the Chinese port of Qingdao.

The office, which opened on December 1, 1992, is the first representative office of a

major shipping line in the northern port.

Hamburg-based Rickmers has five other offices in China -- in Shanghai, Tianjin, Dalian, Beijing and Xingang.

Rickmers, which was established in 1834, has been serving Chinese ports for more than 130 years. Present-

ly, the line has services linking all major Chinese ports with Europe and the US.

By opening an office in Qingdao, Rickmers Linie is seeking to strengthen its position in China as a well-established and highly reputable shipping line, according to a company statement.

Batam sweetens lure to investors

INDONESIA'S Batam Island, across the strait from Singapore, now boasts reduced container tariffs in a bid to lure more businesses to its industrial park.

Batamido Shipping and Warehousing (BSW), which provides a barge service between Batam and Singapore, has lowered tariffs for stuffed TEU from S\$600 to S\$500,

and those for an empty one to S\$275 from S\$360. The tariff for a stuffed 40 foot box has been lowered from S\$900 to S\$775 and from S\$540 to S\$425 for an empty one. The new tariffs will be in effect until the end of this year.

BSW began its service in January 1992 with a 48 TEU barge offering three times weekly, fixed day sailings. A

second vessel was added in July to meet the demand and the company is now offering five sailings a week from Singapore and six from Batam.

About 45 companies, mostly from Japan, the US and Europe, have opened plants in the Batam industrial park.

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