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Seafarers to get 2.5% pay boost in 2019

TRADE UNIONS AND employers have agreed a 2.5% salary increase for over 200,000 seafarers beginning in 2019 and to the provision of enhanced benefits for those voyaging close to Yemen, under a new four-year agreement.

The International Bargaining Forum, which facilitates collective bargaining negotiations between seafarer and employer associations, forged a new framework agreement that applies for 200,000 seafarers and dockers from 2019 to 2022.

The deal was concluded following months of negotiations.

The final negotiations took place in Manila from February 19 to February 22 between the International Transport Workers' Federation representing seafarers and the Joint Negotiating Group, which speaks for maritime employer organisations.

While there will be a review of the wage agreements in two years, it appears that there is not a prescribed wage increase for 2020.

The ITF was not immediately available for comment.

Owners also scored a victory, getting a 16% rebate of their contributions to the ITF Welfare Fund, which finances seafarer-related projects around the globe. An additional 2% rebate will also be available through an incentive-based system.

The 2015 to 2017 review of the previous agreement prescribed a seafarer salary increase of 1% in 2015, 2% in 2016 and 3.5% in 2017. Owners had also secured 10% rebate from contributions to the fund.

Taking into consideration the changing security landscape in the Indian Ocean, the two organisations agreed to downgrade the region off the coast of Somalia from a Warlike Area to a High Risk Area.

However, they also designated the 12-nautical-mile area off the coast of Yemen as a Warlike Area, marking a geographic expansion from the previous agreement which recognised only Yemen's ports as danger areas.

Concerns over maritime casualties of war persist as the armed conflict continues to unfold.

Transiting through conflict zones and high-risk areas comes with benefits for seafarers, such as bonus payments and increased compensation in case of death, in exchange for exposure to heightened danger.

The two sides maintained the high-risk area designation for various part of the Gulf of Guinea.

WHAT TO WATCH

Equality: Time to put some skin in the game

WHAT does it take to effect real social change such as the gender equality programme recently established by Maritime UK? *asks Helen Kelly*.

You can introduce quotas, you can accept reverse discrimination, you can adopt gender non-specific language. But how can you change the ingrained beliefs that people have, based on biases that they are not even aware of?

I spoke to a maritime contact following the inaugural meeting of the Women in Maritime this week. I was full of righteous indignation, spouting "shocking" statistics that only 3% of British seafarers are women! The source intoned, "oh well, that will never change". Why not?

My contact is clearly out of touch with the current zeitgeist ripping through the world following the Harvey Weinstein scandal and subsequent #MeToo solidarity movement. That has emboldened women to speak up and speak out about sexual abuse and harassment at work.

It has strengthened calls for equal pay for equal work.

It has spurred investment managers to blacklist companies that fail to promote gender equality.

The use of investor power is an interesting new tool. The recent creation of gender equality exchange-traded funds gives investors the chance to actively invest in companies that champion equality. Swiss banking giant UBS launched its fund in January.

Peer pressure is another effective tool. Top companies are terribly competitive and many wear their corporate social responsibilities as a badge of pride. If one gets an award for gender equality, or environmental causes, or work life balance, then the others want one too.

That was the case in the UK with HM Treasury's Women in Finance Charter, set up in 2015 to promote more women to senior executive level, according to Stephanie Langton who administers the initiative.

Companies that sign the charter agree to name one executive employee with responsibility for gender diversity; to set time-based goals on diversity; decide how to achieve those goals; and to report annually on progress. Their performance is rated by the variable pay of senior executives, and stored in a database.

I was interested to hear that the Treasury initiative was launched in conjunction with New Financials, a data partner owned by Virgin Money. The Treasury had no initial investment and Virgin Money continues to pay for one full time salary — in this case shared by two people.

Virgin Money is not stupid. It knows that by owning a database filled with data on the next generations of finance leaders it will have a headstart on marketing to them. These women are going to be richer, and more powerful, than many of their peers. Their spending power will be considerable. They will want mortgages, and cars, holidays and luxury goods. And who will be there for them? Why Virgin Money of course.

This got me thinking: who is going to be the Virgin Money of the maritime world? Who has the foresight, and the nous, to financially back a Women in Maritime Charter?

The sums would no doubt be substantial. Our group heard of another similar change programme that cost in the region of £1.5m. But there are plenty of global maritime firms in the UK with a drastic need for change, and deep enough pockets.

The time for hand-wringing is over. It's time to put some skin in the game.

Panamax boxship sales rebound

THE unloved panamax sector saw a return to form last year with both the total volume of sales and valuation of vessels rising.

Research from VesselsValue shows the total number of 3,000 teu-5,000 teu classic panamaxes being traded per month rose to new monthly peaks in 2017.

"Activity has tapered off at the start of 2018, but the current value of a 10-year-old ship at $15.74m is still discounted when compared with the five-year ($18.32m) and 25-year ($37.13m) median values," VesselsValue said.

The value of a fixed-age five-year-old 4,275 teu classic panamax doubled during 2017 to $15.7m, VesselsValue found.

Navios Maritime Containers was the leading buyer, although some of these were shifted from other Navios group companies after originally being acquired from Rickmers Maritime. Additional units were bought from German owners or banks.

"There were many other transactions in 2017, and Greek, Norwegian, and American buyers comprised the top three nationalities of investors taking exposure to the panamax markets," VesselsValue said.

Sales volumes had been driven by time charter rates improving following a collapse at the start of 2016 and rationalisation of fleet size was encouraging higher returns for the remaining ships, which were still needed to service smaller trading hubs.

"The higher returns have supported asset values, particularly for ships between five and 10 years of age," VesselsValue said.

Moreover, a dearth of newbuildings in the sector meant that there was little likelihood of capacity growing again. No orders for ships between 3,000 teu and 11,000 teu have been placed since the beginning of this year.

Nevertheless, classic panamaxes still face headwinds from the persistent low rates that have plagued the entire container fleet.

"However, with rising time charter benchmarks for panamax vessels and a dearth of newbuilding orders, asset values could see further appreciation," VesselsValue said. "Current time charter rates appear to support a higher valuation like those seen in 2014 and 2015."

Earlier this week, it was revealed that Hyundai Merchant Marine is to launch a new Asia-northern Europe service using 10 classic panamaxes of 4,700 teu to add capacity to the six loops it offers through slot sharing agreements with the 2M alliance.

But a trade manager at a rival carrier questioned the efficacy of the move, saying that panamaxes were not economical on the mainlane trade. HMM has a series of 23,000 teu ships due for delivery in 2020, which will coincide with the end of its agreement with 2M.

Fujairah adopts blockchain to gather oil storage data

FUJAIRAH, one of the world's largest oil trading hubs, has agreed to allow market participants to use a blockchain network to submit weekly inventory storage figures to improve operational efficiency and data security.

Based on an agreement between the state, part of the United Arab Emirates, and S&P Global Platts signed during International Petroleum Week in London, Fujairah Energy Data Committee (FEDCom) will collate the data from terminal operators with a full audit trail in a network being deployed by Platts.

The innovation "will allow our terminal operators to be at the forefront of technology while at the same time operating at the highest level of security," FEDCom member Salem Al-Hmoudi said.

The proprietary blockchain network, developed by Platts in collaboration with FEDCom, Fujairah Oil Industry Zone and 11 terminal operators, will replace the current manual and unstructured process by which terminals submit storage data to FEDCom.

FEDCom will have less need to undertake manual validation and aggregation of each terminal operator's numbers, reducing the scope for human error, according to Platts.

With its ability to attract investments from national and international energy firms in recent years, Fujairah has expanded its oil storage capacity to 11m cu m.

"We are delighted to take part in this process, which will allow Fujairah Oil Terminal to increase operational efficiency and data management security," said Mamdouh Malek Azizeh, commercial director of Fujairah Oil Terminal, one of the terminal operators.

Blockchain, a ledger technology that allows recording of data simultaneously and securely by users, has seen increased usage in the supply chains of various industries.

In January, Louis Dreyfus sold a soybean cargo from the US to China using a blockchain platform in co-ordination with banks, logistics firms and the buyer, which the agricultural commodities trader hailed as the first such full transaction of its kind.

"We believe our project represents a first for oil markets by offering a full blockchain deployment to provide market participants with data that is increasingly critical in the region and to the global oil markets," Platts senior director of innovation and digital strategy James Rilett said.

ANALYSIS

Maersk sees another year of robust trade growth for US

ECONOMIC tailwinds will continue to drive strong growth in containerised trade through the US and Canada in 2018, according to the world's largest ocean carrier Maersk Line.

In a new North American trade report, Maersk Line says sustained consumer confidence will underpin US imports and offset weaker export growth, ensuring total US trade climbs by a minimum of 2% to up to 4% in 2018. Meanwhile, Canada stands to gain from a 7% jump in overall traffic year on year on the signing of its second free trade agreement in as many years.

Christian Pedersen, head of trade and marketing for Maersk Line North America, told Lloyd's List the report showed there was good reason to be upbeat over the outlook for the North American market.

"In the US, we expect to see continued growth of 3%-5% for imports [in 2018]," said Mr Pedersen. "This will be fueled by a 17-year high in consumer confidence; an equal 17-year low in unemployment levels; positive wage developments in respect of upcoming tax reform and slightly higher GDP growth."

The US, which accounts for around a quarter of all global container trade, is coming off the back of a six percentage point increase in import volumes for 2017 on the previous year.

"This is high even when compared to growth in some developing markets," said Mr Pedersen.

Last year, the biggest movers in terms of commodities were furniture, appliances, plastics and miscellaneous manufactured materials, respectively up 13%, 7%, 7% and 10%, according to the report.

China remained the biggest contributor to imports, accounting for more than a third of total containerised cargo moved into the US, as demand for its products grew 7% in 2017 to 677,424 teu. Asian imports meanwhile represented nearly three quarters of all imports to the US.

In comparison to the import market, the outlook for US export was less positive but growth is expected nonetheless.

The report forecasts a repeat performance of moderate growth witnessed in 2017, when exports rose by approximately 1%.

"Exports last year were impacted by China's decision to crack down on pollutants as well as suspending import licenses of recyclable goods and banning some materials to reduce pollution," said Maersk.

The decision had the biggest impact on the US west coast, where wastepaper exports fell by as much as 14% in 2017.

For 2018, Maersk Line expects an uptick in US exports in the 0%-2% range, driven largely by increasing traffic exiting ports on the US Gulf coast.

Mr Pedersen said the region was expecting a significant increase in the export of synthetic resin, a by-product in oil and gas production, on the back of significant investment by companies such as Chevron Phillips Chemical to bring new plants online.

Moreover, with new distribution centres to support the burgeoning online retail sector and a rise in the export of secondhand cars for Asian markets, particularly in the Middle East, Mr Pedersen said the Gulf coast would steal the limelight in 2018 and 2019.

Indeed, combining both imports and exports, the Gulf coast was expected to be the top performer this year, reporting growth of around 4%, compared to 3% on the east coast and just 1% on the west coast.

The report states how cost inefficiencies in infrastructure and the need for greater rail competition on the US west coast will see it underperform not just this year but also in 2019. As a result, Canada will continue to gain share from its southern rivals of the increasingly competitive US Midwest market.

Omar Shamsie, president for Maersk Line North America, noted in the report that Canada was set to be one of the fastest-growing major markets in the Americas this year.

"The country's total trade growth is likely to outpace the US and Colombia but will be in a tight race with Mexico to finish first this year," he said.

In 2018, the report expects Canadian ports to post a rise in containerised cargo above 7%, significantly more than the 3% increase in total global volumes forecast by the line for this year.

At the end of September last year, Canada secured its free trade agreement with the European Union, known as the Comprehensive Economic and Trade Agreement (CETA).

While Canada will benefit from the first full year of its deal with the EU, the nation is also moving closer to signing a further free trade agreement the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP).

If the agreement goes through as expected, the CPTPP will grant access to Canada to free trade movement with 11 countries, including Japan, Chile, Australia, Singapore, Vietnam, among others, covering a $12.6trn market that accounts for nearly 16% of the world's GDP.

"We believe that the arrival of the CPTPP accord will provide a boost to Canadian trade but the effect will be gradual as we are seeing with the CETA agreement," Jack Mahoney, Maersk Line Canada president, stated in the report.

"It takes effort to find new markets, win new customers, however, it provides Canada the opportunity to strengthen its trade across the Pacific."

COMMENT

Lest we forget

MEMORIALS seem to have come back into fashion, *writes Michael Grey.*

It might be that the various centenary commemorations of the frightfulness of the First World War have touched a public wellspring. Even 100 years on, it is impossible to remain unmoved by the evening ceremony at the Menin Gate, or the sheer magnitude of all those gravestones in the Flanders countryside.

There is also a perceived need to remind a younger generation of what their forebears went through and that is a function of any memorial to old battles and their human cost.

The proposal for a proper memorial to the Battle of the Atlantic has attracted some attention, although it might seem surprising that there is none already, bearing in mind the importance of this terrible maritime combat to the survival of the UK.

Perhaps it is because the sheer longevity of this battle, which lasted from the first hours following the declaration of war until the German surrender five years later, makes it harder to identify.

In this attenuated conflict on the high seas, there were few incidents where thousands perished, rather it was a drip, drip, drip, of 10 killed on one torpedoed ship, 20 on another, a whole complement of 60 occasionally, but for day after day, year after year.

Those who went to sea in merchant ships during this time were never not in risk of their lives, from the start of one year to the next, as long as the war ground on. Or perhaps it is because so many of the combatants were civilians, with rather fewer martial memories held collectively by those who served in warships or military units.

The British Merchant Navy, which was the world's biggest 70 years ago, mysteriously vanished away in more recent years, and so has disappeared from public consciousness.

Can we remember what something that is no longer there might mean to us?

This country was never one for gigantic memorials to past battles and those who served were more inclined to forget about those frightening years and get on with their lives. It was left to the Soviets with their gigantic brutalist concrete megaliths to commemorate a war that most wanted to leave behind them.

But it surely deserves to be remembered, and by a significant memorial.

In the conclusion to his book The Real Cruel Sea, a detailed account of the battle from 1939 to 1943, when the countermeasures against the U-Boats finally prevailed, the maritime historian Richard Woodman writes: "The great oceanic battlefield still lies to the west of these islands, yet it bears no record of those whose bones lie beneath its surface and is troubled only by the great winds that scour its surface."

Maybe that sentence alone should stir us up and reinforce the need to memorialise the dead in a substantial form.

Nobody really knows how many died in that prolonged combat. Woodman provides an estimate of some 35,000 British registered seafarers, lost in some 2,000 ships, but that is almost certainly an approximation. And if our allies are counted, in the curiously cosmopolitan world of the oceangoing merchant mariner, the numbers swell substantially.

Professor Tony Lane, a former seafarer and sociologist and author of The Merchant Seamen's War, emphasises the multinational make-up of those who manned both British and Allied ships. He suggests that any decent memorial would recognise the Chinese, Indian, Somali, Yemeni, Malayan seafarers alongside those who had escaped from those European countries under the Nazi occupation, beside their shipmates from these islands and the old Commonwealth. And of course he is right — it should be inclusive.

Why should Liverpool be the chosen site for such a memorial, rather than the Clyde or even the west coast of Scotland sea lochs, where the convoys gathered?

Liverpool was the city from where the battle was in effect fought. It was regularly devastated by the Luftwaffe, but its docks remained open throughout. And Liverpool's Pierhead, loomed over by some great Victorian architecture from its maritime past, a World Heritage site no less, must surely be an evocative backcloth to the "large and daring sculpture" that is proposed to commemorate those Atlantic dead, under the oversight of the magnificent Merseyside Maritime Museum.

You might ask why it has taken so long to suitably commemorate this battle, when those who took part are so few and old.

Perhaps it is for this very reason that the generations who came after them ought to step up to the plate and cement their memories into place by way of a suitable memorial.

There is archive material available about the Battle of the Atlantic and some astonishing interviews that have been collected from these old seafaring survivors, but something set in stone will be more resilient over time.

The Battle of the Atlantic was a five-year horror story. My two old relatives, who both served afloat, would never talk about it, which was frustrating but, in retrospect, understandable.

But 70 years on maybe we shouldn't just forget all those bones that lie beneath that great oceanic battlefield where the winds blow.

MARKETS

Lack of demand continues to pressure tanker markets

TANKER freight rates continued to be under pressure amid weaker-than-expected peak season demand during the colder months in the Northern Hemisphere from November to January.

BIMCO chief analyst Peter Sand says in a report that excess tonnage, tepid trading demand, and low output from the Organization of the Petroleum Exporting Countries were responsible for the dearth in long-haul trades that dominated the season, with loss-making freight rates seen across the board.

Mr Sand said 2017 was the worst year for very large crude carrier spot rates in over two decades, with average earnings of $17,800 per day below the breakeven level, while suezmax and aframax rates faced a similar plight, averaging $15,829 per day and $13,873 per day respectively.

These dismal rates came even as China generated significant tanker demand growth by becoming the largest importer in 2017 after surpassing the US in April.

"China grew its imports by 10% [volume] in 2017, from the year before, and much of it was long-haul imports. However, this boost to demand wasn't enough for the overall market to improve."

Mr Sand noted that since November 2016, when Opec and non-Opec oil producers agreed to jointly lower oil production until end-2018, global stocks have decreased. However, the measures were not enough, with stocks staying substantially above the level they were at before oil prices began their decline. Falling oil prices had led to major stockpiling between the fourth quarter of 2014 to the first quarter of 2016.

This was mainly due to US oil producers, not part of the supply cut deal, that are ramping up production to an estimated 10.3m barrels per day from 9.3m bpd in 2017. Output had already hit 10m bpd as of November last year.

"From an oil tanker perspective, the uncertainty surrounding global oil supply adds another layer of unpredictability to the market... Regardless of the talk about alternative sources of energy — oil demand continues to grow. The International Energy Agency forecasts global oil demand to grow by 1.3m bpd in 2018. Potentially breaking the 100m bpd barrier during the fourth quarter of 2018."

Despite a four-year record high seen in vessel demolition rates, freight rates still declined as the global crude tanker fleet grew 5.1% while the product tanker fleet increased 4.2% in 2017. Demolition rates, though, are set to fall slightly in 2018 on there being fewer newbuilding deliveries and forecasts of improved demand growth in the second half of the year. Hence, BIMCO expects the crude and product tanker fleets to both grow by 2.5%.

About 30 VLCC newbuildings are expected to be delivered in 2018, while about 40 medium range tankers newbuilds will likely be delivered this year.

Meanwhile, in the chemical tanker sector, sentiment is not too rosy, according to shipping consultancy Drewry.

It expects rates in the sector to continue weakening over 2018 as long-haul routes remain oversupplied with vessels.

In 2017, global chemical trades grew around 4% and overall tonne-mile demand increased by nearly 5%.

The consultancy says: "Drewry expects seaborne chemical trade to grow by 2.5% in 2018 and tonne-mile demand by 1.6%, reflecting a slowdown in long-haul trip growth. Increasing self-sufficiency in base chemicals in Asian countries is a definite threat to long-haul trades."

It adds that about 200 IMO tankers of about 3.1m dwt are scheduled for delivery over 2018 and while scrapping looks set to ramp up until 2020, when the Ballast Water Treatment System and sulphur cap regulations kick in, that will not be enough to offset newbuilding deliveries, with the fleet expected to grow at an annual rate of 3% in 2018 and 2019.

"We expect freight rates to remain stable in 2018 on major regional routes, but they will be depressed on traditional long-haul routes because of oversupply of large vessels," says Drewry's lead analyst for chemical shipping Hu Qing.

"We forecast oversupply in the chemical sector in 2018. The fleet trading in chemicals has expanded more than demand and will continue to do so in 2018. Apart from the fact that deliveries of new ships will outpace scrapping, it is also the case that the average size of the new vessels scheduled for delivery are larger than the vessels they are replacing. We therefore expect time charter rates to come under increasing pressure."

IN OTHER NEWS

North and Swedish clock up renewal round tonnage growth

THE North P&I Club and the Swedish Club have joined the ranks of International Group affiliates unveiling increases in tonnage following the conclusion this week of the renewal round.

A statement from North said that it had seen "controlled growth" in total entered tonnage to 195m gt, some 3% up on total entered tonnage last time round. The Swedish Club said in a statement that "growth is running according to plan" and owned gross tonnage had moved up from 47m gt to "in excess of the 50m gt milestone". That points to a jump of around 6%.

Their announcements come after similar proclamations from the London and Britannia Clubs, which picked up 4% and 6% in owned gross tonnage respectively.

Japan plans to commercialise unmanned vessels by 2025

JAPAN aims to commercialise unmanned vessels by 2025 and become a leader in the field.

The global shipping industry "is expected to face a lack of seafarers amid increasing cargo volumes in the future, with Japan not the exception," according to the Ministry of Land, Infrastructure, Transport and Tourism at a public hearing.

Japan has launched several government-backed subsidy programmes to help private companies study new technologies that they can introduce to the industry, such as the Internet of Things and big data.

Boskalis group secures $1bn project for Singapore's Tuas megaport

A GROUP including Royal Boskalis Westminster has secured a letter of award from the Maritime & Port Authority of Singapore to develop Phase II of the nation's Tuas megaport, worth S$1.46bn ($1.1bn).

Also known as Tuas Terminal Finger Pier 3, the project consists of the design and construction of about 387 ha of land reclamation works surrounded by 9.1 km of caisson walls almost 30 m high, it said in a statement.

Boskalis will be responsible for works such as the deepening of the port basin and access channel, the dredging of a sand key and managing sand supplies needed for land reclamation works.

HMM returns to Asia-Europe with panamax vessels

HYUNDAI Merchant Marine is to launch a standalone Asia-North Europe service in April that promises industry-leading transit times between Busan and Rotterdam.

The Asia-Europe Express service will turn in 10 weeks with 10 classic panamax ships of 4,700 teu, according to Alphaliner.

It will add to the six Asia-North Europe loops that HMM offers through slots on 2M services operated by Maersk Line and MSC within a broad 2M+HMM arrangement that was implemented in April 2017, Alphaliner said.

Pioneer Marine expects better year for the dry bulk market

SINGAPORE-based Pioneer Marine has expressed optimism over the outlook for the dry bulk market this year after it managed to significantly narrow losses.

"We believe that 2018 will be a much better year for the bulk market compared to previous years," said chief executive Torben Janholt in a statement. "Looking forward, the dry bulk fleet is expected to grow this year at a pace that matches expected demand growth of 2019."

Mr Janholt said that the market uptrend was mainly being driven by China's substitution of low-quality iron ore and coal for seaborne imports of higher quality.

Global orderbook-to-fleet ratio at lowest in 20 years

SHIPOWNERS may be taking a more sensible approach to ordering, according to Asian transportation consultancy Crucial Perspective, with the global newbuilding orderbook-to-fleet ratio falling to 10% — a level last reached about 20 years ago.

The consultancy notes that roughly 95,000 vessels globally are on the water with an extra 3,500 on order. "We have not seen this level of more rational shipping fleet expansion since 1999-2000 in the aftermath of the Asia financial crisis."

Amid rising demand for western-style cruise holidays, it is no surprise that the sector has the highest orderbook-to-fleet ratio, with 90 newbuildings on order, or 40% of the global existing cruiseship capacity, which is four times that of the overall global newbuild vessel orderbook-to-fleet ratio mentioned above.

Oil deposits found on Japanese islands linked to sunken Sanchi

OILY matter which floated to islands in the southern part of Japan earlier in February may have originated from the wreck of the sunken tanker *Sanchi*, according to a Reuters report.

The report cited the Japan Coast Guard as saying the oil samples, which were collected from the beaches of Okinoerabu and Yoron islands in the Amami chain, were similar to those found near to where the vessel sank off the coast of Shanghai.

There had been no marine incidents in the vicinity of the islands involving oil spills recently, according to the coast guard.

China investigates possible breach of North Korea sanctions at sea

CHINA is investigating a reported ship-to-ship transfer in the East China Sea that may have been in violation of UN sanctions on North Korea.

“China is highly concerned about the situation and we are in the middle of an investigation,” foreign ministry spokesman Geng Shuang was cited as saying at a scheduled news conference on Thursday.

A Japanese maritime Self-Defence Force PC-3 surveillance plane and an escort ship saw a North Korean-flagged tanker alongside a smaller ship on February 16 about 250 km off Shanghai, Japan's foreign ministry said on Tuesday.

For classified notices please view the next page.

CEYLON SHIPPING CORPORATION LIMITED
(WHOLLY OWNED ENTITY OF DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA)

EXPRESSION OF INTEREST (EOI)

Operation of Indo – Lanka Ferry Service between Colombo & Tuticorin on Build Own and Operate (BOO) Basis.

A Cabinet of Ministers of Sri Lanka has appointed a Negotiating Committee to select a Service Provider to Operate Indo – Lanka Ferry Service between the Port of Colombo and Port of Tuticorin soon.
An Expression Of Interest (EOI) has been called from interested parties.
The details of EOI can be obtained from the website of Ceylon Shipping Corporation
(www.cscl.lk)

The Closing date of EOI is 09^{th} March 2018 at 1400hrs(LT)

Chairman – Cabinet Appointed Negotiating Committee (CANC),
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