

# GLOBAL DRY BULK TRENDS IN THE INDIAN OCEAN



29/01/2016

Indian Ocean is the 4<sup>th</sup> region of the world in term of commercial shipping volume after the Northern Europe, the Far East and Med/Black Sea.

The Indian Ocean is, and will probably continue to be, a major transit route for inter-continental and regional trade in commercial goods.

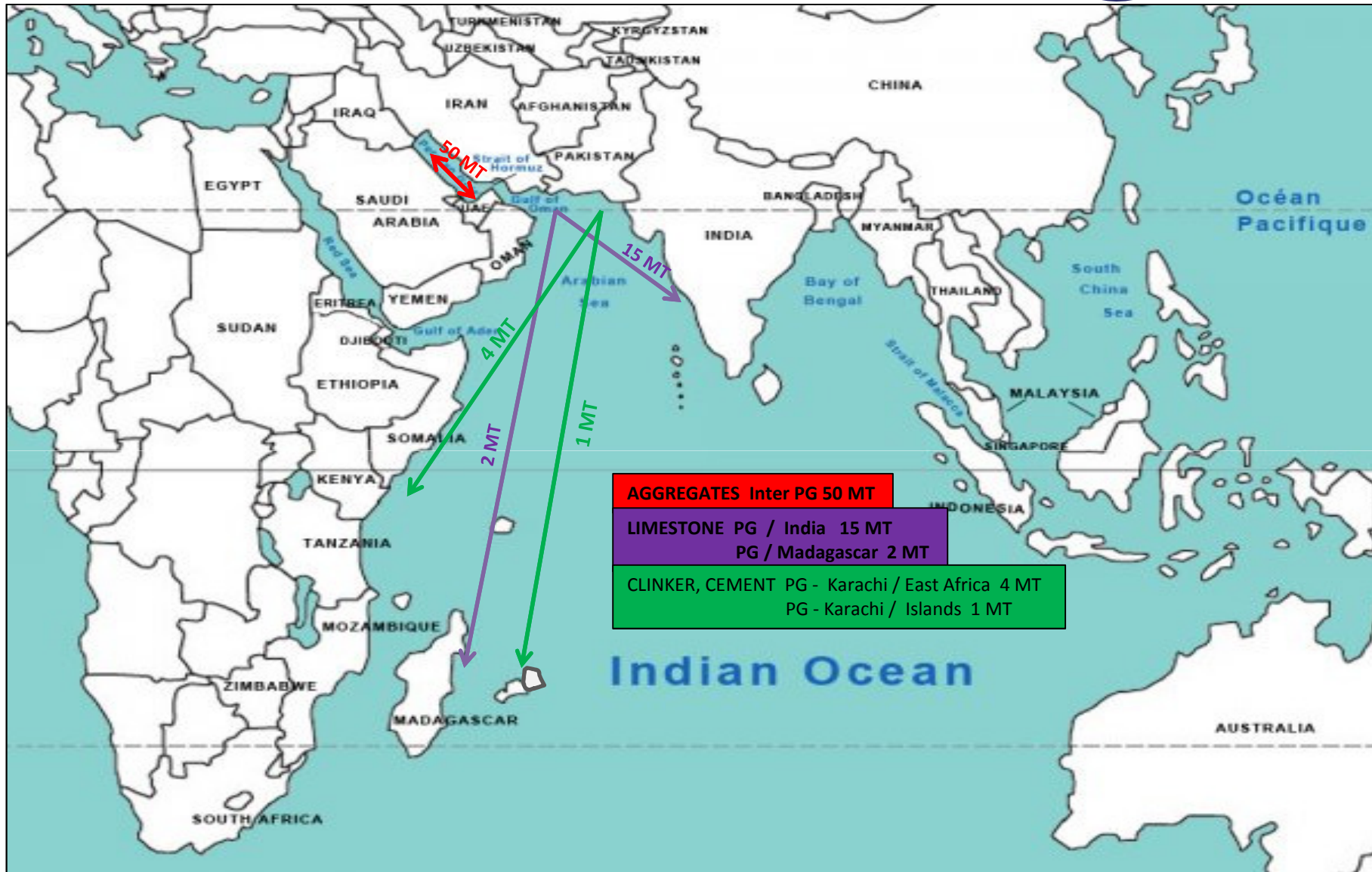
New ports facilities will continue to be developed in order to strengthen the Ocean's routes from Africa and the Persian Gulf Region towards India and East-Asia, including Australia

The main Bulk commodities also shipped by Supramax in this part of the world are:

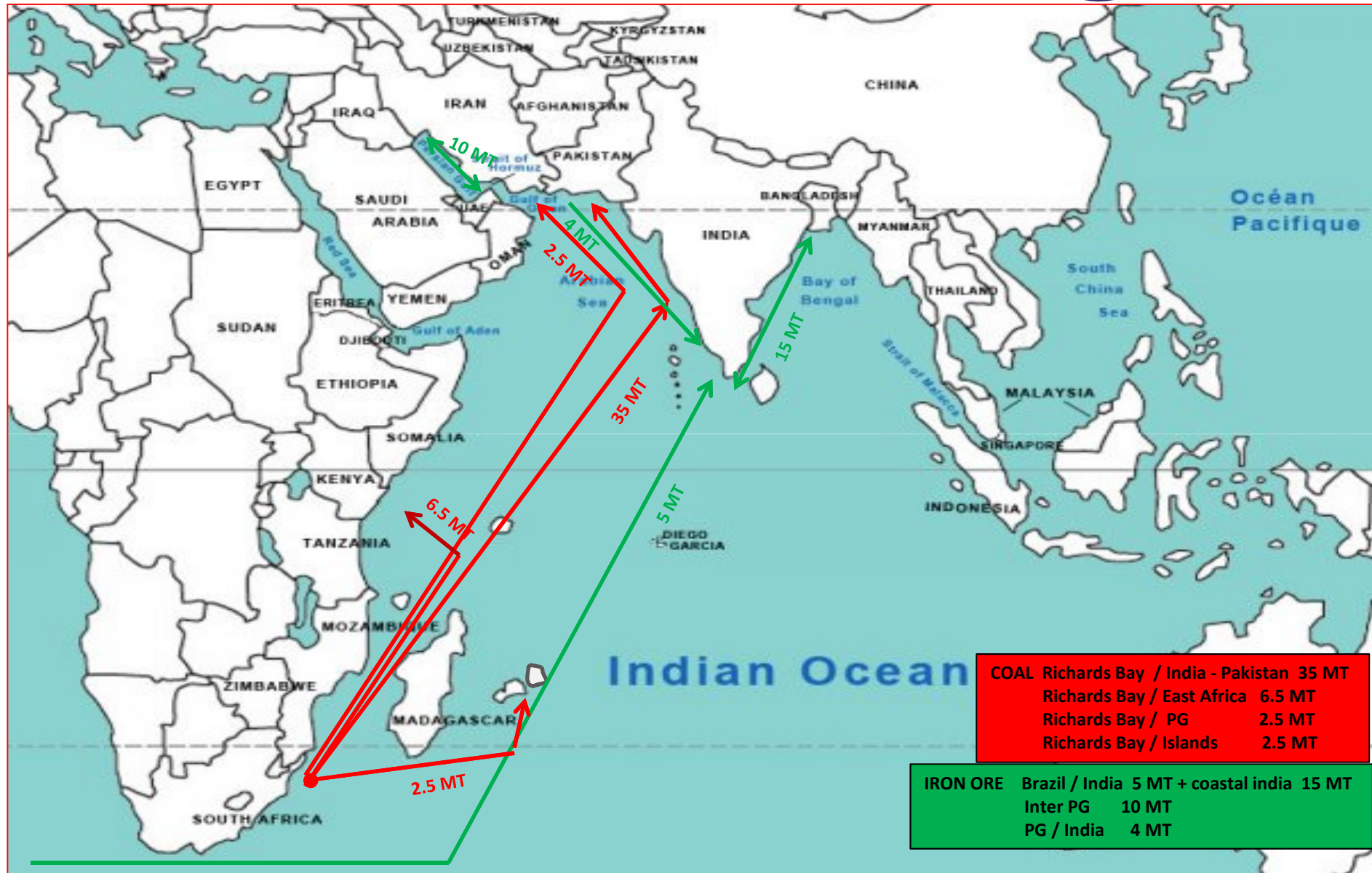
- ✓ Aggregates, Limestone, Clinker, Cement ( 72 MT),
- ✓ Coal (46.5 MT),
- ✓ Iron ore (34 MT),
- ✓ Fertilizers (14 MT),
- ✓ Grain (8 MT).



# 1 – Aggregates, Limestone, Clinker & Cement



## 2 – Coal, Iron Ore

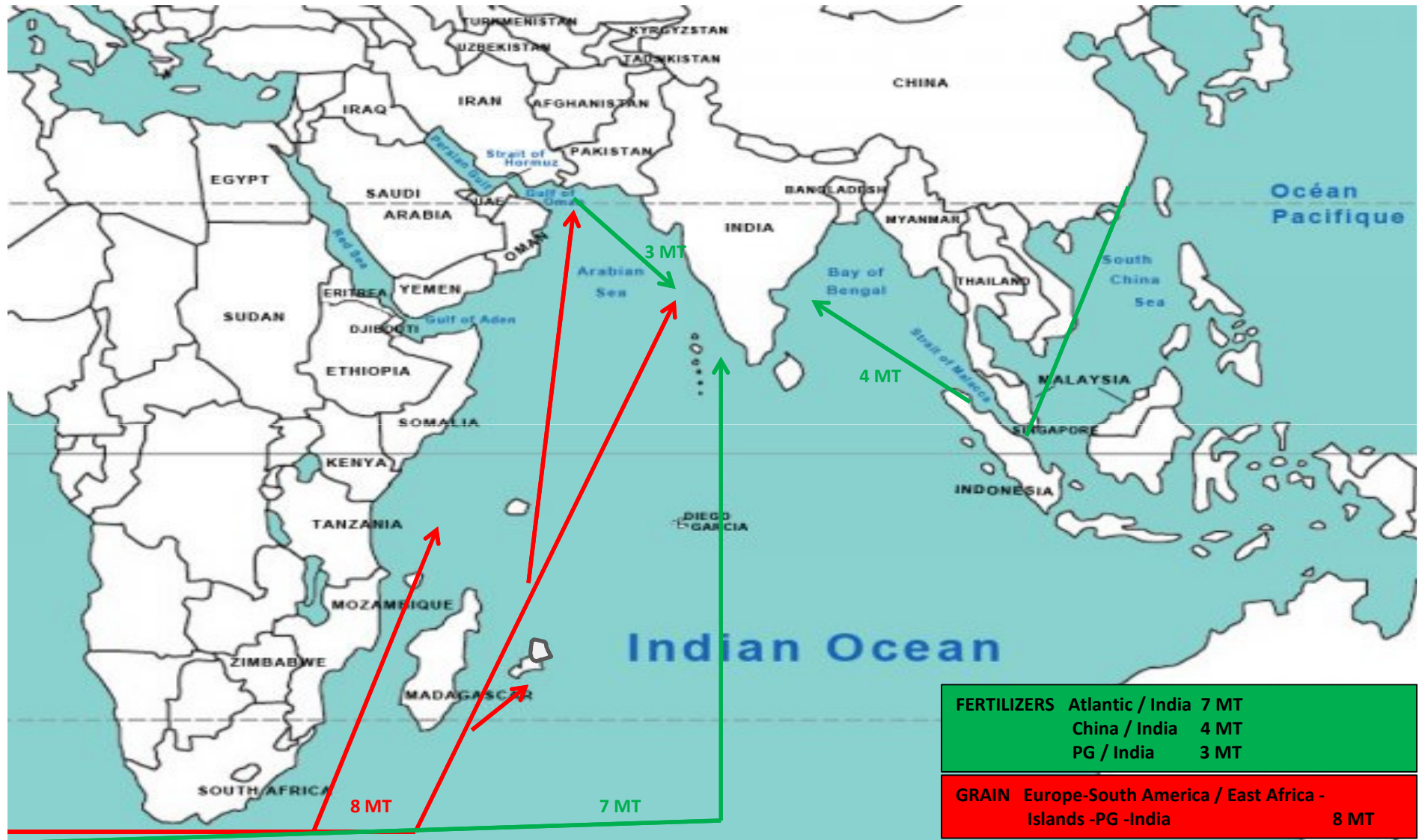


29/01/2016



SETAF SAGET

### 3 – Grain, Fertilizers



## OUR FLEET

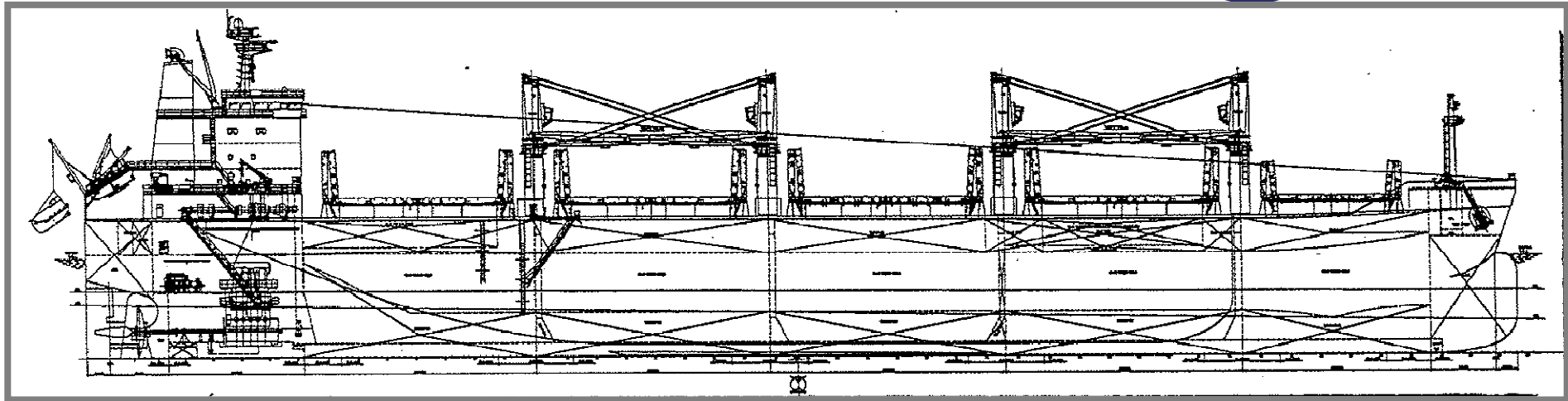


Our fleet of 63 DWT, designed for the carriage of wide range of cargoes, is fully adapted to the Indian Ocean Trade.

As an example herewith a description of one of our vessel from our integrated fleet of similar Bulk Carrier.



# Supramax characteristics



	199.99 m	Cargo hold capacity	77 345 m3
Length BP	193.74 m	Gross tonnage	35 812 GT
Depth	18.50 m	Net tonnage	21 224 NT
Breadth	32.26 m	Main Engine MCR (maximum continuous running)	8 300 Kw at 91 rpm
Design draft	11.30 m	Service speed ( at design draft and 80% MCR, with 10% sea margin	14 knts
Scantling draft	13.30 m	Endurance	20 000 nm
Deadweight (on summer draft)	63 300 mt	Cranes and Grabs	4 x 36 MT / 20 CBM

- Super low fuel consumption,
- Significant CO2 emission reduction,
- Low Sox emission : Vessels are complying to sail in Sulphur Emission Control Area,
- Low Nox emission: Engines are complying with Tier II Regulations
- Energy Efficiency Design Index Phase II compliance – setting requirement for vessels built up to 2025,
- Green passport class notation by Bureau Veritas.



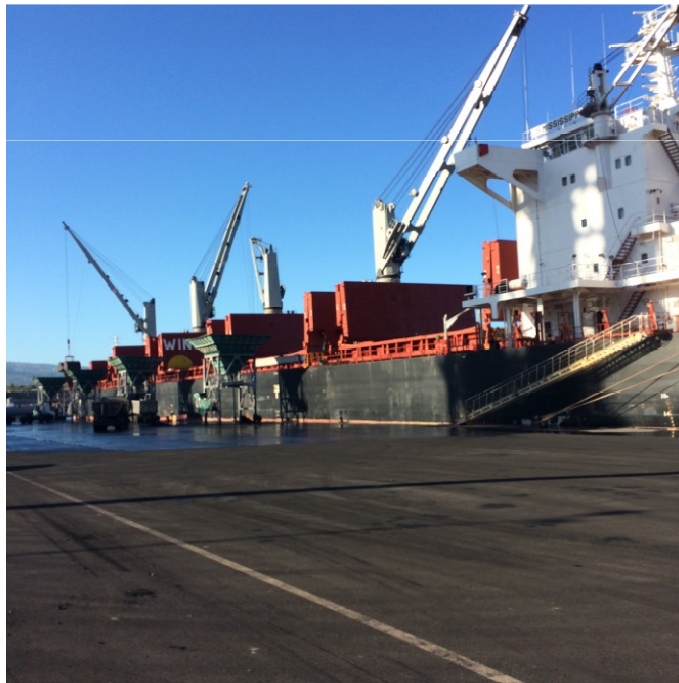
- ❑ Largest cargo hatch opening size (22.14 m x 18.64 m),
- ❑ Electro-hydraulic cargo cranes of 36 mt SWL x 29 m and hoisting speed 23 m/min, pre-arranged to work in combination with large size cargo grabs,
- ❑ Extended crane cabins to allow the driver a wider overview,
- ❑ 10 hours deballasting operation,
- ❑ Segregation top and bottom ballast tanks, sequential ballast water exchange,
- ❑ Grab capacity 20 CBM (max. Crane capacity 36 T),

## Key roles of Supramaxes geared / grabbed



In lots of ports with these vessel fully fitted for self loading and self discharging operations, the investment for port infrastructure is limited to shore hoppers avoiding the investment of shore cranes.

Depending on shore infrastructures and ability to evacuate the cargo, our vessels are able to self discharge at 20 000 T per day.



## Major threats of piracy in the Indian Ocean



There is no clear political approach to erase the problem.

After having vessel sailing outside the infected area delaying dramatically the steaming time between load and discharge port, it was more and more evident that an armed team on the vessel was a solution but a costly solution.

Time being situation is quite stable and we are facing once every 2 months an attempt of pirates approach, coming to check if vessels are armed or not.



```
ERROR: undefined
OFFENDING COMMAND: ~
STACK:
```