

StoraEnso chooses INTTRA ocean e-commerce

Seeking to enhance its electronic communications with ocean carriers and to reduce errors created by manual inputting of booking and shipping instruction data, StoraEnso has reached an agreement with INTTRA under which the latter will streamline the forest products company's global transport/distribution systems.

StoraEnso selected INTTRA's I-Link system-to-system connection because the volumes the company was dealing with made this type of link more viable than a Web-based solution, says Anna Wilhelmsson, supervisor and coordinator of the StoraEnso Infologic Service Support Team. I-Link provides the tools that enable a supply chain system to connect to INTTRA's multi-carrier network.

Like many companies operating from multiple locations, StoraEnso has struggled with paper-based transactions that duplicate information, create unnecessary errors and generally slow down booking processes and the issuance of shipping instructions. With an annual production capacity of 16.4 million tons of paper and board plus other products, and an annual tonnage of



INTTRA will streamline StoraEnso's global transport/distribution systems.

more than 1.2 million shipped out of its Gothenburg and Hamburg transportation and distribution centres, the company was swamped in paperwork.

"Between its mills and its carriers worldwide, StoraEnso has a complex supply chain. Different carriers needed to use different interfaces. During the integration period, systems and processes have been aligned - with, for example, changes to internal cod-

ing and keyboard alterations made to reflect different national languages - to allow for seamless communication between StoraEnso's transport and distribution centres and its carriers," says Wilhelmsson. The new system has greatly reduced the time it takes to issue booking requests and shipping instructions, ultimately delivering cost savings to StoraEnso.

The chain starts for both booking requests and shipping instructions

at the actual paper mills. Pertinent data is electronically uploaded into StoraEnso's operating systems, enabling its transportation and distribution centres to finalize booking requests and shipping instructions. These are then forwarded via INTTRA's I-Link to ocean carriers.

www.inttra.com
www.storaenso.com

Fairmount's second supertug to join fleet

The second in a series of five supertugs ordered in Japan by Fairmount Marine, a Rotterdam-based ocean towage and heavy transportation company, will shortly join the fleet. The 200 tonnes bollard pull anchorhandling/salvage/long distance towing vessel "Fairmount Summit" was recently named at a ceremony at Niigata Shipbuilders.

The first in this series of newbuildings, "Fairmount Sherpa", joined the Fairmount

fleet in May of this year. The third newbuilding in this 75 m, twin-screw class, "Fairmount Alpine", will be delivered next April, fol-

lowed by the "Fairmount Glacier" in July. The final supertug, "Fairmount Expedition", will be ready in early 2007.

Next January will see "Fairmount Sherpa" and "Fairmount Summit" team up for the first time, to tow the FPSO newbuilding "Dalia" from Ulsan, Korea, to the Dalia Field, offshore Angola. The two big tugs will remain in the Dalia Field to perform the positioning and installation of this FPSO.

Fairmount managing director Albert de Heer said: "Our fleet of supertugs will meet a growing demand for quality long-haul towage of high value assets, including a new generation of over 50 jack-ups now building at yards worldwide. All five of the new tugs are to be operated within the OneAllianz pool we established with Semco of Singapore in the final quarter of last year. In April 2006 "Fairmount Alpine" will mobilise immediately following hand-over and proceed from Japan to tow the "Lun A Saipem" topsides, on a large barge, from Korea to Sakhalin."

In another new development, Fairmount Marine - in a joint venture with Louis Dreyfus of Paris - has acquired the 50,000 dwt "Zhong Ren 3", the world's largest semi-submersible barge. Fairmount has operated this vessel for the past three and a half years. The big barge, acquired in August, is now known as the "Gavea Lifter". Currently, it is on long-term deployment in Brazil, providing a local alternative for rig drydockings. The nearest drydocking facilities for large units are located in the US Gulf. Rig owners can achieve cost-savings through the "Gavea Lifter", as their units can stay on station and so avoid a 60-day drydocking commitment in the Gulf of Mexico. "Gavea Lifter" has a busy rig maintenance programme in Brazil, currently extending into mid-2006.



The "Fairmount Summit", the second in a series of five supertugs, will soon join the "Fairmount Sherpa", shown on the picture.

www.fairmount.nl

■ MSC to launch new Falcon service

Mediterranean Shipping Company has introduced its new Falcon Service from the Far East direct to ports in India, Pakistan and the Persian Gulf. Commencing with the sailing of the "MSC Hobart" from Shanghai on November 5, 2005, MSC will provide a direct express weekly service deploying six 2,500 TEU vessels. This service will also link into MSC's existing service network in the Far East.

■ Dart Line to introduce vehicle washing service

Dart Line will launch an on-site vehicle washing service at Dart Terminal in London (Dartford). The service will be offered in partnership with Alpine Cleaning Services, a company specialising in lorry and trailer washing. A full rig clean will cost GBP 20 and a trailer clean - GBP 15. A full clean can be completed within a few minutes.

■ Kaohsiung may lose top ten position

Taiwan's Kaohsiung harbour is struggling to maintain its sixth position among the top ten container ports this year as the ports of mainland China are growing rapidly, Taiwan Business News reports. In the first half of 2005, the harbour's container throughput declined by 0.83% y/y. Some pessimistic predictions forecast the harbour's global rank might even fall outside the top ten in the next few years.

■ MICT hits annual 1m TEU mark

International Container Terminal Services, Inc. (ICTSI) serviced its one-millionth annual TEU at the Manila International Container Terminal (MICT) on October 26, 12 days earlier than last year's one-millionth TEU. This is the fourth consecutive year that the MICT handles one million TEU. In the first half of 2005, the terminal handled 614,036 TEU, a 10% increase from last year's first-half 556,201 TEU.

■ NYK locates Nordic hub in Gothenburg

Nippon Yusen Kaisha (NYK) is reportedly building a new logistics centre and depot in Gothenburg, western Sweden, as part of plans to use the city as its Nordic distribution hub. The company's new 27,000 m² facility, located in the Gothenburg harbour area, will handle goods for distribution across the Scandinavian region.

■ BA World Cargo starts cargo flights to Stockholm

British Airways World Cargo (BAWC) plans to launch cargo flights between London Heathrow Airport and Stockholm Arlanda Airport. BAWC will operate the flights with its Airbus A300 aircraft, once weekly. The first flight is scheduled for November 2005. British Airways currently has six daily departures from Stockholm to London.