Number 185 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** **Friday 04-07-2025**

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Croatian trawler NEPTUN I b. 2008. At Malta Photo : Michael Cassar ©

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EVENTS, INCIDENTS & OPERATIONS

BAS TIGER arrived back from Angola in Rotterdam with barge **H-331** in tow, with a stopover at Las Palmas. She left straight away again after disconnecting her tow. **Photo : Hans Hoffmann ©**

HAVENCLUB AMSTERDAM BEZOCHT KNRM TE IJMUIDEN

De leden van de Havenclub Amsterdam waren onlangs te gast bij het hoofdkantoor van de KNRM in IJmuiden.

Na een warm welkom van de voorzitter Florian Vreeburg (KVSA), werd er een heerlijke maaltijd geserveerd door het team van Van Es Catering. Het gezelschap werd vervolgens verdeeld in twee groepen. Edward Zwitser gaf een boeiende

presentatie over het ontstaan van de KNRM en besprak diverse spectaculaire reddingen. De leden zaten op het puntje van hun stoel, want Edward kan echt goed vertellen! De andere groep ging ondertussen varen met de 1816, het varen was geweldig ondanks dat de meesten een nat pak haalden. Na anderhalf uur wisselden de groepen van activiteit. De avond werd afgesloten met koffie, thee en een heerlijke koek. **Als dank voor de ontvangst heeft de Havenclub een donatie van € 1.200,- gegeven aan de KNRM**. Veel dank aan de vrijwilligers van deze mooie organisatie voor hun gastvrijheid en inzet!

Message to readers: All banners are inter-active and click through to advertiser web sites

The **LAPIS ACE** visited Zeebrugge **Photo : Dirk Neyts ©**

Asia-Europe Schedule Reliability Defies European Port Congestion

By Gavin van Marle (The Loadstar) –

Container ship **MSC PALERMO** arriving in Algeciras for bunkers. **Photo : Daniel Ferro ©**

Despite ongoing reports and warnings of worsening port congestion levels in North European ports, container shipping lines' schedule reliability to the region saw a marked improvement in MayAccording to new data from Sea-Intelligence

Consulting, 66.8% of all vessels on the Asia-North Europe trade arrived on time during the month, a 12.4% improvement over April and up 18% year-on-year.
Gemini was the most reliable carrier alliance with schedule reliability of 85.4%, followed by Ocean Alliance at 68.8%, MSC at 68.7%, and the Premier Alliance following far behind at 35%, although it was up on the 21.1% it had shown in the previous month.

The **TAMPA TRIUMPH** inbound for Antwerp **Photo : Luc De Cock - Malumax Photography ©**

Meanwhile, there has also been a steady decline in the number of port omissions during the last few months at the top five North European hubs of Antwerp, Rotterdam, Bremerhaven, Hamburg and Le Havre – in February and March, port omissions reached 13% of the total arrivals, a level which was almost on a par with the pandemic peak.
However, according to Sea-Intelligence, omissions dropped to 9% in April and to 7% in May. "A drop in port omissions even with widespread reports of port congestion in May could mean one of two things: Carriers have decided that nothing can be done about port congestion, and they have no option but to call these ports contingencies and plan out; or carriers remove the port from their rotation altogether, until the situation improves," the analyst said.According to Kuehne + Nagel, terminal yard utilisation remains high across the region – several Antwerp terminals are reported to be above 90% utilised, while Rotterdam, Bremerhaven and Hamburg are at 80%-85% utilisation.
According to most port industry analysts, anything above a 75% utilisation level is when congestion begins to occur.And with a full rail shutdown across Hamburg's terminals scheduled for 4-8 July, utilisation levels across German ports are expected to significantly worsen over the coming weeks.On the Asia-Mediterranean trade, Gemini was also the most

reliable carrier alliance with schedule reliability of 79.3%, followed by MSC at 73.4%, Premier Alliance at 48%, with the Ocean Alliance lagging at 30%.Across the deepsea global networks operated by the alliances, the Gemini Cooperation hit an on time arrival rate of 88.4%, a 1.2% improvement over the previous month, while MSC's standalone network was the second most reliable, with an on-time arrival rate of 77.9%, with the Ocean and Premier alliances far behind, at 57.4% and 52.7% respectively.

On the increasingly unpredictable transpacific eastbound trade to the US west coast, beset by shipper worries over tariffs, there was a huge disparity in reliability performance between the different groupings, possibly reflecting the different manners in which they dealt with the recent wild swings in volumes – the Gemini Cooperation reached 98.5% on-time reliability, although this was down from 100% in the two previous months.

In contrast, MSC managed just 50% schedule reliability, and Ocean and Premier alliances were 65.2% and 64.2% respectively.Meanwhile, US carrier Matson continued to be the most reliable transpacific carrier with a 100% score.The Loadstar is known at the highest levels of logistics and supply chain management as one of the best sources of influential analysis and commentary. **Source: the Loadstar**

New TRAnsverse Tug arrives in Newcastle, NSW

Arrival of world-first tugboat design to Australia delivers generational advancement in marine services

The Port of Newcastle's maritime capabilities are set for a significant enhancement with the arrival of the state-of-the-art TRAnsverse tug **SVITZER BARRINGTON ,** which will join Svitzer Australia's fleet at the port. The 32-metre TRAnsverse tug represents a generational advancement in towage standards, innovation and performance Svitzer Australia's Chief Operating Officer David Phillips said.

"This tug class is purpose-built for versatility and power, maintaining high steering and braking forces through a range of movements without losing the dynamism or responsiveness required by marine pilots," Mr Phillips said. "The arrival of Svitzer Barrington, soon to be joined by her sister tug, Svitzer Nobbys, represents our ongoing investment into Australian ports, helping them operate to the highest levels of safety, efficiency and in a way that helps our maritime sector grow in a more sustainable world." Behind the TRAnsverse tug's impressive look and performance are unique design features, including a patented half-circle towing staple - able to support advanced towing manoeuvres - and a double-ended hull and propulsion layout that maximises the benefits of the staple design. In dynamic modes the TRAnsverse tug expands the operating envelope by around 50% compared to similar or larger ASD tugs. The TRAnsverse tug performs a wider range of jobs, faster, more efficiently and to a generally higher level of safety. The tug has also been shown to provide a fuel efficiency gain of 15%.

SVITZER BARRINGTON has been deployed to the Port of Newcastle as it is one of the busiest ports in Australia and services a range of large vessel types in complex tidal and weather conditions. The Newcastle operations will serve as a proving ground for the TRAnsverse tug technology, validating its performance for broader global deployment across various towage applications.

"Towage provides a critical service within the Port of Newcastle, ensuring the safety and reliability of shipping and port operations. The new TRAnsverse tug class represents a significant uplift in capability, further enhancing the Port of Newcastle's resilience and growth into the future. We look forward to seeing **SVITZER BARRINGTON**'s performance on the water and the additional flexibility she provides to our operations," Port of Newcastle CEO, Craig Carmody, said.

The port sees more than 4,500 vessel visits a year - including large capesize vessels shipping export coal, bulk grain and agri vessels, container ships, breakbulk freight, cruise vessels and more.As vessels become larger, weather conditions more extreme and ports more congested, the demand for tugs to assist vessels safely in and out of ports and terminals continues to increase. The logical extension is that tugs have gradually needed to become more powerful, as well as more fuel intensive. However, the TRAnsverse tug's design and technical features have shifted that assumption, as demonstrated in a recent white paper demonstrating the superiority of its performance. **SVITZER BARRINGTON** will be joined by her sister tug **SVITZER NOBBYS** in August.

The **LEVENSAU** navigating the Rotterdam Calandcanal **Photo : Willem Holtkamp ©**

Equinor, partners greenlight $1.3 billion investment for Johan Sverdrup Phase 3

Equinor and its partners are investing NOK 13 billion in the third phase of Johan Sverdrup, one of the world's most carbon-efficient oil fields. New subsea infrastructure will increase recovery by 40–50 million barrels of oil equivalent (boe).

"By building on the technologies, solutions, and infrastructure from phases 1 and 2 of Johan Sverdrup, we can carry out an efficient development with a rapid start-up of production," said Trond Bokn, senior vice president for project development in Equinor. "The project increases the recovery rate and value creation from Johan Sverdrup, one of the world's most carbon-efficient oil and gas fields. At the same time, it contributes to stable energy supplies to Europe."

Increased value creation and innovation

The development includes two new subsea templates which will be tied into existing infrastructure via new pipelines. The investment will increase recoverable volumes from the field by 40–50 million boe, with production expected to start in the fourth quarter of 2027.To ensure optimal resource utilization, the project leveraged artificial intelligence to analyze field layouts and well paths. This technology has enabled faster decision-making and resulted in cost savings of NOK 130 million for the phase 3 project.The project also facilitates future value creation at Johan Sverdrup by adding extra well slots, and opportunities for connecting additional subsea templates.

Contract awards

The Johan Sverdrup field contributes significantly to value creation and ripple effects in society and has driven important industrial development in Norway.For the phase 3 project, TechnipFMC has been awarded the contract for engineering, procurement, construction, and installation (EPCI) for the subsea development, with a contract value of approximately NOK 5.3 billion. Additional contracts, including platform modifications and the drilling of eight wells, are planned to be awarded later in 2025.

Increased recovery and production

Safe and efficient operations at Johan Sverdrup are delivering results, with systematic efforts to maximize recovery. Phase 3 of the development will create additional value.

The expected recovery rate from Johan Sverdrup is already world-class at 66 percent. The phase 3 project is an important step towards achieving our ambition of 75 percent. The average for the Norwegian continental shelf (NCS) is 47 percent.

"In 2024, Johan Sverdrup set a production record with 260 million barrels of oil, the highest annual oil production ever from a Norwegian field," said Marianne Bjelland, vice president for Johan Sverdrup. "Every third barrel of oil from the Norwegian continental shelf now comes from the field. Phase 3 is an important contribution to maintaining high production from Johan Sverdrup in the years to come."Equinor aims to maintain a high level of oil and gas production on the NCS towards 2035. Johan Sverdrup phase 3 is one of several projects receiving an investment decision this year that supports this ambition.The partnership has submitted a notification to the authorities in accordance with the existing plan for development and operation (PDO). The notification is subject to governmental approval.

the 2020 delivered 179m long x 31m wide and has with 2,150 TEU capacity. **TUKUNA ARCTICA,** IMO 9822865. Seen entering Reykjavik on a cool, cloudy morning. She sails under a Danish flag. **Photo : Eileen Hayes ©**

The **YONG BO** moored at Marsden point **Photo : Bryan Shankland (c)**

Report reveals US Maritime Administration has no "measurable goals" for assessing shipbuilding activities

By : Gareth Havelock

Although the US Maritime Administration (MARAD) has four financial assistance programs to help address the decline of commercial shipbuilding in the US, it is not clear if these programs are meeting the needs of the industry or national security, according to a report published by the Government Accountability Office (GAO).

GAO said that MARAD has not established, "measurable goals, such as the number of ships built because of a program," and that assessment of the programs' performance is not possible without such goals.

What GAO found

Under coastwise laws, US vessel owners and operators engaged in domestic trade generally must use US-built vessels. GAO said the construction of vessels in US shipyards helps to support the US maritime industry, which plays a vital role in national defence.

Because US-built vessels generally cost more than foreign-built ones, MARAD has four financial assistance programs to encourage or improve US shipbuilding.The agency's federal ship financing program generally offers loan guarantees for vessel construction at US shipyards. In the last five years, the program executed two loan guarantees for two vessel owners totaling nearly US$400 million.The two tax deferral programs, the construction reserve fund program and the capital construction fund program, allow vessel owners or operators to defer paying tax on certain eligible deposits that are placed into an account and can be used to fund projects at US shipyards In 2024, seven vessel owners or operators had a construction reserve fund program account, and 137 vessel owners or operators had a capital construction fund program account.

Finally, the small shipyard grant program provides grants to small shipyards for equipment or training. In fiscal year 2024, this program had US$8.75 million in available funds and had 78 grant applications from shipbuilding or repair companies requesting just under US$50 million.

GAO said these four financial assistance programs have provided some support for vessel owners or operators and shipyards, but the programs' administration does not follow leading practices for assessing program performance.For example, MARAD cannot determine to what extent the programs are effective in growing the US maritime fleet because it has not established measurable goals for, or assessed the performance of, these programs.GAO said doing so would allow MARAD to identify any changes that could better increase the nation's shipbuilding capacity to promote national security and economic prosperity. An April 2025 executive order established United States policy to revitalise and rebuild domestic shipbuilding and requires certain actions to grow the US maritime fleet.In addition, the 31 industry stakeholders GAO interviewed identified challenges facing vessel owners or operators and shipyards competing within the US domestic maritime industry. They also had ideas to address those challenges.

Why GAO did this study

GAO said concerns over the state of US commercial shipbuilding have grown in recent years, and that such concerns are particularly related to the nation's capacity to meet government shipbuilding and repair needs that are critical to national defence.

The James M. Inhofe National Defense Authorisation Act for Fiscal Year 2023 includes a provision for GAO to review efforts to support the US commercial maritime industry.

This report addresses, among other topics, (1) the use of MARAD's programs to encourage or improve US shipbuilding and the extent to which they follow leading practices and (2) ideas identified by selected stakeholders to address challenges facing the maritime industry.GAO reviewed MARAD documents and compared its four financial assistance programs with leading practices for performance management. GAO also surveyed domestic vessel owners and operators and shipbuilding or repair companies.GAO also visited selected shipyards and interviewed government officials and 31 industry stakeholders selected to provide a range of perspectives on MARAD's programs and the maritime industry's ability to contribute to national defence.

Recommendations

GAO has made seven recommendations, including that MARAD develop measurable goals for, and assess the performance of, its four financial assistance programs. The US Department of Transportation, MARAD's parent agency, agreed with the recommendations. **Source : bairdmaritime**

Oceania Cruises' **VISTA** was spotted July 2nd during her first visit to Kiel. She was built in 2023 by Fincantieri and offers comfortable space at 67,817 gt for 1,200 pax. Sister vessel **ALLURA** will be delivered later this month while Oceania expects two larger 85,900 gt vessels tbn **SONATA** and **ARIETTA** in 2027/2029.

Photo / text : Martin Lochte-Holtgreven

Wood chips carrier **CATTLEYA** in Gibraltar for bunkers. **Photo : Daniel Ferro ©**

Denmark extends life of two more offshore wind farms

By : Bojan Lepic

The Danish Energy Agency (DEA) has extended the life of two offshore wind farms, which together have been in operation for almost 50 years.The Agency has notified the owners of the Middelgrunden and Nysted offshore wind farms that it will be extending their permits for electricity production. This means that the two offshore wind farms can produce electricity for an additional 25 and 10 years, respectively.

The two offshore wind farms are some of the oldest in the country. Middelgrunden was originally granted an electricity production permit in 2000, while Nysted followed three years later.

The DEA required an independent analysis of the remaining life for the two projects, as well as an extended service inspection before granting the extension permits.

The Nysted offshore wind farm is owned by Orsted, PensionDanmark, and Stadtwerke Lübeck and consists of 70 turbines with a production capacity of 161MW, which corresponds to the electricity consumption of more than 130,000 households.

Middelgrunden, owned by HOFOR and the Middelgrunden Wind Turbine Cooperative, consists of 20 turbines that supply approximately 20,000 households with green electricity annually.

This move follows the extension of the production permit for the Samsø offshore wind farm earlier this month. The wind farm, which started producing electricity in 2002, has a 25-year production permit. The extension gave it another 10 years of production and will end in 2037.The Danish Energy Agency is also processing electricity production permit extension applications for the Rønland and Horns Rev 1 offshore wind farms.Denmark is considered a pioneer in the offshore wind world as its Vindeby offshore wind farm was the world's first such project, constructed back in 1991. It was decommissioned in 2016.The country is also the home to the oldest still-operating commercial offshore wind farm, Tunø Knob, completed in 1995. The wind farm celebrated its 30th anniversary in 2025. **Source : Splash 247**

CO2 tanks roll through North Sea Port to Yara's CCS project

A complex multimodal logistics operation recently underscored the strategic importance of integrated transport for sustainable industrial projects. North Sea Port facilitated the delivery of seven massive storage tanks, each weighing over

400 tonnes, for Yara's Carbon Capture & Storage (CCS) project in Sluiskil.This intricate movement, involving close collaboration between Mammoet, Yara, and Geldof, highlights how precision and multimodal infrastructure are pivotal to achieving climate objectives.

Heavy-lift tanks drive carbon capture initiative

The project involved the transport of seven large storage tanks, each measuring 58 meters in length and weighing over 400 tonnes. Geldof produced these tanks in Belgium. They were transported in parts by ship to Mammoet's site, where they underwent preparation for final delivery.The final three tanks completed their road journey to the fertiliser company Yara's site recently. These tanks form a critical component of Yara's Carbon Capture & Storage (CCS) project, where CO2 is captured, temporarily stored in these tanks, and then transported by ship to Norway for sub-seabed storage by Northern Lights.

Multimodality, collaboration, and strategic location drive success

This exceptional transport demanded extensive technical and logistical preparation from the teams at Mammoet, Yara, and Geldof. The tanks moved via water, rail, and road, requiring precise planning and coordination among all involved parties. Along the route, teams created additional space by temporarily removing light poles and railway crossing barriers, ensuring safe and smooth passage.

CO2 tanks roll through North Sea Port to Yara's CCS project **Photo © North Sea Port**

The execution of this complex operation resulted from close collaboration between Mammoet, Yara, Geldof, and various partners within the port area. Several key factors enabled this achievement: multimodal access via water, rail, and road; cross-border collaboration between Belgium and the Netherlands; and the available space and expertise within the port area for large-scale and precision transport.The robust infrastructure and specialised knowledge within the North Sea Port area provided a solid foundation to successfully manage this logistical challenge.North Sea Port highlights the crucial role ports play in achieving climate objectives. The port serves as a hub where industry, logistics, and sustainability reinforce one another. This project exemplifies how multimodal logistics acts as a strategic lever for sustainable growth.In the coming years, North Sea Port will continue to invest in infrastructure, partnerships, and future-oriented solutions that contribute to both the economic and ecological development of the region and Europe.

Florida builder selected for Washington State Ferries' newest vessels

By : Gareth Havelock

Washington Governor Bob Ferguson has selected the US$714.5 million bid from Florida-based the Eastern Shipbuilding Group (ESG) to build three new 160-vehicle hybrid-electric ferries. Washington State Ferries (WSF) will move forward with the contracting process, following the first competitive bid for ferry construction in more than 25 years, the governor's office said via a press release earlier this week. "We're restoring domestic service to pre-pandemic levels years ahead of schedule, improving crew retention, and soon will bring our first hybrid-electric vessel into service," Mr Ferguson said. "After careful consideration and conversations with legislative leaders, I believe Eastern [Shipbuilding] is the best option to build these critically important vessels at a fair cost to our taxpayers." The contract was awarded to ESG a year-long process of advertising, pre-qualifying shipyards, and answering shipyard requests for clarification. Two shipyards submitted bids, and Eastern's bid was six per cent lower than WSF's own engineer's estimate, and significantly lower than the other bidder, the governor's office confirmed. The shipyard bid is only part of the newbuild process. There is an additional approximately US$150 million for the first vessel for owner-furnished equipment, construction management, WSF crew training, and risk contingencies. This will bring the cost of the first vessel to approximately US$405 million, the cost of the second to US$360 million, and the cost of the third to US$325 million, as contingency risk decreases with lessons learned from each previous construction, according to the governor's office. **Source : Baird Maritime News**

Seacon tackles shipping talent gap with electric training boxship order

By : Ajdin Adis

In a move to bridge the shipping talent gap and advance green maritime education, China's Seacon Shipping has signed a contract with Fujian Mawei Shipbuilding for the construction of what is being hailed as the world's first teaching electric containership.The 406 teu vessel, designed for dual roles as both a containership and an educational platform, will be 104 m long and powered entirely by electricity. It will feature seven large-capacity battery modules, each with 1,999 kWh capacity, and utilise a three-electric propulsion system with multifunctional power mode switching to ensure operational flexibility. The ship will operate at a service speed of around 10 knots, suitable for coastal container transport.What sets this vessel apart, however, is its unique academic focus. Designed specifically for training purposes, the ship will include lecture halls, reading rooms, conference spaces, and other educational facilities. It will be integrated into Seacon's fleet and used as a hands-on training ground for future maritime professionals.The newbuild should deliver in 2027, and the Hong Kong-listed, Qingdao-based owner and operator has secured an optional newbuilding slot for one more unit at the yard.The initiative is part of Seacon Shipping's broader collaboration with Shanghai Maritime University, announced earlier this year, to build a multifunctional green training ship aimed at addressing China's growing shortage of high-end shipping talent. Seacon said in January that the shipping industry in Shanghai is currently grappling with a widening talent gap, particularly in areas aligned with emerging trends such as digitalisation, smart shipping, and environmental sustainability. **Source: bunkerspot**

Velesto secures US$40 mil drilling contract from PTTEP for Naga 5

By Luqman Amin

Velesto Energy Bhd (KL:VELESTO), a jack-up rig operator, announced on Tuesday it has secured a drilling contract valued at an estimated US$40 million (about RM188 million).The contract was awarded to its indirect wholly owned subsidiary, Velesto Drilling Sdn Bhd, by PTTEP HK Offshore Ltd and PTTEP Sarawak Oil Ltd (collectively PTTEP) in their 2025-2026 drilling campaign in Malaysia, Velesto said in a statement.This contract, which is linked to PTTEP's production-sharing agreement with Petroliam Nasional Bhd (Petronas), involves a firm drilling campaign of 15 wells, with an option for up to eight additional wells. Operations are expected to commence by June 2025. The project will be executed using Naga 5, one of Velesto's premium jack-up rigs.This latest award follows Velesto's recent announcements regarding contracts for Naga 4 and Naga 8 in May 2025. The company said it continues to benefit from rising regional demand for jack-up rigs and anticipates a more active second half of 2025, supported by a robust tender pipeline and stable client activity."With several rigs under long-term contracts, we remain committed to operational discipline and value-driven execution that creates sustainable returns for our shareholders," said Velesto president Megat Zariman Abdul Rahim.Velesto owns and operates six premium jack-up drilling rigs, which are suited for shallow water operations across Southeast Asia. The company also operates two hydraulic workover units, used for well intervention and workover services.Shares in Velesto closed half a sen or 2.78% higher at 18.5 sen on Tuesday, giving the company a market capitalisation of about RM1.52 billion. The stock has gained more than 15% year to date.

MacGregor to deliver Fully Automatic Twistlocks for Hapag-Lloyd's 19,900 TEU Vessels

MacGregor has secured an order from Hapag-Lloyd for its fully automatic twistlocks (ACV-1) "Hippo", designed to improve cargo handling efficiency. Twistlocks are used to secure containers on ships, ensuring stability and safety during transport.This order will support Hapag-Lloyd's A19-series ships, which include six 19,900 TEU vessels: **AL NEFUD**, **AL DAHNA EXPRESS**, **BARZAN, AL MURAYKH, AL ZUBARA**, and **TIHAMA.**

The order was booked in the first quarter 2025. The first set of Hippos is planned to be delivered beginning the second quarter of 2025 and to be completed by the fourth quarter of 2026. This order highlights the collaboration between MacGregor and Hapag-Lloyd to increase cargo capacity, enhance operational efficiency, and reduce environmental impact. With this action, Hapag-Lloyd aims to improve cargo operations while reinforcing its leadership in the competitive container shipping market.

"At Hapag-Lloyd, we continuously strive for innovative solutions that further advance efficiency in our operations. MacGregor's Hippo fully automatic twistlocks align perfectly with our commitment to operational excellence," says Dr.-Ing. Christoph Thiem, Director Fleet Innovation & Technology, Hapag-Lloyd. "We look forward to seeing these Hippos in action and further strengthening our long-term partnership with MacGregor."

"We are proud to further strengthen our partnership with Hapag-Lloyd by delivering innovative and reliable fully automatic twistlocks that meet their high operational standards," says Magnus Sjöberg, Senior Vice President, Equipment and Solutions Division, MacGregor. "This order underscores our commitment to supporting Hapag-Lloyd's success and leadership in the industry."With a strong commitment to innovation and collaboration, MacGregor continues to develop advanced cargo securing solutions for the container shipping segment tailored to the evolving needs of the industry. This includes lashing equipment, which consists of rods, turnbuckles, and other securing devices that keep containers safely in place during transport. This latest order further solidifies MacGregor's position as a trusted partner in delivering high-quality, efficient, and safe container handling solutions for global shipping companies.

Carriers move to normalise loops as congestion and geopolitical pressure persist

By Transport Intelligence
Author: Tom Holmes

As we move into the second half of 2025, several major ocean carriers are rolling out plans to normalise service loops and restore reliability against the persistent backdrop of port congestion, conflict rerouting and seasonal demand pressure.Maersk has announced several service reinstatements and enhancements, launching the new TP9 loop from Asia to West Coast US in the final week of June. The route connects Xiamen, Busan and Long Beach, and marks the strategic restoration of capacity on the transpacific route that had been withdrawn in Q1 and Q2.At the same time, Maersk has expanded its transatlantic services in anticipation of increased US import volumes, adding ports calls to its TA2 and TA10 loops that include Charleston and Savannah.

The Danish giant has also moved to strengthen its Asia-Europe corridor by deploying the Berlin Maersk on the AE3 loop from Shanghai to North Europe. The vessel, which is the first of six 17,480 TEU diesel methanol vessels, is scheduled to enter service on July 7, and signals the start of the company's ongoing investment in sustainable container shipping.

CMA CGM, meanwhile, is recalibrating services from the start of July, the most notable of which is the return of its India-Mediterranean MEDEX service to the Suez Canal. Its reinstatement is partly down to improving stability in the area and better insurance conditions.

Elsewhere, the carrier has launched the Scandinavia West Coast Express (SWX), which comes into play on July 16. The SWX connects Gothenburg, Aarhus, Klaipeda and Gdansk, and aims to alleviate bottlenecks in Northern Europe through more agile feeder options.

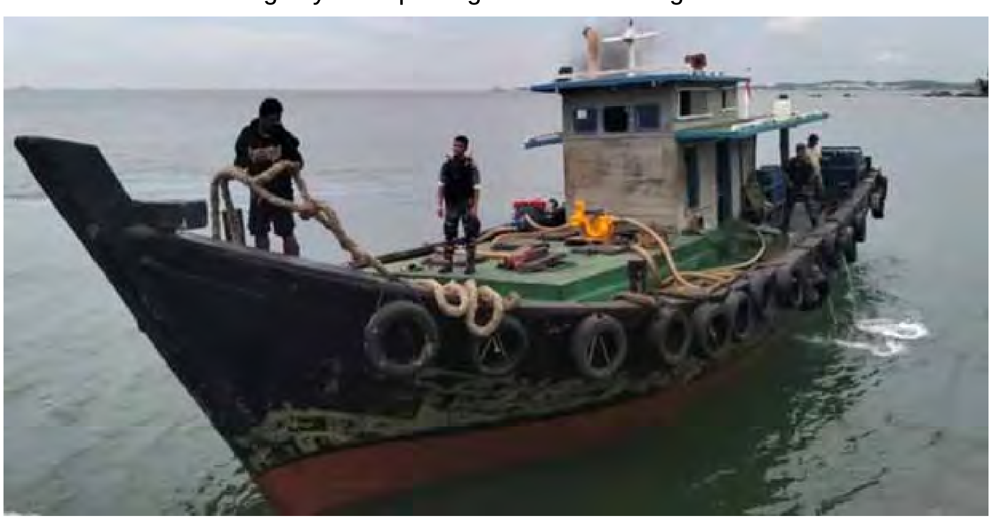
Further afield, CMA has set new FAK rates on the lanes serving the Indian Subcontinent and South and Central America. The rates come into force on July 3, and indicate a stabilisation of capacity and confidence in market demand. General surcharges for SEAS services come into effect on July 1, aligning prices with the cost of sustained service realignment.

And finally, MSC is expected to align its Asia-Mediterranean services with CMA CGM's return to the Suez, restoring shorter transit times and reducing reliance on Cape of Good Hope Detours. The company will maintain its deployment of 24,000 TEU ULVCs on select West African routes, a move that underscores its strategy of applying mega-vessel scale to emerging markets.Generally speaking, with blank sailings and equipment availability improving, carriers are signalling a gradual return to consistency. That said, ongoing congestion in Northern Europe, sustained geopolitical uncertainty, and seasonal demand mean these adjustments are likely to be dynamic. Shippers are therefore advised to monitor routing updates, build in-transit buffers and be wary of surcharge as carriers continue to refine their networks as we move into Q3.

Fuel Smuggling Crackdown: KM Meneer Caught with 20 Tons of Illegal Diesel

Indonesian Navy seizes wooden ship off Batam waters carrying suspected subsidized fuel

A wooden vessel allegedly transporting 20 tons of illegal diesel has been intercepted by Indonesia's Navy, signaling intensified efforts to combat fuel smuggling in Batam's waters.



KM MENEER Intercepted in Night Operation

The Indonesian Navy's Lantamal IV Batam successfully intercepted the KM Meneer on Sunday night, June 29, 2025, while it was navigating suspiciously in the waters near Batuampar. The wooden vessel was reportedly carrying 20 tons of subsidized diesel fuel without proper documentation.

The operation was executed by Navy patrol vessel **KUJANG 642,** which had been monitoring KM

Meneer's movements before initiating the inspection. Upon boarding, naval officers confirmed the presence of large quantities of illegal fuel stored onboard.

Six Crew Members Detained

Authorities also apprehended six crew members during the operation. The ship and its crew were escorted to Batuampar Port, where they are now under investigation.Commander of the Navy's Military Police (Pomal) at Lantamal IV, Lieutenant Colonel (PM) Joko Hary Mulyono, confirmed the seizure. "Yes, there was an interception, but it is still under examination," he stated on Monday, June 30.

Illicit Fuel Trade Rises in Batam

The incident highlights growing concern over the resurgence of illegal fuel activities in Batam. Known as "Kencing Laut" or sea urination, smugglers often transfer subsidized diesel ship-to-ship (STS) in open waters to evade detection.To increase cargo capacity, these vessels are frequently modified with concealed storage compartments, enabling them to transport larger volumes of fuel undetected. **KM MENEER** is suspected to have used similar tactics. The capture of KM Meneer adds to a series of recent Navy efforts aimed at curbing the underground fuel economy in the Riau Islands. With illegal diesel operations threatening national energy security and regional stability, the Navy has pledged to maintain rigorous maritime patrols."We are taking firm action to stop fuel smuggling activities that damage the economy and exploit state resources," said a naval source familiar with the operation.

Ongoing Investigation to Reveal Supply Chain

While the investigation is ongoing, authorities are now focused on tracing the origins and intended recipients of the illegal fuel. The outcome may reveal a larger network involved in the region's black-market diesel trade. The Navy emphasized that this is not an isolated incident, and continued coordination with maritime and customs officials will be essential to dismantle smuggling syndicates operating in and around Batam.The interception of **KM MENEER** underscores the growing urgency to tackle fuel smuggling in Indonesian waters, particularly around Batam—a key shipping and industrial zone. With subsidized diesel being siphoned and sold illegally, such operations pose a direct challenge to state regulations and economic equity. This decisive action sends a strong signal to fuel mafias and reinforces Indonesia's maritime vigilance. **Source : batamnewsasia**

LNG tanker **GASLOG SAVANNAH** in Gibraltar for bunkers. **Photo : Daniel Ferro ©**

Jackup barge sinks in Gulf of Suez, four dead

By : Bojan Lepic

Four crew members died after a jackup barge owned by Saudi oil and gas driller ADES capsized on Tuesday evening, some 300 km south of the Suez Canal. Egyptian authorities said that the incident happened off Ras Ghareb, located on the African side of the Gulf of Suez, around 130 nautical miles from the southern entrance of the Suez Canal. Authorities said the capsizing is unlikely to affect traffic through the canal. The country's petroleum ministry was informed of the incident by the oil and gas production company Offshore Shukheir Oil Company (Osoco), which hired ADES for drilling several wells.ADES said that the incident on the 1966-built jackup barge Admarine 12 occurred while it was being towed to a new location.At the time of the incident, 30 personnel were on board, including 18 ADES personnel. According to the company, 23 have been safely rescued, and three remain missing. Search and rescue operations are ongoing, with ships from the Egyptian navy joining the effort to locate the missing workers. Amr Hanafy, governor of the Red Sea province, said that the survivors were taken to hospitals for treatment. The incident took the lives of four crewmen, three employed by ADES and one among personnel contracted by third parties. "We extend our deepest condolences and sincere support to the families and colleagues of those affected by this tragic incident," the company said.Local media claimed that the rig was on its way to the Ashrafieh platform to develop a new gas field, but experienced a technical malfunction during towing, which led to an imbalance and capsizing within minutes. Videos of the rig show that it is now fully turned over. **Source : Splash 247**

The brandnew **SOUTH ENABLER** passing the Dutch Island Texel
Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©

DNV issues the first ISO/IEC 42001 certificate in the Netherlands to Metyis

Metyis, a firm that provides AI & Data, Digital Commerce, Marketing and Design solutions, and Advisory services, is DNV's first customer in the Netherlands to receive certification for the ISO/IEC 42001:2023 management system standard for artificial intelligence (AI), DNV said in its news release.

AI is increasingly on the agenda of organisations, including Metyis. The multinational firm, with roots in Amsterdam and headquarters in Switzerland, is the first DNV client in the Netherlands to be certified against ISO/IEC 42001. This certification contributes significantly to the organisation's quality assurance and provides a framework in which the organisation safely and carefully manages the use of AI.

"Metyis has taken a pioneering step by becoming the first organisation to be certified against ISO/IEC 42001. I'm confident that many others will soon follow their lead", says Eltjo Veentjer, Area Manager Benelux at DNV Business Assurance. "AI is far more than a passing trend - it's a transformative technology that must be managed with maturity, responsibility, and a strong focus on safety."

For Metyis, this certification goes beyond compliance. As Fons Hoogeveen, Senior Partner and Executive Board Member explains, "More than a regulatory milestone, it affirms the principles that already guide our work and highlights our commitment to responsible AI development, grounded in strong governance and ethical standards. This recognition also reinforces the trust our clients place in us to build AI solutions that are not only innovative, but also transparent and accountable." Certification against ISO/IEC 42001 offers organisations the opportunity to increase confidence in the field of AI. Organisations certified to this standard can independently demonstrate that they use safe, ethically responsible and reliable AI applications. In the Netherlands, DNV is one of the organisations accredited by the Dutch Accreditation Council to conduct audits against ISO/IEC 42001, the international standard for AI management systems.ISO/IEC 42001 is the first international standard for AI management systems (AIMS) that applies to all types of organisations and in all sectors. AI and machine learning have the potential to make a major contribution to society and the economy. Although technology is intended to offer benefits, misuse of technology or lack of control is a major risk that requires careful management.With the ISO/IEC 42001 certificate, Metyis demonstrates that it handles AI in a responsible and ethical manner and is well prepared for a future in which AI is widely used.

Azamara Cruises' **AZAMARA QUEST** on the cruise berth at Greenock Ocean Terminal on 30 June 2025. She arrived on 29 June from Oban and overnighted at Greenock. And sailed later for Dublin where the cruise finished.
Photo : Arthur Sales (c)

ONE takes delivery of 13,900 TEU container ship "ONE SINGAPORE" from Imabari Shipbuilding's Hiroshima shpyard

Imabari Shipbuilding Group says it has delivered the 13,900-unit containership "ONE SINGAPORE" to its Singaporean owner on Monday, June 30. The ship was built to LR class at the Group's Hiroshima shipyard.

Some features of the containership:

Loading capacity

This is a dedicated container ship with a container loading capacity equivalent to 13,932 TEU, and is equipped with up to four lashing bridges on the deck. In addition to being able to load a large number of refrigerated containers in the hold and on the deck, it is also compatible with the loading of various dangerous goods subject to the IMDG Code (International Maritime Transport of Dangerous Goods).

Environmental compatibility

Using the latest analysis technology, we have developed an optimal hull form that pursues high efficiency in accordance with the ship speed and draft that are frequently operated, and also achieves high fuel efficiency by adopting energy-saving devices, twist rudders, and hull shell paint that reduces friction with seawater. As a result, the ship's carbon dioxide emission reduction index (EEDI) (the amount of carbon dioxide emitted from a ship when transporting one ton of cargo one nautical mile) has been reduced by approximately 60% from the regulatory standard value, which is significantly higher than the latest requirements. In addition, the adoption of a Bow Wind Cover has improved performance in actual sea areas. In addition, to comply with sulfur oxide (SOx) emission regulations and nitrogen oxide (NOx) emission regulations, the ship is equipped with a hybrid exhaust gas cleaning system (EGCS) and an exhaust gas recirculation system (EGR). Other environmental conservation measures include a ballast water treatment system and an inventory list based on the Ship Recycling Convention. Concept designs for future fuel conversion to methanol and ammonia and the installation of CO2 capture equipment have been carried out, and AiP (Approval in Principle) has been obtained from the classification society.

Vessel particulars:

Main dimensions: Length 336.00m x Width 51.00m x Depth 30.10m
Gross tonnage: 143,000
Main engine: 7G95ME-C10.6
Speed: abt. 22.0 knots
Class: LR
Flag: Singapore

M/s AIDABELLA on departute from Sortland heading for Leknes at the Lofoten **Photo : Odd Haukland ©**

Cosco gets approval to build Jurong Island hub

COSCO Shipping International (Singapore) has begun construction work at the Jurong Island Logistics Hub (JILH) Phase II site after receiving final permit approval, reports Singapore Business Review.In a filing last week, the company announced that construction officially commenced following regulatory clearance. This expansion is a response to the rising demand for specialised logistics services in Singapore's petrochemical and chemical sectors. An additional 2.5 hectares of land and 62,500 square metres of built-up area, nearly doubling the hub's capacity. The new phase will be seamlessly connected to Phase 1 via shared infrastructure, including a ground-to-roof ramp. The facility will handle dangerous goods (DG), general cargo, epackaging materials into drums and offer drumming services and empty container depot services.

Spotted Pilot boat in **ALLINGE** (Bornholm) **Photo : Capt. Ronald Jansen ©**

Spot rates see sharp decline on key trade lanes

DATA from Drewry's World Container Index (WCI) reveals a continued sharp decline in spot rates on major container shipping routes, particularly between Asia and the US west coast, reports London's Port Technology International.
According to industry commentator Lars Jensen, "The WCI spot rates from Drewry showed continued sharp decline on Asia-USWC with an almost US$1,000/FEU weekly drop. "However, this still means the level is roughly $1,000/FEU above the spot rate seen just before the US/China tariff pause. It also means that the WCI index is, thus far, seeing less of a decline from the peak rate than what until now has been recorded by the SCFI." Asia-US east coast rates are also falling, but at a slower pace than the USWC. Despite a drop of around $1,600 over the past two weeks, rates on this route remain $2,000 higher than before the tariff pause.Meanwhile, the Asia-North Europe spot rate continues a very slow increasing trend over the past four weeks. In contrast, the Asia-Mediterranean rate has stabilised, staying at a plateau just above $4,000/FEU for the same period.Drewry's latest figures confirm this pattern. The composite WCI dropped nine per cent to $2,983/FEU, with the Shanghai-Los Angeles rate falling by $961 to $3,741 and Shanghai-New York dropping by $881 to $5,703 per container. Despite these declines, rates remain well above pre-tariff levels.

Colombo East waits on straddle carriers

The new Colombo East Container Terminal is unlikely to fully open this year due to a delay in ordering straddle carriers for horizontal transport.The Colombo East Container Terminal (ECT) is being developed by the Sri Lanka Ports Authority (SLPA). Initiated in early 2023, the terminal will have 12 STS cranes on a 1320m quay and 40 Automated Stacking Cranes (ASCs) operating in 20-yard blocks. ECT was designed with a perpendicular layout, with end-loaded yard blocks and a low-height straddle carrier for the quay-to-stack transport.Most of the cranes are now at the terminal. In June, ZPMC shipped the final 11 ASCs, which will complete the delivery of the 40 units. The 12 STS cranes are already at the terminal. They were delivered in four shipments between February 2024 and April 2025. Recent pictures show that the yard area, including some of the crane blocks and parts of the apron, is still not complete. Furthermore, there has been a delay in procuring straddle carriers for the quay to stack transfer. Sri Lankan media have reported that an order for twinlift straddle carriers was placed, but was cancelled “by the present administration”. The main concern seems to be the cost of the straddle carriers, which is much higher than tractor-trailer sets. Using tractor-trailer sets is being debated, it is reported, but the terminal has been designed for straddle carriers, with an end-loading ASC exchange. Tractortrailers would have to operate on a relatively small area and reverse to or from the ASC exchange area.There are concerns in Sri Lanka that while the issue is being debated, not enough attention is being paid to the lead time for a fleet of straddle carriers, which will be well over twelve months. Using another yard area and "inter-terminal transfer" is also being considered, but it seems very unlikely the terminal will be operational in 2025.In late April and May, the SLPA posted images of vessels calling at ECT, including the 24,000 TEU **MSC MARIELLA** and the 20,100 TEU **EVER GREET**. However, the yard area at the terminal is still partly under construction. No containers were shown moving from the quayside to the ASC blocks. These calls may have been for berthing testing and commissioning purposes, rather than commercial container exchanges. ***This article first appeared in the June print issue of WorldCargo News**

LUMINARA arriving at Malta **Photo : Anthony Chetcuti ©**

Marine bunker oil market set to surpass $280 billion by 2033 amid growing demand for LSFO

The global marine bunker oil market was valued at $151.0 billion in 2023 and is projected to reach $280.7 billion by 2033, expanding at a compound annual growth rate (CAGR) of 6.5% from 2024 to 2033. This growth is largely driven by the increasing demand for cleaner marine fuels, rapid maritime trade expansion, and government mandates to reduce sulfur emissions from shipping activities, Allied Analytics LLP report showed.

Marine bunker oil, used primarily as fuel for ships and vessels, plays a vital role in international maritime logistics. With rising global shipping needs and growing awareness of environmental compliance, the industry is undergoing a significant transformation—particularly with the transition from high sulfur fuel oil (HSFO) to low sulfur fuel oil (LSFO).

Shift toward low sulfur fuel driving market growthOne of the prime catalysts for marine bunker oil market growth is the enforcement of the International Maritime Organization's (IMO) 2020 regulation. The rule mandates a sulfur content limit of 0.5% in marine fuels, down from the previous 3.5%. This has significantly increased demand for low sulfur fuel oil, which dominated the market in 2023.

LSFO offers compliance with global emission norms without requiring substantial engine modifications. This makes it an attractive solution for vessel operators looking to balance regulatory compliance with operational efficiency. In fact, the widespread adoption of LSFO has contributed to its leadership in the global bunker fuel type segment and is expected to maintain its dominant position during the forecast period.

Oil majors lead commercial distribution

By commercial distributor, oil majors such as BP, Shell, and ExxonMobil held the highest market share in 2023 and are expected to maintain their lead through 2033. These energy giants possess vertically integrated operations from upstream crude oil production to downstream refining and distribution, enabling them to offer cost-effective, reliable supply at major shipping hubs.

Oil majors also have the financial and technological muscle to adapt quickly to evolving fuel standards, ensuring a steady transition to more environmentally sustainable marine fuels. While smaller and regional distributors remain significant in niche markets, their reach and influence remain limited compared to these global powerhouses.

Oil tankers dominate application segment

In 2023, the oil tanker segment led the marine bunker oil market in terms of application, driven by the vast amounts of crude oil and refined products transported globally. These massive vessels require large quantities of bunker fuel, contributing to consistent demand in this segment.

Oil tankers operate on long-haul routes and require high energy capacity, making them one of the most prominent consumers of marine bunker oil. Their dominance in the market is expected to continue as global oil trade maintains steady growth despite clean energy transitions.

Asia-Pacific Remains the Market Leader

Regionally, Asia-Pacific accounted for the largest market share in 2023 and is expected to dominate the marine bunker oil market throughout the forecast period. This leadership stems from the region's high maritime trade volume and the presence of globally significant bunkering ports such as Singapore, Shanghai, and Hong Kong.

Countries like China, South Korea, and India are not only major exporters and importers but are also aggressively expanding their port infrastructure and shipping capabilities. Furthermore, rapid industrialization and increasing energy demand in this region are contributing to the consistent rise in marine fuel consumption.

Government support fuels cleaner bunker oil adoption

As environmental concerns escalate, various governments have started offering incentives for cleaner marine fuels, encouraging fleet operators to shift toward low emission alternatives. This includes subsidies, tax rebates, and port fee reductions for vessels using low-sulfur fuels or alternative clean energy sources like LNG.

These policy measures are expected to accelerate the shift from traditional bunker oil to more sustainable options, contributing positively to the market outlook. Ship operators that comply with such green mandates also benefit from improved brand reputation and reduced regulatory risks.

Key market players

Here are the key players operating in the global marine bunker oil market:

bp p.l.c.
TotalEnergies
Neste
Shell Plc
Exxon Mobil Corporation
LUKOIL
Petroliam Nasional Berhad (PETRONAS)
Chevron Corporation
Hindustan Petroleum Corporation Limited (HPCL)
Indian Oil Corporation Ltd (IOCL)

These companies play a significant role in shaping the market through their extensive global supply chains, investments in cleaner fuels, and technological innovations in marine fuel solutions.

Challenges: high compliance costs and infrastructure gaps

Despite promising growth, the marine bunker oil market faces certain restraints—chief among them being the high cost of compliance with new sulfur emission regulations. Upgrading vessel systems to accommodate low sulfur fuels or installing scrubbers can be expensive, especially for small to mid-sized shipping operators.Moreover, the infrastructure required to support the distribution of alternative fuels like LNG is still under development in many regions. These limitations may slow adoption rates and create uneven market growth across countries.

Market outlook and opportunities

Looking ahead, the market is expected to witness increased investment in cleaner fuel alternatives, digital monitoring of fuel efficiency, and partnerships between fuel providers and shipping firms. With maritime shipping accounting for about 90% of global trade, any enhancements in fuel technology or policy compliance can have far-reaching impacts.Moreover, as new vessel constructions increasingly incorporate dual-fuel and hybrid propulsion systems, the marine bunker oil market is likely to see continued diversification, paving the way for innovation and sustainability.

NAVY NEWS

It is the Maltese Offshore Patrol Vessel **P 61** seen sailing from the Grand Harbour, Valletta on 21 June 2025.
Photo : Ken Fletcher ©

Maldives Receives Turkish Doğan-class fast attack craft TCG Volkan in Strategic Maritime Collaboration.

Photo : Jan Willem Monster – Rolldock Group ©

The Turkish Ministry of National Defence announced on April 12, 2025, that Türkiye has donated the Doğan-class fast attack craft **TCG VOLKAN (P-343)** to the Republic of Maldives, in a move aimed at significantly enhancing the maritime defense capabilities of the Indian Ocean island nation. This strategic military transfer represents a notable deepening of defense cooperation between Ankara and Malé, and it introduces a new level of naval firepower to the Maldives National Defence Force (MNDF).

the vessel was loaded onboard the **ROLLDOCK SEA** and for transportation to the Maldives the ship expected to be commissioned into the MNDF Coast Guard by July. In parallel with the transfer, 19 personnel from the MNDF received simulator and operational training in Türkiye from April 7 to May 9. Turkish naval specialists will continue training efforts onboard once the vessel is delivered, ensuring its smooth integration into the Maldivian fleet and full operational capability.

Photo's : Jan Willem Monster – Rolldock Group ©

TCG VOLKAN is a Doğan-class fast attack craft, originally commissioned in 1981 and developed from Germany's Lürssen Werft FPB-57 design for the Turkish Navy. Measuring 58.1 meters in length and displacing 436 tons, the vessel is capable of reaching speeds up to 38 knots. Designed for high-speed, hit-and-run operations in littoral and coastal environments, the main mission of the **TCG VOLKAN** includes rapid response to surface threats, coastal defense, and sea denial through its powerful missile and gun armament. Originally, the vessel was equipped with two RGM-84 Harpoon anti-ship missiles, a 76 mm OTO Melara naval gun, and a twin 35 mm Oerlikon GDM-A anti-aircraft turret. While the Harpoon missiles may be removed before the transfer, the ship's existing weapons systems provide formidable capabilities for intercepting and deterring illicit maritime activity.The introduction of the **TCG VOLKAN** represents a major leap in naval capability for the Maldives. Prior to this

acquisition, the MNDF Coast Guard operated a modest fleet focused primarily on patrol, interdiction, and amphibious tasks. As of 2025, the Maldives naval assets include 12 patrol and coastal combatant vessels—among them the Huravee (formerly the Indian Navy's Tarmugli), Ghazee, Shaheed Ali, and various fast interceptor and patrol craft—as well as four landing craft, including the LCU L301. This fleet has historically been geared toward surveillance, law enforcement, and maritime security missions within the country's territorial waters and Exclusive Economic Zone.

The deployment of **TCG VOLKAN**—by far the most heavily armed and capable surface combatant in the Maldivian inventory—redefines the scope of the country's naval operations. It positions the MNDF Coast Guard to conduct extended patrols, assert maritime domain awareness, and respond with greater force to emerging security threats. **Source : Army Recognition**

F 804 Zr. Ms. DE RUYTER departing from Den Helder navigating the Marsdiep. **Photo:Wim Albers ©**

Turkish **TCG KINALIADA (F-514)** leaving Malta Photo : John Xiberras ©

TCG KINALIADA (F-514)is the fourth ship of the Ada-class ASW corvettes of the Turkish Navy. Kınalıada was named after Kınalıada Island, which is a part of the Princes' Islands archipelago in the Sea of Marmara, to the southeast of Istanbul, Turkey. Designed, developed, and built by the Tuzla (Istanbul) Naval Shipyard as a part of the MILGEM project, she was laid down on October 8, 2015. Istanbul Naval Shipyard Command started construction of **TKINALIADA** on October 8, 2015, and the first-welding ceremony took place on June 18, 2016. She was launched on July 3, 2017and commissioned on September 29, 2019 after having completed sea trials.Her name Kınalıada means "Henna Island" in Turkish.

TCG KINALIADA has a displacement of 2,400 long tons (2,440 t), is 99.50 m (326.4 ft) in length, 14.4 m (47 ft) in beam, and has a draft of 3.89 m (12.8 ft).She is powered by two diesel engines and a gas turbine, with a power of 35,000 kilowatts (47,000 hp), driving two propellers, and is capable of speeding up to 29 knots (54 km/h; 33 mph). She has a range of 3,500 nautical miles (6,500 km) at 15 knots (28 km/h; 17 mph), and has an endurance of 21 days with logistical support and ten days while operating autonomously. She has a crew of 93, with space for up to 106.

KINALIADA is equipped with GENESIS combat management system that controls search and navigation radars, electronic warfare suits, weapons, countermeasures, communication devices, underwater and onboard sensors.< The ship is armed with a single 76-millimetre (3 in) OTO Melara gun, two ASELSAN STAMP 12.7-millimetre (0.50 in) guns, eight Harpoon missiles, 21 Rolling Airframe Missiles and two 324-millimetre (12.8 in) Mark 32 triple launchers for Mark 46 torpedoes. Electronic warfare systems include a dedicated EW radar, laser/RF systems, ASW jammers, and an SSTD system. Communication and navigation systems involve satellite communication, X-band, navigation, fire control and LPI radar, ECDIS, GPS and LAN infrastructure. The radar suite is the SMART-S Mk2, built by Thales. The ship is fitted with sonar developed by the Scientific and Technological Research Council of Turkey.The whole platform is managed by an advanced integrated platform management system.The ship is capable of carrying Sikorsky S-70 helicopter or unmanned aircraft, along with the associated armaments, 20 tons of JP-5 aircraft fuel, aerial refueling systems and maintenance facilities.

SHIPYARD NEWS

Spain's shipyards to receive over $640m in government financing through 2029

By : Rafael Sanches

The Government of Spain, through the Ministry of Industry, has decided to extend an existing financial support program that would benefit the country's shipbuilding and ship repair industry.

The government has pledged to provide up to €559 million (US$644 million) to eligible shipyards through the program, which has now been extended to the end of 2029. The Interior Ministry said the program would support the development of the country's shipbuilding and ship repair industry, "by providing greater certainty and stability for project planning processes."The program was crafted to provide financial institutions with compensation of up to one percentage point to compensate for the difference between the loan interest rate and the benchmark commercial interest rate. These loans would then be issued to shipowners, shipyards, and third-party entities. In 2024, the government provided a total of €41.14 million (US$47.4 million) in funding for the country's shipbuilding industry as part of the program. That same year, Spanish shipyards signed a total of 40 shipbuilding contracts with a total value of more than €1.5 billion (US$1.7 billion), regarded as one of the highest order volumes in more than a decade. Local media said the government attributed this achievement to the implementation of the financing program. **Source : Baird Maritime News**

Tersan Shipyard and LS Marine Solution Signed Contract

Tersan Shipyard, one of Europe's leading specialized shipbuilders, has signed a significant contract with South Korea-based LS Marine Solution for the construction of a next-generation, ultra-large cable-laying vessel. The agreement was officially signed on 28 June in Istanbul by Tersan Shipyard Chairman of the Board Nurettin Paksu and LS Marine Solution CEO Kim Byung-ok.

Designed by Norwegian Salt Ship Design, the vessel will feature cutting-edge technology, including a 13,000-ton cable carrying capacity and a total displacement of 18,800 tons. Measuring 148.4 meters in overall length and 31 meters in breadth, it will also offer accommodation for up to 100 personnel on board. Capable of simultaneously laying high-voltage direct current (HVDC) submarine cables and fiber optic cables, it will become one of only three vessels globally with this advanced capability—positioning it as a vital contributor to the expansion of global energy and communication infrastructure.

A TESTAMENT TO INNOVATION

“This vessel stands as a testament to innovation, precision, and our unwavering commitment to shaping a greener maritime future. More than just shipbuilding; this project reflects our shared vision of delivering sustainable solutions on a global scale in renewable energy and digital infrastructure,” said Nurettin Paksu, Chairman of the Board of Tersan Shipyard. “We are proud to establish this strategic partnership with LS Marine Solution.”

Tersan Shipyard is renowned for its expertise in constructing complex, purpose-built vessels, supported by its advanced production infrastructure and track record of timely delivery. This latest project reinforces the shipyard’s leadership in the global transition to renewable energy and marks a significant milestone in its ongoing contribution to green maritime innovation.“This investment is a turning point in strengthening global power infrastructure competitiveness beyond simply securing equipment,” said an official from LS Marine Solution. “We are poised to take a clear lead in the rapidly expanding undersea infrastructure market.”Construction of the vessel is expected to take around three years, with operations scheduled to commence in 2028.

ROUTE, PORTS & SERVICES

Maersk announces changes on its SAE, NAE services

Maersk has announced that its South Atlantic Express (SAE) service will have its last call at Norfolk, VA as follows:
Last SAE vessel calling Norfolk, VA:
SEASPAN HANNOVER 525S
USNFK ETD: June 27th
As an alternative, customers may continue to book to/from Norfolk, VA on our North Atlantic Service (NAE), which will now call Norfolk starting as follows:
First NAE vessel calling Norfolk, VA:
POLAR COSTA RICA 529S
USNFK ETA: July 16th
Additionally, please note our NAE service will have its last call in Wilmington, NC as follows:
Last NAE vessel calling Wilmington, NC:
POLAR BRASIL 528S
USILM ETD: July 10th
As an alternative, customers may continue to book to/from Wilmington, NC on our SAE service, which has a fast connection to our Panama hub for further access to our global network.
The new SAE rotation will be as follows:
Manzanillo, PA – Puerto Cortes, HN – Santo Tomas de Castilla, GT – Port Everglades, FL – Wilmington, NC – Philadelphia, PA – Wilmington, NC – Savannah, GA – Port Everglades, FL – Santo Tomas de Castilla, GT – Puerto Cortes, HN
The new NAE rotation will be as follows:
Cartagena, CO – Turbo, CO – Manzanillo, PA – Puerto Moin, CR – Philadelphia, PA – Norfolk, VA – Savannah, GA

Jaap Verhoeff new CFO Stedin

Stedin Group has announced the appointment of Jaap Verhoeff as its new CFO effective September 1, 2025.

Jaap Verhoeff has been CFO at Boskalis Netherlands since 2019. Before that, he spent many years as Finance Director at Van Hattum and Blankevoort and Volker Stevin International, business units of VolkerWessels. Before that, he was a

Partner at KPMG.Verhoeff succeeds Steven Suiker, who filled the position of CFO on an interim basis since the departure of Danny Benima at the end of last year.
Chairman of the Supervisory Board Doede Vierstra: "Jaap Verhoeff not only has the substantive expertise and experience we are looking for, but also the drive and analytical ability that suit Stedin. It makes Jaap able to successfully handle complex financial and non-financial issues as a director. This, in combination with his pragmatic attitude and connecting strength make Jaap very suitable for the task and challenges we currently face as grid manager. With Jaap in place, Stedin has a strong board at the helm to continue building a reliable and future-proof energy network for the 2.4 million customers in our operating area in the coming years. I would like to thank Steven Suiker for his commitment during the past interim period in which he temporarily assumed the role of CFO very well." With Verhoeff's appointment, Stedin's Executive Board is once again complete.

Port of Raahe raises the bar

by Eldin Ganic

Port of Raahe, Finland, is taking a major step towards establishing a new deep quay designed to handle colossal project cargo – the casting of massive pier elements.According to the Port, casting work is proceeding in both Lapaluoto and adjacent to the Ro-Ro ramp in Syväsatama, from where teams will eventually move the elements to the installation site. This casting relies on a hydraulically movable formwork, with concrete poured in layers In parallel with the pier element casting, YIT's Merikuokka dredger has carried out essential dredging work in the port area. The Port said that hydraulic engineering work is estimated for completion by the end of September.The construction of Deep Quay 3 is set to enable the port to receive and handle large project cargo, specifically offshore wind turbine components. **Source: dredgingtoday.**

Saras bunkering operations now 'fully integrated in the global Vitol Bunkers network'

Written by Ian Taylor

Italy-based Saras says that its bunkering business is 'embarking on a new phase of strategic transformation', now that it is 'fully integrated in the global Vitol Bunkers network'. As previously reported, Vitol completed its acquisition of the Moratti family's 35% shareholding in Saras in June last year, taking its overall direct and indirect holding in the company to 45%.Saras owns and operates the 300,000 barrels a day (b/d) Sarroch refinery in Sardinia, which provides fuel for the company's bunkering operations in the ports of Sarroch and Cagliari.
Saras supplies high, very low, and ultra low sulphur fuel oil (HSFO, VLSFO and ULSFO) as well as 0.10% sulphur marine gasoil (LS MGO). The demand for the 0.10% sulphur grades has, of course, increased significantly with the implementation of the International Maritime Organization's (IMO) Mediterranean Emission Control Area (MedECA) on 1 May this yearIn a notice about the integration of their bunkering operations with Vitol, Saras also announced that it had recently expanded its fleet with an additional bunker barge equipped with mass flow meter (MFM) technology. **Source : Bunkerspot**

North Star accelerates green future with £400m+ commitment across its operations

2024 ESG reports significant sustainability advancements including 18% reduction in fleet CO2 emissions

North Star's £400 million ongoing commitment as part of its ESG strategy, combined with a £1.8million investment in crew training last year, has delivered significant progress in its transition to operating a net zero fleet by 2045. The UK's largest integrated ship owner-operator has a current fleet of 48 vessels. Findings from its 2024 ESG report, launched today, spotlight a year of rapid operational transformation and sustainability performance. Highlights include an 18% reduction in fleet-wide carbon intensity compared to 2022, alongside a 15% year-on-year cut in Scope 1 greenhouse gas (GHG) emissions. The 12-month analysis illustrates the successful deployment of the company's first three service operation vessels (SOVs) under long-term charter agreements. Since 2024, a fourth SOV has been operational at the Dogger Bank Wind Farm, while the firm’s first methanol-ready SOV has commenced work under a European contract. Three more SOVs are scheduled for delivery in 2025 and 2026.

The report can be found here. Other insights include:

13% increase in headcount since 2022, supporting strategic growth

Ongoing investment in mental health and wellbeing initiatives

Improved diversity and inclusion metrics across onshore and offshore teams

Recognised with the British Safety Council’s 5 Star Audit, International Safety Award and Sword of Honour for health and safety excellence

More than doubled its EBITDA from offshore wind in the past year, with a run rate EBITDA of 69% through contracts already secured

£108.1 million of investment in new offshore wind vessels during 2024 alone, contributing to a total of £500 million since entering the market in 2021.

Leading on North Star’s ESG report, strategic projects manager Jen Redman explained: "Our ESG performance isn’t simply a compliance exercise, it’s integral to how we make decisions. By embedding sustainability into operational decision-making, we’ve cut emissions, improved efficiency and secured major new charters.”

These improvements have been driven by the transition towards new, more fuel-efficient vessels as new SOVs are delivered, a focus on efficiency in vessel route planning and an awareness campaign which drives ships’ crew to place an emphasis on fuel efficiency in operational decision making.

Its growing SOV fleet is designed with hybrid propulsion, battery-ready architecture and green methanol compatibility, enabling seamless integration of zero-emission technologies as they scale. AI-enabled vessel planning and predictive maintenance capabilities, a fully integrated ERP and emissions monitoring systems are already live across the fleet, allowing the North Star team to identify and encourage efficiency across all operations.

North Star CEO Gitte Gard Talmo said: “Operating in one of the world’s most essential, and emissions intensive sectors brings with it a profound responsibility to lead the transition to cleaner, more sustainable operations.

“Last year we took significant steps to reduce our environmental footprint across all areas of the business from vessel design to crew behaviour. This laser-sharp approach has delivered measurable decarbonisation, led not just by our people but the on-going digitalisation for fleet management that we have introduced.”In 2024, average carbon intensity across the fleet fell to 1.7t CO_2/GRT/year, from 2.1t in 2022. The company is aiming for 1.5t by 2028. In addition to significant investment into new technology systems and solutions, North Star has also invested £1.8 million in the last twelve months to training and crew development.

This supports the transition of many seafarers from traditional oil and gas emergency response and rescue vessels (ERRVs) to state-of-the-art SOVs. As part of this initiative, 120 cadets have been onboarded through the UK’s largest maritime training programme, underscoring North Star’s commitment to developing the next generation of marine professionals.North Star is headquartered in Aberdeen and has strategically located facilities in Newcastle, Lowestoft and Hamburg. Its workforce is made up of around 1,500 offshore and onshore personnel and carries out all its ship maintenance in-house.

Iran conflict does little to change oil market trajectory, S&P Global says

Momentary price spikes aside, the recent conflict and now uneasy ceasefire between Israel and Iran has done little to alter the trajectory of global oil markets, according to a new analysis by S&P Global Commodity Insights. The latest update to the S&P Global Commodity Insights Global Crude Oil Markets Short-term Outlook finds that existing expectations remain largely intact—oil supply growth will outpace demand growth and lower oil prices. “The underlying fundamentals of the global oil market remain profoundly unchanged," commented Jim Burkhard, Vice President and Global Head of Crude Oil Research, S&P Global Commodity Insights. "OPEC+ members are continuing with the accelerated unwinding of production cuts. There will be more oil supply coming from the Middle East in July. Meanwhile, global demand growth remains weak. In other words, there is plenty of oil available.” S&P Global Commodity Insights expects supply to outstrip demand by 1.2 million bpd in the second half of 2025 (contrary to the same period in 2024 when demand exceeded supply), followed by a surplus of 800,000 bpd for the entirety of 2026.

EURONAV’s **CAPTAIN MICHAEL** inbound navigating the Westerschelde passing Breskens **Photo : Henk de Winde (c)**

Annual global total oil (liquids) demand growth for 2025 continues on track to be the weakest since 2001—excluding the economic downturn during the 2008–09 financial crisis and the COVID-19 pandemic in 2020—at 870,000 bpd and 2026 demand growth is expected to be around the same level.

Base case projections expect Dated Brent prices to be in $50-$60 per barrel range (upper $40s to upper $50 per barrel for WTI) later this year and into 2026. The U.S. remains on track to register its first year-on-year oil production decline in roughly a decade, with total U.S. crude oil and condensate production (including offshore) expected to fall 600,000 bpd from mid-2025 to the end of 2026. “The price of oil and Wall Street remain the de facto regulators of U.S. crude production," added Burkhard. "The onset of conflict in Iran briefly injected a fear premium into oil prices, and fresh uncertainties do remain. But the fundamentals are the fundamentals, and the oil price trend remains the same—downward.”

Even during the conflict, all signs continued to point towards more supply coming from the Middle East, not less, the analysis says.OPEC+ countries started to visibly increase production, in keeping with their plans to unwind production cuts on an accelerated timetable. As of the middle of June, Saudi Arabian crude and condensate exports increased nearly 700,000 bpd, a level along the lines of its stated target for the month. There is still more than 4 million bpd of unused production capacity in the Persian Gulf region.And there is the (uncertain) possibility of additional Iranian supply coming to market should the peace hold and if trade and investment sanctions were to be eased or removed. “A year or more into the future, could a focal point in the market be how much Iran could increase production rather than attempting to close the Strait of Hormuz or damage oil infrastructure in other countries? Perhaps," added Ian Stewart, Associate Director, S&P Global Commodity Insights. "In the meantime, expect more oil supply from the Middle East, regardless.” **Source : Worldoil**

New OSPAR restrictions on scrubbers in ports: Rush to judgment

Last week’s OSPAR decision to restrict the use of Exhaust Gas Cleaning Systems(“scrubbers”) in the North Atlantic ports and inland waters of the Contracting Parties (member states) in OSPAR, projected to start in 2027, has created a questionable precedent. Most (not all) of the Environmental Ministers present agreed to creating what is in fact a major regional maritime regulation independent of discussion with IMO, the leading authority issuing EGCS Guidelines, and the globally recognized competent international organization for marine EGCS over the last decades.

CSA Chairman Captain Mike Kaczmarek notes that “We don’t see the OSPAR move as ‘historic’ but it is unfortunate and unnecessary. Of course this will have an impact, including further complicating today’s already complex map of environmental restrictions for shipping operations in Europe, but above that we are very disappointed in the low level of credible science used by OSPAR to support this decision, including a total lack of evidence of any harm to the marine environment. There clearly is no environmental urgency, no ‘smoking gun’ to justify this rush to regulate.”He adds that “Even more surprising is that almost no environmental risk assessments — we only know of one or two, which showed little/no risk — have been conducted by the OSPAR members for the operations of these systems in their own waters, as is recommended by the IMO before considering any restrictive actions. And all the members, including Denmark, Sweden, and Finland, which have their own restrictions starting this week, have this technical ability".

Although some authorities are still relying on a precautionary principle to justify EGCS restrictions, this should only be invoked when supported by some scientifically credible evidence; the OSPAR reference studies, however, don't appear to rise to this level. Also, although it is not clear that they have been considered by OSPAR, there is a large and growing body of credible scientific studies, from many sources, that fully evaluate EGCS discharge water quality, the potential for accumulation, and risk to the environment, including in ports Captain Kaczmarek adds: "We believe that responsible regulators and scientists in each OSPAR member state may wish to have a thorough technical understanding of their subject before actually initiating restrictions, and the coming period would be well used by OSPAR members to fill in data gaps by conducting sampling, testing, and risk evaluations in their own waters, using standard scientific methods, and not just rely on speculative reports by others".Clean Shipping Alliance (originally Clean Shipping Aliance 2020) was established in 2018 by major companies across the marine industry to collect, research and provide scientific data and technical advice related to the operation and environmental impacts of exhaust gas cleaning systems. CSA members have over 15 years of EGCS operations globally, and have collected and analyzed major data sets from EGCS discharge waters.

…. PHOTO OF THE DAY …..

Early on the morning of Sunday 29th June, the Tall Ship **PROVIDENCE r**eturned to Alexandria, Virginia after repairs undertaken at the Chesapeake Maritime Museum, St. Marys, Maryland However, she is still a bit thin in the rigging department. Serious problems were found with the main mast and so those repairs will be undertaken in due course.

About $90,000 are required to complete the work.She is a 12-gun, 100’ sloop-of-war full scale replica of the Continental Navy’s first warship.She was launched in 1976 and designated in 1992 as the flagship and tall ship ambassador of the state of Rhode Island. The ship was in drydock for the winter of 2015, when she was toppled and severely damaged by high winds during the January 2015 nor’easter. **PROVIDENCE** is currently docked in Alexandria, Virginia, under the care of the **Tall Ship Providence Foundation**, where the ship now offers tours, sails, and educational programs to tourists and locals alike. **Text + photo : Peter Pennington (c)**