The Kotug Smit operated tugs UNION 7 and UNION 11 leaving the Wilhelmina harbour in Vlaardingen heading for their next assignment

Photo: Piet Sinke (c) CLICK at the photo!
Tianjin Targeting 800,000 Passengers in 2017

With four berths, Tianjin expects around 800,000 passengers this year, and through the first six months of 2017, traffic was up some 102.4 percent. Customs and border protection has been further refined, reducing clearance times to 10 seconds in some instances automated terminals. Earlier this year, the port signed a MOU with Costa to build a supply and distribution center, with Costa committing to year-round voyages from Tianjin through 2019.
The MSC LIRICA passing the Peace bridge over the Suez canal

Photo: Maarten Versluijs (c)

Also of note, the MSC LIRICA sailed from Tianjin in February, offering a new “Around China” itinerary with interporting in Zhoushan, Hong Kong and Xiamen, as well as calls to South Korea and Japan, according to Da Wu, vice general manager of Tianjin International Cruise Terminal. Wu hopes his port will offer more diversified products, including cruises to nowhere, to attract new passengers. Zhengdong Zhang, general manager, added: “Similar to MSC’s model, we are exploring opening domestic routes to Dalian, Yantai, Qingdao, Rongcheng and Weihai, creating a product in which passengers only need their national identification card to travel.” For insight and in-depth analysis of the Chinese cruise market, including profiles of all key and up and coming ports, download the 2018 China Market Report. The 2018 China Market Report by Cruise Industry News is the only resource covering the future trajectory of the Chinese and Asia-Pacific cruise industry, presenting the past, present and future in a concise 95-plus page PDF download. It is the only forward looking and independently-researched data available on the Chinese cruise market. Cruise Industry News profiles all the major cruise lines operating in Asia, from Carnival Corporation to Royal Caribbean and local operators. In addition, there are discussions with leading Chinese travel agents about the charter model and pricing trends, port news and updates from across the region, and a look at the fleet of ships in Asia through 2027. There is also exclusive analysis and statistics of the Asia-Pacific market going back to 1998 and supply projections through 2027, in addition to a break-down of Asia-Pacific and China by operator and market capacity.

TOS takes over activities Maritime Human Resources (MHR)

The Netherlands: TOS, an international supplier of nautical and technical personnel, announces the official acquisition of Maritime Human Resources BV (MHR). MHR will continue under the name TOS MHR. TOS has acquired all MHR shares as of 13 October 2017). Previously, MHR was partially owned by the STC-Group. With the acquisition, TOS expects to be able to further its growth in the port and logistics sector and to reinforce its services in the maritime training segment. “Our current clients find their way to us...
for our HR services: flexible and cost-efficient personnel solutions. In addition to the placement of professionals, we can now extend our services to also include placement of trainees in companies with certified internship programmes in the port and logistics sector, as well as in inland shipping. Not only for our current clients but certainly also for new clients that are interested to work with students following a work-based learning pathway’, explains Kees Wagenaar, Managing Director of TOS.

The company’s location at the Waalhaven Z.Z 4 in Rotterdam will remain operational in the coming months. Eventually, the new activities will be carried out at the TOS head office at the Waalhaven O.Z. 77 in Rotterdam. TOS MHR offers senior secondary vocational students a learning and working environment for the work-based learning pathway. This applies to training programmes including Offshore, Hydraulic Engineering/Dredging, Ports, Shipping, Logistics, Ship and Yacht Construction and Rhine and Inland Navigation. Also for (temporary) employment in the maritime sector, TOS MHR has vacancies posted via www.mhr-r.com. We are TOS. A family business. Loyal and authentic. Founded in 1992 in Rotterdam. Today, a reliable maritime services provider connecting people from around the world, empowering and helping them find pleasure in their work. Our business is a people business. We offer selection, secondment, payroll, and training of the very best people for our clients in the -offshore wind, offshore construction, oil & gas, project staffing, dredging & marine construction, harbour & ocean going tugs, onshore professionals and inland shipping- for whom we provide flexible workforce solutions around the world. In our characteristic personal and professional way.

Fishing Vessel **SANDETTIE** assisted by tug **OCEAAN** is entering Port of Scheveningen. **Photo : Havendienst Scheveningen**

**Bakker Sliedrecht to deliver main electrical power package for next generation offshore installation vessel “Orion”**
Bakker Sliedrecht has been awarded a contract for the engineering, delivery, and commissioning of the main electrical power package of the offshore installation vessel ORION. The DP3 vessel will feature an unrivalled combination of exceptionally high transport and load capacity, impressive lifting heights and green technology. The vessel will be built at COSCO Qidong in China. Orion’ will be deployed by DEME’s subsidiary GeoSea for the construction of the largest offshore windfarms and deliver offshore construction services. Empowering the first next generation offshore installation vessel With a total installed electrical power of 44,180 kW, ‘Orion’ will be equipped with a high-tech crane with lifting capacity of 3,000 tonnes at more than 50 meters. The loads can be lifted to an unrivalled height of more than 170 m. Deck space has been maximized to provide exceptionally high transport and load capacity. The vessel can take the heaviest monopole jackets, wind turbine components and structures in a single shipment. With this unmatched combination of high load and lifting capacity, ORION can transport and install the next generation of giant multi-megawatt wind turbines. Highlights of our scope of work are:

- 4 x Indar generators
- 4 x Indar main propulsion electrical motors
- 2 x Retractable thruster motors
- 2 x Tunnel thrusters
- 2 x 11 kV switchboard
- 2 x 690 V switchboards
- 4 x 440 V switchboards for DP essentials
- 2 x LV electrical drive systems for eight point mooring system
- 4 x LV electrical drive systems for azimuth thrusters
- 2 x LV electrical drive systems for bow thrusters
- 2 x LV electrical drive systems for retractable thruster
- Integrated automation system
- Electrical system integration incl. construction supervision
- Commissioning and sea trials

Powerful ABB ACS 880 low voltage multi-drive systems

The ORION will be equipped with the brand-new ABB ACS 880 liquid-cooled low voltage multidrive system. The new model of ABB has a very high power density, yielding a lot of power out of a small footprint. The ABB ACS 880 is maintenance friendly and already compliant with future regulations. Experienced with building DP offshore installation vessels Jan Gabriël and Wouter Eyckmans, heads of DEME’s newbuilding and automation departments: “We look forward to working with Bakker Sliedrecht on a ship that is breaking boundaries. Our experience with Bakker Sliedrecht, gained during earlier projects, and the experience of Bakker Sliedrecht with delivering complex electrical systems for DP offshore installation vessels strengthens our confidence in a great project execution.” The ORION will be delivered to GeoSea in 2019.

Tuas mega port will boost Singapore as a maritime hub: PM Lee

While Singapore has enjoyed much success as a maritime hub, it cannot rest on its laurels, said Prime Minister Lee Hsien Loong in a Facebook post on Monday. PM Lee wrote that while Singapore has a port in a strategic location, there are “ports in the region competing for business” and “new trade routes opening up”. He said: “The Tuas mega port will strengthen our international maritime hub. We must do all we can to keep the path ahead smooth sailing!” PM Lee also shared a timelapse video by Facebook user Jeffhk, which he described as “spectacular”. Jeffhk, a seaman on a mega-container ship, took the 10-minute video over 30 days out at sea. The journey went “from the Red Sea, across the Indian Ocean to the Port of Colombo, then through the Malacca Strait into Singapore, and then the South China Sea and finally arriving in Hong Kong”, PM Lee noted in his Facebook post. The prime minister said the video was the closest he would get to his dream of sailing on a container ship.
from port to port. “The vastness of the ocean contrasts with the lights and activity in ports, especially PSA Singapore,” wrote PM Lee. “It’s one of the busiest ports in the world, but few of us ever get to see it in action!”

Source: The Straits Times

Photo of the Fast Rescue Boats from the Ms WESTERDAM being loaded for transportation from Venice to Dover to be used for training at the Maritime Skills Academy Dover. The boats have been donated by Holland America Line and are ex WESTERDAM. The boats would otherwise have gone for scrap. Photo: master Westerdam (c)

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Shreyas Shipping & Logistics Ltd takes delivery of 3 vessels

Shreyas Shipping & Logistics Ltd has taken deliveries of three vessels M.V. SSL GANGA (container vessel - 1500 teus), M.V. SSL BRAMAPUTHRA (container vessel - 4200 teus) and M.V. SSL Balaji (multipurpose vessel - 650 teus). The company has also entered into Memorandum of Agreement (MOA) for sale of one vessel - SSL SAGARMALI.

Shares of SHREYAS SHIPPING & LOGISTICS LTD. was last trading in BSE at Rs.455.2 as compared to the previous close of Rs. 438.95. The total number of shares traded during the day was 48729 in over 1770 trades. The stock hit an intraday high of Rs. 487.45 and intraday low of 437. The net turnover during the day was Rs. 22697422. Source: Equity Bulls

Car Carrier Fleet Growth Slows Down, as Average Age Drops to 12 Years says Dynamar
In a recent report, Dynamar examines the development of the Ro/Ro and Car Carrier shipping segments. Beginning the latter, Dynamar said that while Japan’s exports of passenger cars got substance in the 1950s already, the first Pure Car Carrier (PCC) was launched some 20 years later only. Before then, factory new cars were in the main loaded and discharged in the Lo/Lo-mode and transported in bulk carriers provided with hoistable decks in some of their holds. The Pure Car & Truck Carrier (PCTC) emerged in the second half of the seventies. It distinguishes from the PCC by having a heavier ramp and one or more reinforced and higher decks to accommodate higher and heavier vehicles and machineries. The LCTC, short for Large Car and Truck Carrier, is a vehicle carrier with a minimum capacity for 7,000 CEU (Car Equivalent Units). The largest among them are PostPreviousPanamax (PPP), in other words these are too big to pass through the original (old) Panama locks. As of June last, 47 PPP Large Car and Truck Carriers were operating with another 45 on order. Hoegh Autoliners operates the largest of them all: six 8,500 CEU units. The question is, alike with 22,000 TEU container ships whether given recent market dynamics such huge vessels are not a bridge too far. While global production of motor vehicles continues to grow, by 4.6% in 2016, the number of cars carried declines: some 4% last year. The key driver of this is the expansion of car production closer to demand. This development, which started after crisis year 2009, has now led to a disconnect between expanding global car sales and seaborne trade volumes.

**Top 5 Vehicle Carrier operators**

As of 1 June 2017, world’s five largest Vehicle Carrier operators (including sisters and subsidiaries) combined deployed a fleet of 501 PCC, PCTC and LCTC units, with a total carrying capacity of 2,827,000 CEU. Their fleet then constituted a CEU share of 72% of the World Vehicle Carrier fleet.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Vehicle Carriers</th>
<th>Existing fleet</th>
<th>On Order</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(PCC/PCTC) Operator</td>
<td>Ships</td>
<td>Total CEU</td>
</tr>
<tr>
<td>1</td>
<td>WWL</td>
<td>120</td>
<td>812,000</td>
</tr>
<tr>
<td>2</td>
<td>NYK</td>
<td>127</td>
<td>647,000</td>
</tr>
<tr>
<td>3</td>
<td>MOL</td>
<td>114</td>
<td>580,000</td>
</tr>
<tr>
<td>4</td>
<td>“K” Line</td>
<td>88</td>
<td>452,000</td>
</tr>
<tr>
<td>5</td>
<td>Hoegh Autoliners</td>
<td>52</td>
<td>336,000</td>
</tr>
<tr>
<td></td>
<td>Top 5 Vehicle Carriers fleet</td>
<td>501</td>
<td>2,827,000</td>
</tr>
<tr>
<td></td>
<td>Worldfleet Vehicle Carriers</td>
<td>795</td>
<td>3,952,000</td>
</tr>
<tr>
<td></td>
<td>Share Top 5</td>
<td>63%</td>
<td>72%</td>
</tr>
</tbody>
</table>

Given the specifications of the PCTC and the LCTC, it will not come as a surprise that formidable breakbulk carriers are concerned here. Actually, car carrier operators started lifting non-car cargoes on the way back to their car loading areas in North East Asia. As such cargoes could reach a proportion of 30 to 40% of the roundtrip liftings, it factually induced the development of the Pure Car and Truck Carrier. The manufacture or assembly of cars has meanwhile become much more diverse, it nowadays taking place in more than 50 countries worldwide. This at the same has greatly increased the number of destinations to which additionally breakbulk cargoes, including projects and heavy-lifts. The ships of the Top 15 Vehicle Carrier operators in Dynamar’s report are calling at 340 ports in 150 countries worldwide. For the first time since 2010, the number of Vehicle Carriers reduced by -just- twelve units in the 18 months between January 2016 and June 2017. In the same period, i.e. from the first month of 2010 onwards, the Conventional Ro/Ro deepsea and shortsea fleet fell by no less than 170 ships...

**Deepsea Ro/ Ro**
Meanwhile, Deepsea Ro/Ro Shipping is rather a specialisation that emerged in the 1960s as one of the offshoots from the once one-concept-fits-all general cargo deepsea vessel. Actually, this was driven by the container, or more particularly by the high degree of cargo unitisation the rectangular box offers.

**A combination of two**

Indeed, it was the combination of a Container ship and a Ro/Ro vessel, the ConRo, which was the initial dominant Deepsea Ro/Ro carrier. She was in particular connecting with destinations where handling costs were high, port turnaround slow or port facilities limited. Not needing extensive shore-side handling facilities made the ConRo the ideal ship for serving such trades. It has above all been Scandinavian operators taking the challenge to invest in the relatively high capital costs of this type of tonnage.

**Early Deepsea Ro/ Ro-container trades**

Australia was such a destination where militant port workers accounted for high handling costs and a prolonged port stay. In 1972, East Asiatic, Transatlantic Steamship and Wilh. Wilhelmsen launched their joint venture ScanAustral, deploying five 22,000-dwt ConRo’s incorporating an angled stern ramp. Wilh. Wilhelmsen also partnered with Swedish Broström and Blue Funnel Line (Alfred Holt) of the UK to form Barber Blue Sea Line, operating between Far East and Central and North America, initially with six 1,800 TEU ConRo’s, of which the first ones were introduced in 1979. Ten years later, Barber Blue Sea became a 100% owned Wilhelmsen Line venture, alike the ScanCarriers consortium.

**The first ever ConRo trade**

However, it was Atlantic Container Line (ACL) launching the first ConRo in 1967. The “Atlantic Span” could transport 1,000 TEU plus 1,100 cars. Nowadays, ACL is a subsidiary of the Grimaldi Group, world’s largest Ro/Ro operator. Its 1965-founding fathers were all Scandinavian: Incotrans (Holland America Line), Swedish America Line, Transatlantic Steamship and Wallenius. Later on, Compagnie Générale Transatlantique (one of CMA CGM’s predecessors) and Cunard Line of the UK joined.

An important consideration for the creation of ACL, a Transatlantic ConRo service, was not so much handling costs, port turnaround or inadequate port facilities. It rather was (and is) the quite important number of cars and agricultural machinery moving in this trade.

**A congestion beating transport system**

Investment in Conventional Ro/Ro tonnage, ConRo’s in particular, peaked in the 1970s when the developing world was not as developed as it is today. Congestion in poorly equipped ports then was the order of the day. Roll-on roll-off ships can load and discharge quickly, taking up a minimum of quay space. The ships usually carry their own forklift-trucks, tugmasters, trailers and so on to handle the cargo, including containers, on board and ashore. It made the Ro/Ro the ideal congestion beating transport system. Only 13 smaller ships built during the 1970s still exist. The present Conventional Deepsea Ro/Ro vessel fleet consists of an estimated 210 units. Although exactly 100 of these were built since 2000, the average age of these 210 Ro/Ro’s is 18 years. In addition to a few non-operating owners, it is a limited number of vessel operators having invested in Ro/Ro’s for deepsea employment. In alphabetical order, they include Bahri, Grimaldi including ACL, Kyowa Shipping, Messina, Nordana (no longer active), NYK Bulk & Projects and Wallenius Wilhelmsen (Mark IV and V units). Source: Dynamar B.V

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**Long-haul tanker shipments on the rise as US exports double**

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The emergence of the US crude export trade is a boon for crude tanker owners, as ton-mile distance has increased considerably. In its latest weekly report, shipbroker Gibson said that “one of the headlines in the international press in recent weeks has been the surge in US crude exports to record highs. Preliminary data from the US government agency EIA shows that the country's crude exports hiked to nearly 2 million b/d in the week to September 29, surpassing the 1.5 million b/d record set the previous week. This latest spike in shipments is likely to be temporary; however, the bigger picture is that US crude exports have undeniably witnessed a notable step up in volumes this year relative to 2016”.

According to Gibson, “records from the IEA, the international energy watchdog, show that US crude exports averaged 0.93 million b/d during the 1st half of this year, nearly double the level over the same period in 2016. About one third of total exports was destined for Canada, while over 20% was shipped across the Atlantic to Europe. More importantly for the tanker market, long haul shipments to Asia Pacific increased rapidly, averaging over 0.3 million b/d between January and June 2017, versus just 20,000 b/d over the corresponding period in 2016. The analysis of trade flows using AIS tracking suggests that US crude exports remained at similar robust levels during the 3rd quarter of this year”. Meanwhile, “one of the reasons behind the sudden emergence of crude trade to Asia, is the Middle East crude production cutbacks, which translated into higher values for Middle Eastern barrels relative to Atlantic Basin benchmarks. Most of the US crude is shipped to Asia on VLCCs, although there is still plenty of Suezmax trade as well. Economies of scale dictate that VLCC shipments should be more practical; however, all VLCC loadings involve reverse lightering, which is expensive and can add up to 15-25% to the overall cost of freight to Asia. This situation is likely to change in the future, with at least two major ports in the US Gulf considering plans to accommodate VLCCs at their loading berths. In May 2017, an empty VLCC was successfully docked at the Corpus Christi export terminal. A few months later the port authority announced a dredging project for deepening the Corpus Christi ship channel to 54 feet, which in theory will allow the passage of a partloaded VLCC. Occidental Petroleum also plans to complete by late 2018 a project to install multiple loading arms at its Ingleside Energy Center facility at Corpus Christi to load VLCCs on a regular basis. The Louisiana Offshore Oil Port (LOOP) has a similar ambition, announcing in July 2017 that it is seeking shippers who would like to use its existing import terminal to export crude. The port’s authority states that the facility would require only minor modifications to ship oil bi-directionally and that the loading service could become available in early 2018”, said the shipbroker.

Gibson added that “although the eventual phase out of self-imposed production cuts in the Middle East is likely to affect the arbitrage negatively, the infrastructure improvements in the US to support direct VLCC loadings could help to offset that. Nonetheless, for US exports to continue to rise, the oil industry needs to see further robust gains in the US crude production. The country’s output is on track to increase by 0.4 million b/d this year but will production continue its rapid ascent in 2018 and beyond?”, Gibson concluded. Meanwhile, in the crude tanker market this week, Gibson said that in the Middle East, “Chinese VLCC demand continued a-pace to close out October fixing upon an upbeat and upward footing, that is now spilling over into the fresh November programme too. Rates incrementally gained through the week to end in the low ws 70's to the East and high ws 20's to the West and if the momentum is maintained then further progress is possible. A slight counter to that is that older units remain in numbers and will continue to keep the bottom end of the range at a long arm's length. Suezmaxes plodded onwards, but then saw a little more late week activity to steady rates at around ws 80 East and ws 37.5 to the West with reasonable premiums still payable for Iran loadings. Aframaxes remained broadly at last week’s improved 80,000mt by ws 120/125 levels to Singapore upon steady, sometimes stronger, demand and that should remain the case over the near term, at least”, the shipbroker concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide
A well-known football manager once commented on the “bouncebackability” of his team after they had followed a defeat with a victory. This year and last, global seaborne trade growth, following a weaker performance in 2015, has illustrated its ability to bounce back strongly, and on the back of a range of positive trends is currently expected to reach close to 4% in full year 2017. Bouncing Back Aggregate world seaborne trade is projected to grow by 3.9% in full year 2017. This follows on from growth last year of 2.8%, which itself was a major bounce back from the sluggish growth of 2.1% registered in 2015, which had triggered many to think twice about the general long-term health of seaborne trade. If this year does achieve the 3.9% mark, it would constitute the fastest year of seaborne trade growth for 5 years, since the 4.3% growth in 2012, a real bounce back to form.

As well as representing a healthy bounce back, the rate of expansion this year holds up well in historical terms. The average since the downturn in 2009 (when seaborne trade shrank by 4.0%) has been 4.2%. Excluding the year of 2010, which was a huge bounce back in its own right (9.3% growth) the figure would be a more modest 3.4%. The average in the 2002-08 boom was not too much higher at 4.5%.

A Game Of Two Halves?
The graph shows the monthly progress of seaborne trade based on a ‘basket’ which covers elements that can be tracked monthly (close to 60% of all seaborne trade in 2016). This currently shows two distinct parts to this year so far. The average year-on-year growth stood at 5% in Jan-Apr, whilst in May-Aug the rate averaged a slower 3%. However, as the graph shows, both compare favourably to full year 2016; in reality the more recent months saw greater volumes in 2016 than the early months of the year, easing the year-on-year growth rate down.

A Strong Season
There have been lots of supportive trends this year: resilient dry bulk imports to China, a return to coal trade growth, robust intra-Asian box volumes, rapid transpacific container trade growth and burgeoning gas volumes. Of course, downward pressures exists too (such as the OPEC cuts) and the future is not without risk (Chinese factory closures, Trump economics, Brexit, re-shoring or new technology). But to many observers, with seaborne trade projected to expand at a multiple of 1.1 times global GDP growth this year, there’s now a clear signal that some of the distress arising from much slower trade growth as recently as 2015 was actually more likely the passing of the low point in a cycle. The resilience of seaborne trade brings with it backing for more positive sentiment.

What’s The Score?
Whether that’s justified or not in the longer term remains to be seen; it will pay to keep a close eye on the statistics. But if this year’s numbers (so far) show anything, it’s to confirm that the seaborne trade growth environment still retains the ability to bounce back from difficult results. Have a nice day. Source: Clarksons

After working at the new Forth Bridge the Danish AASE MADSEN is dredging Arbroath harbour. Photo : Maurice Napier ©
Wibbo Hofman of the Maritime Institute Willem Barentsz speaks about the POLAR CODE at the NVKK symposium in Amsterdam

Eeuwenlang hebben zeevarende gezocht naar deze zeeweg via de noordkust van Europa en Azië naar het Verre Oosten waarbij de pogingen van Willem Barentsz in ons land de meeste bekendheid genieten. Op 3 juni 1594 voeren twee schepen uit voor de eerste expeditie. Zijn schip werd door pakijs tegen gehouden bij een poging om het eiland Nova Zembla te varen. De tweede reis in 1595 liep even eens uit op

Dry Bulk FFA: Capesize Market on Higher Mode

Capesize Commentary:
Capes edged higher on the front end today with reports of stronger c5 Fixtures, however the Atlantic remained quiet. Oct pushed back up above $20k and Nov touched a peak of $18200 although most volume traded around $18k. December
remained the least favourite contract with buyers not willing to pay above $15350 levels. The deferreds were very quiet with little or no pricing interest today.

**Panamax Commentary:**
Continued positive sentiment out of both basins brought with it another day of gains on Panamax paper. With the index not disappointing we saw buyers stepping up their ideas as Oct and Q4 traded up to $12900 highs while further out Cal18 traded $10050. Despite slipping off the highs at the close the over tone remains positive. Good weekend to all.

**Supramax FFA Commentary**
Supramax paper continued to see support down the curve today as rates increased furthermore. Q4 was trading $12,000 and the Cal 18 reaching a weekly high of $9900. Have a good evening and a great weekend.

**Handysize FFA Commentary**
Another quiet day was seen on the handysize paper with very little to report. No reported trades. Have a good evening and a great weekend. **Source: Freight Investor Services**

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**UTLC launched shipping in tank containers from China to Europe**

The cargo transited through the territories of Kazakhstan, Russia and Belarus and further through Poland through the territories of the EU countries to the terminal at the station Duisburg (Germany). UTLC provided a service on a track of 1520 mm at the section Dostyk - Brest. The consignee is DuPont International Operations Sarl, a company with more than 200 years of name, leading world-class scientific and technological developments, supplying to the global market innovative products and materials for use in such sectors as agriculture, food production, electronic industry and others. To date the regularity of shipments has been confirmed by the frequency of one train per month, followed by an increase in the frequency of shipments. The segment of cargo transportation in tank containers is one of the youngest, but already quite well-off. Tank containers allow organizing the carriage of bulk, including food cargo, "door-to-door", without intermediate transshipment of cargo in ports and railway stations. The lack of transshipment reduces the time and cost of transportation, significantly increases the safety of such...
transportation. In addition, the design of tank containers provides for the possibility of customs seals (TIR), which allows the transportation of goods that have passed customs clearance and sealed directly at the chemical manufacturing plant through several states without intermediate customs inspections. Source: Portnews

The **APL SOUTHAMPTON** outbound from Vancouver harbour oct 13 2017 **Photo: Robert Etchell (c)**

see also: [https://www.youtube.com/watch?v=1R4Hb0S7Ikc#t=101](https://www.youtube.com/watch?v=1R4Hb0S7Ikc#t=101)

Salvage Vessel "**PUNTA MAYOR** " relaxing in Port Vell Barcelona waiting for a call **Photo: Jerry Bakx - Kwint Offshore**
MOL announces naming ceremony for a newbuilding LNG carrier

Mitsui O.S.K. Lines, Ltd. today announced that on October 16, a naming ceremony for a newbuilding LNG carrier, jointly owned by MOL and Tokyo LNG Tanker Co., Ltd., was held at the Tsu Shipyard of Japan Marine United Corporation. Among the crowd of well-wishers on hand for the ceremony were Tokyo Gas Co., Ltd. President Michiaki Hirose, who gave the name Energy Liberty to the vessel, after which his wife cut the rope. The Energy Liberty will be the eighth LNG carrier owned and managed by Tokyo LNG Tanker. MOL will directly manage six of those vessels, including this newbuilding vessel. After delivery, the vessel will transport LNG from the Cove Point Project in the U.S. to Tokyo Gas. MOL takes a proactive stance in providing its customers with safe, high-quality LNG transport services, backed by experience and know-how accumulated as a world-leading LNG carrier owner and management company. Source: Portnews

On October 14, 2017, the cruise ship HAMBURG enters the St Clair River at Sarnia, Ontario/Port Huron, Michigan on a Great Lakes voyage to Cleveland, Ohio. Photo: Lorraine Morrill, Sarnia, Ontario (c)

Ocean Rig announces new drilling contract and increased contract backlog

Ocean Rig UDW Inc. an international contractor of offshore deepwater drilling services, has signed a new drilling contract with Statoil, for a one-well drilling program offshore Tanzania, the company said in its press release. The contract is expected to commence in Q1 2018, to be performed by the Ocean Rig Poseidon. In addition, Lund in Norway AS has declared their fifth option to extend the existing contract of the Leiv Eiriksson, which is now expected to have firm employment secured until March 2018. Ocean Rig has granted Lundin two additional options to drill further wells in the future. Should Lundin exercise its remaining seven one-well options, the rig could be employed until the middle of 2019. As a result, Ocean Rig has increased its estimated contract backlog by approximately $20 million. Ocean Rig is an international offshore drilling contractor providing oilfield services for offshore oil and gas exploration, development and production drilling, and specializing in the ultra-deepwater and harsh-environment segment of the offshore drilling industry. Ocean Rig’s common stock is listed on NASDAQ Global Select Market where it trades under the symbol “ORIG.”

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Tidewater (TDW) Announces Retirement of CEO, President & Director Jeffrey Platt; Board Appoints Larry Rigdon as Interim CEO & President

News and research before you hear about it on CNBC and others. Claim your 2-week free trial to StreetInsider Premium here. Tidewater Inc. (NYSE: TDW) announced today that Jeffrey M. Platt has elected to retire effective October 15, 2017 from his roles as CEO, President, and a director of Tidewater. The Board of Directors has appointed Larry T. Rigdon as its interim Chief Executive Officer (“CEO”) and President, effective immediately. “Having successfully completed the financial restructuring of Tidewater at the end of July, which positioned the Company to weather current industry conditions and achieve success in the future, the Board and I have agreed that the time is appropriate to transition the leadership of the Company,” said Mr. Platt. “It has been an honor and a privilege to lead the hardworking employees of this Company and to have been a part of Tidewater over the last 21 years. I wish the organization nothing but great success.” “On behalf of the Board and the entire Company, I want to thank Jeff for his service and contributions to the Company, especially during the recent reorganization. I wish him the very best in his retirement and any future endeavors,” said Thomas R. Bates, Jr., Chairman of Tidewater’s Board. The Board has formed a search committee to identify a permanent successor CEO and President.

Southampton-based charity opens new seafarers’ centre in the city

International maritime charity Sailors’ Society opened the doors to its new Southampton Seafarers’ Centre at 108 East Street on Friday (October 13). The centre gives seafarers docking in the city’s port, which handles around 14 million tonnes of cargo annually, the opportunity to access support services and free Wi-Fi. The Mayor of Southampton, Councillor Les Harris, who officially opened the centre, said: “Southampton is the gateway to the world and I’m sure that this centre will welcome seafarers from all over the globe. “It is a first class facility and I think anybody would be pleased to come, kick off their shoes and take a rest and respite from work on board a ship.” With Sailors’ Society’s head office in Woolston, its CEO Stuart Rivers feels it is important that the charity is able to offer seafarers visiting its home port increased access to support. “Seafarers can be at sea for months with limited or no connectivity, which can lead to isolation and loneliness. The new centre gives them the chance to unwind and get in touch with loved ones,” he said. Last year, a seafarers’ centre at Queen’s Terrace closed after 132 years in the city due to lack of use. Sailors’ Society has taken account of the changing habits of seafarers arriving in the city and put the new centre in a busy, central location. Stuart added: “It’s really important that we give seafarers what they want and offer them bespoke services, depending on the location and need. “Seafarers are generally drawn to places where a number of facilities are available and the new Southampton centre is in a great location, which is able to offer this variety.” The centre’s development will also include the Society’s first Southampton-based charity shop, which is due to open soon. The charity’s director of development Adam Stacey, said: “We all rely upon the world’s 1.6 million seafarers to transport 90 per cent of the goods we use on a daily basis. “The new shop will offer a chance to thank them for the sacrifices they make and we’re really hopeful that the generous people of Southampton will support a local charity through purchases and donations.” Founded in 1818, Sailors’ Society is approaching 200 years of caring for seafarers and their families. Last year, the charity’s chaplains and ship visitors reached out to more than 400,000 seafarers, providing support such as Wi-Fi hotspots, transportation and a listening ear. The charity also supports seafarers’ welfare needs through welfare grants to alleviate hardship and distress, nautical educational grants to further their qualifications and through a scholarship programme for four UK students each year. For more information visit www.sailors-society.org.
CASUALTY REPORTING

STO oil tanker capsizes
By: Mohamed Rehan
Maldives National Defense Force (MNDF) has confirmed the company's vessel ‘GURAAB’ has been capsized on a reef at Lhaviyani Felifaru. The tanker capsized as it set course to Male’ from Shaviyani atoll Milandhoo after refueling. STO's oil tanker, 'GURAAB' had capsized on Felifaru reef around 06:15hrs on Monday morning. At the time of the incident, the vessel had 12 crew members onboard. Meanwhile MNDF's Coast Guard units and divers are on site to right the keeled over vessel. Owner of the vessel, STO has been unavailable to comment on the exact amount of oil stored in it. Source: avas online

NAVY NEWS

HMS CANTERBURY sailing from Devonport Naval Base, Auckland for sea. Photo: Alan Calvert (c)

Russian naval ships visit Brunei
Three warships of the Russian Pacific Fleet arrived in Brunei last Thursday for a visit on the occasion of Golden Jubilee Celebration of the Sultan Haji Hassanal Bolkiah's accession to the throne. The ships are the - large anti-submarine ships ADMIRAL VI NOGRADOV and ADMIRAL PANTELEEV as well as tanker BORIS BUTOMA - According to local media, this is the first visit of the Russian naval ships to Brunei within the framework of bilateral cooperation in more than 25 years.
commanding officers and over 700 Russian sailors will hold exchanges with Royal Brunei Navy to establish inter-operability, cooperation and mutual understanding between the two navies. As part of multilateral and bilateral military cooperation activities, the Russian warships made port calls in Indonesia, Cambodia, Myanmar, Singapore and South Korea. Source: Xinhuanet

**Thales to provide communications systems support for British Royal Navy fleet**

Thales has received a new £100m contract from the British Royal Navy to deliver through-life support for the navy fleet’s communications systems. Thales’ communications solutions have also been installed on the Royal Navy’s Queen Elizabeth-class aircraft carriers, which are slated to begin service with the navy in the near future. The company will be responsible for maintaining, supporting and managing through-life the communications systems across the majority of the navy fleet’s platforms under the seven-year arrangement. The deal covers the latest systems installed on-board the new Queen Elizabeth-class carriers and Type 45 Destroyers, as well as older systems deployed on landing platform docks and other platforms. Thales UK chief executive officer Victor Chavez said: “The Royal Navy relies on Thales for its key sensors, communications, sonar, radar and electronic warfare systems, giving the fleet that critical situational awareness capability. “This latest communications support contract builds upon our century-long relationship with the Royal Navy providing its critical communications systems and will ensure that those systems are ready to meet the daily challenges of operations for years to come.” “The Royal Navy relies on Thales for its key sensors, communications, sonar, radar and electronic warfare systems, giving the fleet that critical situational awareness capability.” The advanced communications systems integrated on the aircraft carriers will allow the crew to securely communicate with each other within the vessel and its aircraft, as well as the rest of the navy and associated task groups, allies, civilian ships and air traffic anywhere worldwide. These solutions are critical to ensuring the carriers’ safe and effective operation and build on the existing base currently installed across the Royal Navy. Thales’ latest contract will generate approximately 40 job opportunities across the UK at the company’s Crawley, Portsmouth, Plymouth and Bristol facilities. It will also involve more than 40 UK companies across the associated global supply chain. Source: .naval-technology.

**SHIPYARD NEWS**

Drydocks World, the leading marine, onshore & offshore service provider to the oil, gas and renewable energy sectors has been awarded the Safety and Quality Award at the prestigious Seatrade Maritime Awards Middle East, Indian Subcontinent & Africa 2017, in recognition of the Drydocks World’s effective role in safety and excellent quality, the company said in a press release. Drydocks World’s signature strategy of ZERO HARM to the people and environment was established under a strong framework, where leadership and compliance are the main criteria supported by the pillars of risk management, competency, awareness, employee engagement and management systems. The safety and quality strategy is strengthened by various continuous programs such as a monthly campaign, health management programs, innovation and productivity scheme, employee safety rating system and comprehensive safety and quality internal audits. Drydocks World Dubai has implemented the EFQM Excellence Model in its management systems and has recently achieved the prestigious Dubai Quality Appreciation Award.

Last year, operations at Drydocks World marked 26.5million man-hours of work with 48% reduction of injuries from year 2015. With regards to quality, the weld repair rate had a steep fall from 21% to 0.43% and 98.3% success rate in our inspections when counter checked="checked" by third parties/clients.
Commenting on Drydocks World’s safety culture, Mr. Mohammad Rizal, Chief Operating Officer said, “Drydocks World has created internal awareness on safety, quality and protection, while providing education on how to address these issues by applying a reporting mechanism approach. The result was an ongoing assessment of safety and quality principles at the highest international standards, which empowered and encouraged people to be safety conscious at all times. We value our employees and their contribution to successfully completing projects in the yard. Sending everyone home safely each day is our utmost priority.” Drydocks World always take pride in the yard’s achievements of building world renowned projects with the highest HSEQ standards possible through a developed modern framework that meets the requirements of business partners without compromising safety or quality requirements. Source: Portnews

We have to look at other options to save shipbuilding capacity: ASC

South Australian-based shipbuilder ASC has thrown down the gauntlet to the Commonwealth Government over the continued “depletion” of its Adelaide workforce, with chairman Bruce Carter warning shipbuilding sovereignty will be compromised by an approach that “hopes for the best” while driving down skilled capacity.

By: Tom Richardson

Carter made a rare appearance at last week’s senate inquiry in Adelaide, after recent reports that foreign tenderers for the $30 billion Future Frigates program will have no obligation to utilise ASC for the construction work. He warned that ASC had long-honed “significant sovereign shipbuilding capabilities that fully support the Government’s naval shipbuilding objectives”, which would be threatened by “the Future Frigate tender process currently adopted by Defence”. “It would be inconsistent with other countries’ practices for a first-world nation like Australia to, as its first step in establishing continuous major warship construction, let its current major warship project run down almost to a halt and then invite in a foreign shipbuilder to carry out the next major project,” he said. “The current approach taken by the Defence Department has covered off on two key aspects of the program – the facilities and the design… the aspect that is currently missing is the capability of our sovereign Australian shipbuilders.” The role of ASC – and its troubled relationship with its Federal Government owner – has been in the spotlight for several years as the Commonwealth has unveiled an ambitious defence infrastructure spending program.

But Carter said “the current situation, which sees ongoing progress on the Air Warfare Destroyer program resulting in a depletion of employees, prejudices the value of the workforce to the ultimate detriment of the customer – the Commonwealth”.

“We cannot expect around a thousand workers to be out of work by the end of 2019 and hope for the best, ahead of the commencement of SEA5000 [Future Frigates] in 2020, with the first frigate to be started in 2022,” he said. “Their skills will be lost as well as their integrated value as a team… we have to look at other options right now.” Carter said the ASC ship and subbuilding workforce – “from the engine to the electrician, the whole team” – had been “amongst the most publicly ridiculed or maligned in the nation”. “Having spent a career in corporate restructuring, I understand that when faced with such adversity, which challenges one’s very existence, the only response can be to produce results to refute and defeat such criticism... and that is what ASC’s businesses have done,” he said. “The businesses are delivering at close to or above world benchmarks.” He said ASC and its shipbuilding partner Austal “have the people and the capability to ensure the next complex warship program delivers the Government’s policy as outlined in the Naval Shipbuilding Plan”. “ASC Shipbuilding and Austal are not seeking to disrupt the Defence approach,” he said. Rather, he noted, “the companies are proposing to subcontract or partner with the winning designer to provide a shipbuilding capability with proven experience” in delivering the US Navy’s Aegis combat management system. “The ASC Shipbuilding/Austral approach reduces commercial, technical and cultural risk to the foreign-owned designer and de-risks the Government’s schedule to cut steel on the project in 2020.”

Carter said shipbuilding was “fundamentally about people”.

“The reason for ASC’s turnaround and success across both ships and submarines is our ability to work as a team, in the face of criticism, scepticism and adversity,” he said. “It takes time to build teams. What appears missing from the debate is an appreciation, in some quarters, of the value of this workforce... simply putting a group of people with appropriate skillsets together does not guarantee a cohesive and productive workforce. Carter also made a pointed reference to recent comments by Naval Group Australia (formerly DCNS Australia) boss Brent Clark, who has publicly retreated from his predecessor Sean Costello’s assertion that “over 90 per cent” of the $50 billion submarine build would take place in Australia.

Brent told a senate hearing in June that ASC would have no role in the project, and that “quite simply, from our perspective, ASC will be consumed by DCNS”. Carter said on Friday that ASC’s “relationship with Naval Group” was “developing slowly”, but added: “ASC will not be ‘absorbed’ by Naval Group.” “As we have demonstrated, we can effectively work with foreign designers, including Kockums on Collins class submarines and Navantia on the AWDs,” Carter said.

“In managing Australia’s growing submarine platform workforce, we consider an expanded enterprise approach would be most effective, as the Future Submarine program grows over the coming years. “ASC will also be relied upon to support the expansion of Australia’s submarine capability as the Future Submarine program begins to grow.” He conceded well-documented
major issues with the AWD build: “Problems arose from day one, with a constantly changing design and new workforces and with parties all seeking to attribute blame amongst each other.” But since a “re-baselining” of the project in 2015, Carter says ASC and the AWD Alliance is “meeting all cost and schedule targets” and has “worked well with [Spanish shipbuilder] Navantia”.

“The close partnership between the two companies is indicative of what can occur with the Future Frigates,” he said. Earlier in the hearing, Roland Briene – the Asia-Pacific director of the Dutch Damen Shipyards Group – noted that Australia was the only jurisdiction in the region not to stipulate the use of local workers in a naval building contract. “The experience we have worldwide is that more and more countries are instructing us to use local shipbuilders,” he said. “They are all basically directing us to use local shipbuilders to build their off-shore patrol vessels and frigates.” SA senator Nick Xenophon said the tender’s exemption was “scandalous” and had the potential to stunt the creation of an export-orientated industry, with ASC now exploring potential export projects with overseas designers in a bid to retain skilled workers. “In other developed countries it would be unthinkable and unforgivable,” Xenophon said. Carter told the hearing ASC Shipbuilding was “Australian owned and controlled, staffed by Australians and accustomed to doing business in Australia to Australian standards and Australian operational requirements at world benchmarks”. “That is as good a definition of shipbuilding sovereignty as I can find,” he said.

Source: Indaily

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2020 Sulphur Cap: Maersk Is Not on the Scrubber Team

The IMO’s 0.5 sulfur cap on marine fuel set to enter into force in 2020 has caused numerous headaches to shipowners as they start to prepare for compliance of their fleets with the new regulations. Speaking of the available solutions during a Capital Link panel on Marine Fuels: An Industry in Transition in New York, Marc Refsoe Holm, Leader US Fuel Desk – Maersk Oil Trading, said that “Maersk is not on the scrubber team.” According to Holm, there are various operational concerns when it comes to scrubbers as they have not established themselves as a proven technology on large two-stroke diesel engines used across Maersk’s fleet. “We do not believe that the open loop scrubber system is actually gonna be a solution. It might be a short-term solution, and then, very quickly, the shipping world will be forced to switch to a closed-loop system, which requires a completely different calculation, taking into account the issues such as infrastructure and cost,” Holm explained. Another issue raised with respect to scrubber technology is the lack of a level playing field. “We feel that the scrubber technology potentially allows for an open door for different operators to maybe opt not to run their scrubbers when outside the port limits. We think that there will be major issues when it comes to compliance and enforcement of the regulations,” he added. Referring to the solutions being pursued by Maersk and major shipping carriers in order to become compliant with the new sulfur cap, Holm said that those would probably be 0.5 % blended fuel oil and marine gasoil-based solutions for tanker owners with smaller ships. Furthermore, penalties for non-compliance with the new regulations seem to be minor when compared to investment costs to become compliant and fears have been raised on whether this might prompt owners to dodge compliance. Port authorities are yet to perfect their enforcement strategies to avoid such occurrences, and development of a robust enforcement system is key. With respect to alternative marine fuel options available on the market, John Lycouris, CEO of Dorian LPG said that, from a suppliers perspective, LPG looks like an easier solution than LNG as the latter lacks the necessary infrastructure. There are a lot of small ships that can carry out LPG bunkering, and there are around a 1,000 places across the globe that can take or deliver LPG, Lycouris explained. However, an LPG engine is yet to be introduced into the market, hopefully in the next couple of years, he highlighted. Aside to LNG, methanol, and ethanol-driven engines are a possibility, and these two alternative fuels are easier
to handle and store than LNG. “Some operators will be using their cargos for marine fuel, LNG carriers will lean to use LNG as fuel, the same goes for methanol, ethanol, LPG, etc.” Dorian LPG has opted for scrubber technology for its ships, and, as highlighted by Lycouris, this solution does not allow for manipulations, as the scrubbers have the ability to record if, and when, they are switched off and can pinpoint the exact location of such instances due to GPS technology. In conclusion, residual fuel is likely to be a badly hurt and extremely cheap commodity due to the implementation of the forthcoming regulations. What is more, a considerable impact is expected on trading patterns and refineries, especially in South America, and Iran.  

Source: World Maritime News Staff

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CONTAINER THROUGHPUT UP AT JNPT

Shri Anil Diggikar, Chairman, JNPT; Shri Sudhir Mungantiwar, Hon. Minister for Forest & Finance, Guardian Minister of Wardha District, Government of Maharashtra; Shri Devendra Fadnavis, Hon. Chief Minister, Government of Maharashtra; Shri Nitin Gadkari, Hon. Union Minister Shipping, Road Transport, Highways, Water Resources, River Development & Ganga Rejuvenation, Government of India, at the ground breaking ceremony of Wardha Dry Port. Shri Anil Diggikar, Chairman, JNPT; Shri Sudhir Mungantiwar, Hon. Minister for Forest & Finance, Guardian Minister of Wardha District, Government of Maharashtra; Shri Devendra Fadnavis, Hon. Chief Minister, Government of Maharashtra; Shri Nitin Gadkari, Hon. Union Minister Shipping, Road Transport, Highways, Water Resources, River Development & Ganga Rejuvenation, Government of India, at the ground breaking ceremony of Wardha Dry Port. The Jawaharlal Nehru Port Trust (JNPT), India’s largest container port, further improved its performance in the first six months of the current financial year by recording a 6.26% growth rate in container cargo in terms of teu, and 5.57% in terms of tonnage. Overall during this six month period the port handled 2.4 million teu, compared to 2.26 million teu in the corresponding months of the previous year. Of the container terminals operating under JNPT, APM Terminals handled 990,000 teu, up 11.6%, while DP World handled 625,000 teu, a rise of 5.23%. The port authority-run JNPCT facility increased its volumes by around 1% to 787,000 teu in these six months, thereby losing market share slightly. JNPT recently held a ground breaking ceremony for its new Wardha Dry Port facility in the presence of Shri Nitin Gadkari, Hon. Union Minister for Shipping and Road Transport. The new inland container terminal is part of the Indian Government’s Sagarmala initiative, which aims to enhance logistics services along India’s coastline. The Wardha Dry Port will be developed on a 350 acre site in a phased development. The first stage will include customs clearance facilities, a container freight station, warehousing, cold storage and truck terminals. Source: The Maritime Standard

Marella Cruises Replaces Thomson

Coinciding with Thomson’s transition to TUI later this month, Thomson Cruises will take on a new name of its own, Marella Cruises. The name, which means “shining sea” in Celtic, is meant to reflect a spirit of exploration and discovery, as conveyed in recently chosen ships’ names. Meanwhile the on board product will remain the same, with tips and service charges included in the fare.

The UK’s second largest cruise line described the move as the biggest and most exciting evolution in the company’s history. Thomson Cruises first opened in 1973, when through parent company Thomson Holidays, it operated Mediterranean fly/cruises from various airports in the UK using two Greek ships chartered from the Ulysses Line, the 780-berth Ithaca (ex-Zion) and 1,000-berth Calypso (ex-Southern Cross). This was the first Calypso of two operated by Thomson, the second being a 500-berth cruise ship taken on hire along with two others from Louis Cruises in 1997. However, the fuel price spike of the mid-1970s put paid to Thomson’s first cruise operation for another twenty years. Closed in 1976, the cruise operation was not revived again until 1996, when it began once more using chartered ships and large group allocations on Norwegian Cruise Line.

The latest change coincides with parent company Thomson’s transition to TUI later this month. The present six-ship fleet has a total of 9,641 lower berths, which will rise to 10,257 when MARELLA EXPLORER 2 replaces the THOMSON SPIRIT in 2019. The ships that were to become TUI Explorer next year and TUI Explorer 2 in 2019 will now become Marella Explorer and Marella Explorer 2. TUI Discovery and TUI Discovery 2 meanwhile become MARELLA DISCOVERY and MARELLA DISCOVERY 2 and the other ships will be renamed MARELLA CELEBRATION and MARELLA DREAM. THOMSON SPIRIT
will retain her Thomson name as her charter extends only until the end of next summer. The new Marella Cruises compares with the other main UK cruise fleets as follows:

- P&O Cruises (7 ships) 18,312 berths (*)
- Marella Cruises (6 ships) 9,641 berths (10,257 in 2019)
- Cunard Line (3 ships) 6,951 berths (*)
- Fred. Olsen Cruise Lines (4 ships) 4,320 berths
- Cruise & Maritime Voyages (4 ships) 4,088 berths

(*) new ships are on order for P&O Cruises (5,200 berths, 2020) and Cunard Line (3,000 berths, 2022)

To celebrate the launch of Marella Cruises, the company has unveiled new itineraries across Asia as part of its winter 2018 programme. **Marella Discovery** will sail to eighteen new ports on fourteen new itineraries, including Colours of the Far East, departing from Bangkok, and Enchanting Far East, setting sail from Langkawi, Malaysia. Marella Discovery’s Southeast Asian adventure will take in Singapore, Vietnam, Cambodia and Kuala Lumpur. The ship will also sail to India, calling at Mumbai, Mangalore, Mormugao (Goa), Cochin (Kerala) and Colombo (Sri Lanka), and the Middle East. Elsewhere, for the first time in the company’s history, it will have two ships in Barbados for the winter of 2018-19. Marella Explorer, will sail her first ever winter season from Barbados, will be joined by the Marella Celebration. According to distribution and cruise director Helen Caron, Thomson (now TUI) did not want British guests to be confused with the TUI Cruises business of the group in Germany. Marella will still feature the TUI smile, as well as a new Marella Cruises logo. Marella Cruises will offer its fly-cruise program out of twenty-two UK regional airports. **Source: latecruisenews**

**Cork Command Seminar looks to future of shipping industry**

The latest in The Nautical Institute’s 2017 series of Command Seminars continues to focus on Navigation Accidents and their Causes, but also looks beyond that to wider issues affecting the future development of the shipping industry. “Human factors are the real cause of many accidents. We can’t get rid of human error so it is important to put up defences against those mistakes by establishing good practice,” said past president Captain Robert McCabe FNI in his opening address. While human error has been a major focus for The Nautical Institute for many years, there is increasing concern about the possibility for accidents caused by interaction between seafarers and the autonomous vessels with which it is likely they will soon be sharing sealanes. “There is pressure from autonomous ship development to remove ambiguity in Colregs. But this is not likely to happen,” said Hill Dickinson’s Donal Keaney AFNI. This view was backed by Professor Andy Norris FNI, speaking on the do’s and don’ts of electronics at sea: “There should be very little change in the Colregs to take into account autonomous vessel operation. They will have to learn to operate within existing Colregs otherwise every mariner will have to be retrained,” he warned.

The seminar also looked at some of the many issues seafarers continue to face worldwide, calling in particular for a worldwide regulatory regime for an industry which is a worldwide service to the human race. Other issues addressed by the conference include cybersecurity, the need to reduce paperwork onboard and ensure accurate recordkeeping, particularly with regard to hours of work and rest, and the use of leadership and competency to prevent incidents. This was one of a series of five Command Seminars held over the course of 2017. All the Command Seminars offer excellent opportunities for debate, discussion and networking with maritime professionals. The final Command Seminar takes place in Limassol, Cyprus, on 3 November. More details about all these events can be found at: [www.nautinst.org/Command-2017](http://www.nautinst.org/Command-2017).

End For more information please contact Bridget Hogan, Director of Publishing and Marketing, The Nautical Institute + 44 (0)20 7928 1351, bh@nautinst.org The Nautical Institute is an international representative body for maritime professionals involved in the control of seagoing ships. It provides a wide range of services to enhance the professional standing and knowledge of members, who are drawn from all sectors of the maritime world. Founded in 1972, it has over 50 branches worldwide and some 7,000 members in more than 120 countries. Please note: The Nautical Institute takes a capital **T** on The

**ABS and Green Award Join Forces to Set Standards for Safety and Excellence**

Collaboration to drive safer and more sustainable global shipping

(Houston) ABS, a leading provider of classification and technical services to the marine and offshore industries, announced it has joined the Green Award certification network. As an incentive provider, ABS offers Green Award Certificate holders discounts on software and training courses to encourage high safety and environmental standards in shipping. “ABS is proud to join forces with the Green Award to improve shipping safety and environmental performance,” said Christopher J. Wiernicki, ABS President, Chairman and CEO. “Our commitment to creating a sustainable future through our data and digital leadership to
maximize safety and minimize environmental impacts pairs well with the Green Award’s mission to promote environmentally responsible shipping through management excellence and continuous improvement.” In his welcome address, Captain Dimitrios Mattheou, Chairman of the Green Award Foundation, said: “One of the top priorities of the Green Award is to serve society through implementation and promotion of CSR across the industry. Performance-driven participants, whether ship managers or maritime organizations, help grow environmental awareness and create an efficient and secure circle of partners encouraging sustainable and responsible shipping. With its worldwide coverage, ABS will significantly help enhance partnerships of like-minded parties striving for excellence.” The Green Award network connects top notch ship managers and ships that continuously demonstrate the highest standards of safety and environmental protection with ports and other organizations committed to Corporate Social Responsibility (CSR) principles. Ships holding a Green Award certificate have verified excellent performance and are rewarded by incentive providers, including ports and maritime related companies and organizations.

#### PHOTO OF THE DAY

The tug **BUGSIER 7** on the move on the Elbe in Hamburg on a warm sunny Sunday.

*Photo: Dennis Oliver ©*

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