The YAS (ex Piet Hein) passing Texel heading for Gibraltar
Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore

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EVENTS, INCIDENTS & OPERATIONS

Trinity House Vessel Replacement Industry Day

Trinity House will host a private event during London International Shipping Week 2019 to engage with naval architects, ship builders and equipment suppliers to give industry an understanding of the scope and intentions for a new ship design prior to the launch of a formal tender later in the month.

To register for this free event and also join the live Q&A webcast please go to tiny.cc/vrp2019

DEMIE'S INNOVATION outbound from Rotterdam-Botlek passing Maasluis

Brexit: The Impact on Tanker Trade

Another potential factor of negative impact in the tanker market can come from the aftermath of a no-deal Brexit. In its latest weekly report, shipbroker Gibson said that “if Boris Johnson gets his way, the ever-impending event that is Brexit will soon be upon us. Little has been said about the impact on the wider international tanker market, with the UK being a...
relatively small piece of global tanker trade; however, Brexit will have an impact, most notably on regional trade between the UK and EU". According to Gibson “for 2019 to date, 57% of UK clean petroleum product (CPP) exports have gone to the EU, currently subject to zero tariffs. However, if the UK crashes out of the EU without a deal, British CPP exports to the EU would be subject to non-EU country tariffs of 4.7%. For imports, the UK may consider placing 0% tariffs on fuel imports; however, if it elects to do so for one country, under WTO rules it must do for imports of the same product from all countries.

The 2009 built 336 mtr long 313.405 DWT C GALAXY enroute from Mina Al Ahmadi to Onsan in Korea

Photo : Piet Sinke www.maasmondmaritime.com (c)

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With tariffs being placed on product exports to its biggest market (the EU) and 0% imports likely on fuel imports, the UK refining industry would be placed at a competitive disadvantage, with this likely to impact trade flows. For example, Valero's Pembrokeshire based refinery has exported just under a quarter of all its products so far this year to Ireland. With tariffs being introduced, it may be more competitive for Ireland to source these volumes from the EU. However, subject to the implementation of bilateral trade deals between the UK and other counterparties, it may prove more economical to push UK CPP exports further afield, for example to the US or West Africa. In effect these inefficiencies of supply could create increased tanker demand". “However, alternatively, a scenario may also evolve whereby the UK reduces both its exports and imports. Whilst currently much of the UK’s own product supply is retained, some areas, such as the Thames region tend to get most of their supply from the Belgium and the Netherlands. If tariffs are placed on UK exports, then it may prove more profitable to ship barrels coastally, rather than export. A leaked government document recently stated that the implications of a no-deal Brexit could force two UK refineries to shut down if tariffs were imposed because it would make them non-competitive compared to facilities within the EU. Although some refineries such as Total’s Lindsey refinery sell most of their product straight back into the UK. Analyst views are mixed; however, reduced trading flexibility would almost certainly impact margins, and potentially force refining runs lower”, Gibson said. The shipbroker added that “between now and October 31st, there remains a great deal of uncertainty. Will there be a deal, or no deal? Without a deal, UK refineries will be impacted, to what degree is unknown. Tanker trade will be impacted. However, whilst it may be significant for smaller vessels trading regionally across North West Europe, the impact for the global tanker market will likely be muted”. Meanwhile, in the crude tanker market this week, Gibson said that “a drip fed VLCC market has allowed rates to ease and allowed the established upward trend of last week to make a U-turn. Rates have taken a hit as the rate of fixing has slowed, allowing Charterers to achieve below last done numbers. Rates in the area have now adjusted to mid - low 60’s for East and high 20’s for West, with the list remaining healthy. For any gains, the market will need to see a higher concentration of cargoes next week. Suezmaxes were comparatively busy in the East this week, but a consistent supply of ballasters has kept rates more subdued than could have been. West rates have crept up to 140 x ws 35 with the East steady at 130 x mid 70’s. Little change is expected next week”, the shipbroker concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Hapag-Lloyd back in black with US$56 million profit on greater volumes
Hapag Lloyds 2012 delivered 366 mtr long 13.296 TEU MALIK AL ASHTAR entering the Singapore strait after leaving the Pasir Panjang Container terminal heading for Nansha (China) Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text to view and/ or download the photo(s)!

GERMAN container shipping line Hapag-Lloyd earned a net profit of US$56 million in the second quarter, a marked turnaround from the net loss of $80 million it recorded in the same period last year. Revenue in the second quarter of this year was $3.57 billion, up from $3.36 billion in the same period in 2018. Second quarter profit before interest and taxes (EBIT) was $197 million this year, compared to $47 million in the second quarter of 2018. The carrier handled 3,038,000 TEU at an average freight rate of $1,063 per TEU in the second quarter of this year, compared with 2,987,000 TEU at an average freight rate of $1,010 per TEU in the second quarter last year. “Thanks to higher transport volumes in our core trades, good cost control and slightly better freight rates, we can look back on a good first half year. This also allowed us to redeem additional debt through the early repayment of a senior note,” said Hapag CEO Rolf Habben Jansen. He said volumes expanded more slowly this year, citing estimates of 3.4 per cent growth in container throughput this year compared to 5.2 per cent in 2018. While in 2018 there was a sharp rise in freight rates from late July or early August, “it’s a little bit slower this year if you look at the indices. I still expect a peak season, but it is always a little bit difficult to judge when exactly it will start and stop. When you look at our bookings, there is no reason to be extraordinarily concerned. Hapag-Lloyd anticipates that its transport volumes and average freight rates will rise slightly in 2019. It is forecasting EBIT of EUR500 million to EUR900 million (US$549.625 million to $989.325 million) for the full year 2019 compared to an EBIT of EUR443 million in 2018. Mr Habben Jansen said the shipping line is growing more or less in line with the market on most routes. However, he noted the company reduced volumes on some intra-Asia routes where it was not able to turn a profit. On the other hand, the company has started two new services to serve the Southeast India and Africa trades. The company also has strengthened its reefer business with an order for 3,420 new reefer containers to raise its reefer capacity to 210,000 TEU. Much of that capacity is aimed at the South America market.” After a solid first half of 2019, our outlook remains unchanged, even if we have to deal with more trade restrictions and see increasing geopolitical risk, which of course could impact growth in the second half of the year,” Mr Habben Jansen said. Source: Schednet

The FELICITY ACE moored at the Tj Pagar Car Terminal in Singapore as spotted last Sunday Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text to view and/ or download the photo(s)!
Navios Maritime Holdings announces sale of Ship Management for $20.0 mln

Navios Maritime Holdings Inc., has sold its ship management division and certain general partnership interests to N Shipmanagement Acquisition Corp. and related entities, affiliated with Company’s Chairman and Chief Executive Officer, Angeliki Frangou, the company said in its release. The Company received aggregate consideration of $20.0 million (including assumption of liabilities) and new five-year service agreements under which NSAC will provide technical and commercial management services at fixed rates (as described below) and administrative services, reimbursed at allocable cost. As a result of the Transaction -

The Company is a holding company owning dry bulk vessels and various investments in entities owning maritime and infrastructure assets.

NSAC owns all entities providing ship management services and employs all associated people.

The Company will pay a fixed rate of $3,700 per day per vessel, which will cover all technical and commercial management services and operating costs, other than dry-docking and special surveys. This rate will be fixed for a two-year period and will increase thereafter by 3% annually.

NSAC will provide all administrative services to the Company and will be reimbursed at allocable cost.

NSAC will own the general partner interests in Navios Maritime Containers L.P. (NASDAQ: NMCI) and Navios Maritime Partners L.P. The Company simultaneously entered into a secured loan agreement with NSAC whereby the Company agreed to repay NSAC $125.0 million (subject to post-closing adjustment) over a five-year period. In general, the amount owed reflects the excess of the liabilities of the ship management business (including liabilities for advances previously made by affiliates to the Company for ongoing operating costs, including technical management services, supplies, dry-docking and related expenses) other than liabilities the assumption of which forms part of the consideration for the Transaction over the short term assets of the ship management business. Of the amount owed, $47.0 million will be repayable during the first 12 months in equal quarterly installments, with the remaining principal amount repayable in equal quarterly installments over the following 48 months. In certain cases, amortization can be deferred. The loan agreement provides for interest at 5% annually, and 7% annually for deferred principal amounts. Navios Maritime Holdings Inc. is a global, vertically integrated seaborne shipping and logistics company focused on the transport and transshipment of drybulk commodities including iron ore, coal and grain. Source: Portnews
Following the comprehensive refit at Blohm & Voss in Hamburg, AMERA gave her debut in the Kiel Canal Sep 2nd for Phoenix Reisen. Thus she continues almost a tradition as she was regularly seen on transit as PRINSENDAM (2002-2019), SEABOURN SUN (1999-2002) and ROYAL VIKING SUN (1988-1999). Photo: Martin Lochte-Holtgreven ©

The NAJA ARCTICA moored in Aalborg Photo: Jan van Vuuren (c)
MSC GÜLSÜN MAIDEN CALL TO ROTTERDAM

MSC GÜLSÜN
THE WORLD’S BIGGEST CONTAINER SHIP

MSC GÜLSÜN is the first of a new class of 23,000+ TEU* vessels to be added in 2019-2020 to the global shipping network of MSC, a world leader in transportation and logistics. Built at the Samsung Heavy Industries (SHI) Geoje shipyard in South Korea, MSC GÜLSÜN sets a new standard in container shipping, in particular in terms of environmental performance. At some 400 metres long and more than 60 metres wide, MSC GÜLSÜN has a record-size capacity for a containership: 23,756 TEU. Bigger ships generally emit less CO2 per container carried, helping companies which move goods on MSC’s services between Asia and Europe to lower the carbon footprint of their supply chains. As a family-owned group with a strong maritime heritage, MSC is confirming its commitment to investing in the world’s largest and busiest trade lanes with the arrival of MSC GÜLSÜN and the 10 other
ships in the pipeline in this class. The vessel is equipped with more than 2,000 refrigerated containers, boosting the trade of food, drink, pharmaceutical and other chilled and frozen items between Asia and Europe.

Innovative engineering

The **MSC GULSUN** with a width of 61 mtrs is able to carry 24 containers at her beam as seen above. This new class has been designed with a wide range of environmental, efficiency, stability and safety matters in mind. **MSC GULSUN** features a remarkable approach to energy efficiency with the shape of the bow designed to enhance energy efficiency by reducing hull resistance. State-of-the-art engineering minimises wind resistance, resulting in lower fuel consumption. Ocean container shipping is already one of the most environmentally friendly forms of cargo transportation, producing lower CO2 emissions per unit carried than other forms of freight transportation such as planes, trains, trucks or barges. **MSC GULSUN**'s improved energy efficiency and fuel economy ensure that MSC is on track to meet international 2030 environmental policy targets set by the UN International Maritime Organization (IMO) ahead of time, building on a 13 percent improvement in CO2 emissions per ton of cargo moved already achieved across the MSC fleet between 2015 and 2018. To comply with an upcoming marine fuel regulation in 2020, the ship is also equipped with a UN IMO-approved hybrid Exhaust Gas Cleaning System and has the option of switching to low-Sulphur fuel, or to be adapted for liquified natural gas in the future.

Safety first
Ensuring crew and cargo safety is MSC’s No. 1 priority. This new class of ships are equipped with double hull protection around the engine, as well as a 3D hull condition assessment program.
A new dual-tower fire-fighting system with high-capacity pumps has been installed to further enhance the safety of seafarers onboard and protect cargo carried across the whole deck of the ship **MSC GULSUN** together with her 10 sister ships are also all designed to meet the next steps in digital shipping. Enabling fast data transmission to shore and connection for smart containers help make the shipping experience more transparent, safe and reliable for our customers. SHI will deliver six of the new class of ships, while Daewoo Shipbuilding & Marine Engineering (DSME) is constructing the other five, also in South Korea.

**All photo’s : Piet Sinke www.maasmondmaritime.com (c)**

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UK Government pledges £30 million to bolster ports for Brexit

The country’s ports will continue to thrive after Brexit thanks to £30 million of investment from the government, Transport Secretary Grant Shapps announced on 30 August 2019. The Department for Transport is today calling on ports across England to bid for a share of £10 million, as part of the Port Infrastructure Resilience and Connectivity (PIRC) competition, to help deliver upgrades which will enhance capacity and maintain trade flow. On top of this, the government is providing £5 million to 4 key Local Resilience Forums (LRFs) - made up of emergency responders, councils and other public services - in areas with key freight ports. This will help them build infrastructure improvements to minimise any potential traffic disruption at the border. A further £15 million will go towards longer-term projects to boost road and rail links to ports and ensure more freight can get where it needs to be faster. Transport Secretary Grant Shapps said: We are leaving the EU on 31 October and we will be prepared whatever the circumstances. As the UK continues to develop as an outward-facing global trading nation ready for a post-Brexit world, the resilience of our trading hubs is more critical than ever before. This £30 million investment supports our ports in their work to boost capacity and efficiency, ensuring they’re ready for Brexit and a successful future. The funding comes as part of the government’s £2.1 billion investment to step-up the country’s preparations for leaving the EU. The PIRC competition will be open until 6 September, after which successful bidders will be given up to £1 million each to deliver infrastructure improvements. For example, this may include providing more HGV parking and container storage space or developing traffic systems to ensure the free flow of cars and lorries. The £5 million for key LRFs is targeted specifically at delivering infrastructure improvements to manage road traffic around maritime ports with important trade routes with the EU. It comes a week after the Ministry of Housing, Communities and Local Government announced a separate £9 million scheme for local councils and LRFs to support their overall planning for Brexit in local areas and major air, land or sea ports. This funding could include supporting the hiring...
of additional staff or implementing regional communications campaigns. The Department for Transport continues to prepare for all circumstances after 31 October and has been implementing a multi-channel information campaign to ensure hauliers have the documents they need to carry goods into the EU. **Source: Portnews**

One of Jan de Nul’s latest newbuilding the 2019 delivered by Keppel Nantong Shipyards under yard number 053, 89.3 mtr long and 22 mtr width TSHD **TRISTAO DA CUNHA** with a hopper volume of 3500 m³ and max dredging depth of 27.6 mtr getting ready at Singapore Eastern anchorage for her first assignment. **Photo: Piet Sinke www.maasmondmaritime.com (c)**

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**PRIDE ARRIVING AT SINGAPORE EASTERN ANCHORAGE**

The **PRIDE** transiting the Singapore Straits as spotted last Sunday heading for the Eastern Anchorage. **Photo: Piet Sinke www.maasmondmaritime.com (c)**

**CLICK at the photo & hyperlink in text to view and/ or download the photo(s) !**

The M/V **PRIDE** is an advanced DP-3 SURF / IMR vessel with one of the largest deck spaces and power generation offerings in its segment. Built in 2014 with an overall length of 130 meters and breadth of 28 meters, the Pride offers...
2,000 square meters of deck space and 6,000 tons of cargo carrying capacity. The **PRIDE** has a 250-ton active heaving compensating (AHC) subsea crane, an auxiliary 35-ton crane, and can generate 21 megawatts of power to support many operations simultaneously. The **PRIDE** contains two ROV hangars, and a dedicated ROV control room.

Top view of the Spacious deck area of the **PRIDE**

*Photo: Piet Sinke [www.maasmonddmaritime.com](http://www.maasmonddmaritime.com) (c)*

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The **PRIDE** has underdeck carousel room for flexible and small-diameter rigid pipe-lay work, and a 7.2m x 7.2m moon-pool. The Pride can accommodate up to 100 people, including marine crew. Accommodation is configured in single and double cabins. FTAI Offshore’s base of operations and facilities is located in Singapore, with regional offices in Kuala Lumpur. FTAI Offshore is headquartered in New York. FTAI Offshore is wholly owned by Fortress Transportation and Infrastructure Investors LLC. FTAI is a global company that owns, acquires and develops high quality transportation equipment and infrastructure. Additional information on FTAI is available at [www.ftandi.com](http://www.ftandi.com). The principals behind FTAI have acquired and developed over $17 billion of infrastructure assets, and the FTAI team has considerable experience in building and managing successful companies and projects.

The 1999 built 43.8 mtr long water injection dredger **IGUAZU** spotted at the River Mersey

*Photo: Malcolm Cranfield ©*
Innovative Wärtsilä LNG fuel storage and supply system to deliver multiple benefits for two new dredgers

The technology group Wärtsilä will supply a unique and patent-pending LNG fuel storage and supply system for two new trailing suction hopper dredgers (TSHDs). The ships are being built by Keppel Offshore & Marine for Van Oord, the Dutch marine contractor. The order with Wärtsilä was placed in Q2 2019. The Wärtsilä system comprises two 640m³ single-shell polyurethane insulated storage tanks, featuring a new and innovative ‘In Line Tank Connection Space (ILTCS)’ that contains the process equipment. This LNGPac-ILTCS has the process equipment mounted in front of the tanks, instead of the usual on top installation. For on-deck applications this significantly benefits the vessel’s view lines for better navigational safety, while also reducing the risk of damage to equipment that is typically installed on top of a single-shell tank. Furthermore, for below deck installation, the ILTCS improves fuel storage volume efficiency by avoiding the need to have the process equipment on top of the tank, which simplifies installation of the LNG system. The Wärtsilä equipment is scheduled for delivery to the yard in mid-2020 for the first vessel, and in autumn 2020 for the second one. Wärtsilä is a global leader in smart technologies and complete lifecycle solutions for the marine and energy markets. By emphasising sustainable innovation, total efficiency and data analytics, Wärtsilä maximises the environmental and economic performance of the vessels and power plants of its customers. In 2018, Wärtsilä’s net sales totalled EUR 5.2 billion with approximately 19,000 employees. The company has operations in over 200 locations in more than 80 countries around the world. Wärtsilä is listed on Nasdaq Helsinki. Source: portnews

The KNRM lifeboats KITTY ROOSMALE NEPVEU and KOOPMANSDANK, moored in the Buitenhaven of Maassluis. Photo: Kees van der Kraan ©

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TSHD Crew Members Rescued Off New Mangalore Port

Indian Coast Guard (ICG) has successfully rescued 13 crew members of the trailing suction hopper dredger (TSHD) TRIDEVI PREM, following flooding in the dredger’s pump room, local media reports. According to Indian Coast Guard Karnataka Commander S S Dasila, the dredger owned by Mercator Limited – anchored within port limits of New Mangalore Port Trust (NMPT) – was on a contractual agreement with NMPT for ensuring the sufficient depths in this area when the accident occurred.

The TSHD Tridevi Prem’s crew was rescued at about 2.30 AM by the ICG vessel Amartya. A search and rescue operation for another seven personnel, who were on-board the hopper dredger, was undertaken by NMPT tug OCEAN ESTEEM.

Bahrain Bans Sand Dredging in Muharraq and Jarada Island

Bahrain’s HRH Prime Minister Prince Khalifa bin Salman Al Khalifa has ordered the relevant authorities in the country to stop extracting sand and to prevent operations in the marine areas north of Muharraq and around the Jarada Island. According to his orders, the freezing of operations will be applicable until a study on the impact of digging and sand dredging on the marine environment is conducted. Bahrain’s state news agency (BNA) said in its announcement that the Prime Minister’s orders came in line as response to sailors and diving enthusiasts, who said that marine areas might be affected by sand dredging activities. Supreme Council for the Environment (SCE) Chief Executive Officer Dr. Mohammed Mubarak bin Daina also paid tribute to the Prime Minister for this decision, adding that the council would carry out the study which aims to assess the impact of sea sand extraction before submitting a report to Al Khalifa. The order was welcomed by fishermen and environmentalists, according to local media. Source: dredgingtoday

Philippines Coast Guard Rescues 160 In Cebu Ferry Incident

More than 160 people have been rescued from a Philippine roll-on/roll-off (RoRo) vessel, which tilted to one side on August 31, 2019. Specifically, the Philippine Coast Guard teams rescued a total of 149 passengers and 18 crew members from MIKA MARI 8 which subsequently submerged at the Port of Consuelo in Camotes Island, Cebu. Four of the passengers suffered minor injuries and were brought to Ricardo Memorial Hospital for medical intervention. Luckily, no casualties were reported.
The incident occurred while the vessel was disembarking vehicles at the pier in the Philippine municipality San Francisco. At the time of the incident, MIKA MARI 8 just arrived in Consuelo from Danao Port. “Upon finishing the docking procedure and while disembarking the vehicles, a 10 wheeler truck encountered a transmission problem and slip on the starboard side of the vessel which caused a balancing problem,” the Philippine Coast Guard explained. The RoRo vessel is operated by the country’s transportation company Jomalia Shipping Corporation (JSC). The company has a fleet of five RoRo and two high-speed ferries. Source: Ships & ports

MSC Grandiosa Completes Sea Trials

MSC Cruises’ first Meraviglia-Plus class ship, the MSC GRANDIOSA has successfully completed her first intensive systems tests at sea during a three-day trial in the Atlantic Ocean at the end of August. The ship will next receive her finishing touches at the Chantiers de l’Atlantique shipyard in Saint Nazaire, France before being officially delivered to MSC Cruises on Oct. 31, according to a statement. The christening for the MSC GRANDIOSA is set for Nov. 9 in Hamburg ahead of an inaugural season in the Western Mediterranean with from her Genoa homeport to Civitavecchia, Palermo, Valletta, Barcelona and Marseilles. Source: cruiseindustrynews
MacGregor secures turnkey project from Cochin Shipyard, India for four 8,000 dwt bulk carrier hatch cover shipsets

MacGregor, part of Cargotec, secured a turnkey contract to deliver 4 shipsets of weather deck hydraulic operated folding hatch covers for 8,000 dwt coal carriers, the company said in its release. The turnkey project includes design and key components, fabrication and transportation of hatch covers as well as commissioning of the complete system at Cochin shipyard. The orders will be booked into Cargotec’s third quarter 2019 order intake and the deliveries are planned to be during the second quarter 2020. MacGregor was chosen as the preferred supplier due to a proven design and high quality validation process, which ensures that every phase of manufacturing is controlled and monitored by quality inspectors. The innovative design and operational success of the solution, combined with a worldwide service network were also important in convincing the shipowner and shipyard. MacGregor is a leader in intelligent maritime cargo and load handling with a strong portfolio of MacGregor, Hatlapa, Porsgrunn, Pusnes, Rapp, Triplex and TTS products, services and solutions, all designed to perform with the sea. Shipbuilders, shipowners and operators are able to optimise the lifetime profitability, safety, reliability and environmental sustainability of their operations by working in close cooperation with MacGregor. MacGregor is part of Cargotec. Cargotec’s sales in 2018 totalled approximately EUR 3.3 billion and it employs around 12,000 people worldwide. Source: portnews

The FAREEDA arriving from Iraq in the Port of Sohar (Oman)  Photo : 24/7 Port of Sohar Pilot Rik van Marle ©

First ever ABB electric propulsion to be installed on board a bulk carrier

ABB enters new market segment with order to install Azipod® electric propulsion on board two dry bulk carriers from Germany’s largest bulk carrier company Oldendorff Carriers Two self-unloading dry cargo transshipment units will be the
first bulk carriers in the industry to feature ABB’s Azipod® electric propulsion. Both vessels, due for delivery to Oldendorff Carriers in 2021 from the Chengxi Shipyard in China, will be equipped with a complete power and propulsion solution from ABB. Each 21,500 DWT vessel will feature two 1.9MW Azipod® units. ABB will also supply a wide range of electric, digital and connected solutions, including main diesel-electric power plant, generators, bow thruster motors, transformers, switchboards and the power management system for propulsion and cargo handling.

“The choice of Azipod® electric propulsion system has reduced the investment costs dramatically as the vessels are already equipped with high power generation required for self-unloading/loading cargo handling,” says Jan Henneberg, Newbuilding Manager, Oldendorff Carriers. “These shuttle vessels must perform reliably over an extended period at maximum efficiency, and need to be especially maneuverable in shallow waters.” Controlling a fleet of around 700 ships, Oldendorff Carriers is Germany’s largest operator of bulk carriers. Around 95% of Oldendorff’s owned fleet is comprised of ‘eco’ newbuilds delivered since 2014, which are specifically designed for low fuel consumption and reduced carbon footprint. “This is a significant breakthrough for Azipod® propulsion, reaching a ship type that some suggested would always remain closed to podded propulsion,” says Juha Koskela, Managing Director, ABB Marine & Ports. “We are especially pleased to add Oldendorff Carriers as an Azipod® propulsion reference, considering its reputation for building and operating high quality, reliable and environmentally-friendly ships.” The newbuild vessels are developed by Shanghai-based CS Marine design company together with Oldendorff Carriers. The self-loading vessels will be able to unload cargo utilizing a built-in conveyor system and without the need for assistance from shoreside equipment or personnel. Oldendorff Carriers will deploy the vessels for transshipment operations – transfer of cargo offshore from oceangoing vessels before delivery to the final destination. Once in operation, the vessels will be among over 1,000 ships connected to ABB Ability™ Collaborative Operation Centers worldwide from where ABB experts monitor operational shipboard systems and offer 24/7 remote support. The vessels will leverage the ABB Ability™ Remote Diagnostic System, which deploys sensor-driven onboard monitoring software that fully integrates with analytics ashore. Today, the global bulk carrier fleet comprises over 11,000 vessels, and, according to shipping association BIMCO, is projected to grow by 3.1% in 2019. The association estimates a total of over 400 newbuild bulk carriers scheduled to be delivered for launch this year. Global seaborne dry bulk trade is projected to reach 5.3 billion tons in 2019, according to shipping intelligence provider Clarksons Research. The Azipod® propulsion system, where the electric drive motor is in a submerged pod outside the ship hull, can rotate 360 degrees to increase maneuverability and operating efficiency, as well as maximize cargo space on board. Over the course of close to three decades, ABB has supplied Azipod® units for about 25 vessel types, with the propulsion system accumulating more than 15 million running hours in total.
Sembcorp Marine secures Siccar Point FEED contract to develop cylindrical FPSO design solution for Cambo field

Sembcorp Marine Rigs & Floaters Pte. Ltd. has entered into an exclusive Front-End Engineering and Design (FEED) contract with Siccar Point Energy E&P Ltd to deliver a floating production, storage and offloading (FPSO) design solution for the Cambo field in the UK Continental Shelf, the company said in its release. The solution will be based on Sembcorp Marine’s proprietary Sevan geostationary circular hull, a cost-effective alternative to traditional ship-shaped and turret-moored designs. The Sevan cylindrical hull eliminates the need for a costly turret while accommodating a larger number of risers and flexibility for future tie-ins. Located 125km northwest of the Shetland Islands, the Cambo field has a water depth of 1,100m. Sembcorp Marine provides innovative engineering solutions to the global offshore, marine and energy industries, drawing upon more than 50 years of track record. Sembcorp Marine focuses on four key capabilities, namely: Rigs & Floaters; Repairs & Upgrades; Offshore Platforms; and Specialised Shipbuilding.

Why the Adrian Darya 1 saga is an issue for the whole industry

By : Richard Meade

WHEN Gibraltar released the oil tanker GRACE 1 last month, it did so with the explicit written assurance from Iran that its cargo of 2.1m barrels of Iranian crude would not end up in Syria. Fabian Picardo, Gibraltar’s chief minister, even went so far as to hail the detention and subsequent release “a success” on the basis that Gibraltar’s actions had “deprived the Assad regime of circa $140m”. The fact that ADRIAN DARYA 1, as it is now renamed, is currently skirting the Syrian coast awaiting what the US intelligence services expect to be an imminent ship-to-ship transfer, which will ultimately see its cargo end up in Syria, is politically embarrassing for almost everyone except Iran.

It is not, however, an anomalous trade limited to Iranian crude seeking a buyer amid tightened US sanctions. Nor is it an episode that can be written off by the wider shipping industry as an issue for the intelligence services to worry about. When US Secretary of State Mike Pompeo made clear on Friday that the US authorities were tracking ADRIAN DARYA 1’s intention to deliver crude to Syria, the US Treasury simultaneously reiterated a warning to the wider shipping industry that any companies found to be assisting the ship, knowingly or otherwise, would find themselves targeted by US sanctions. While few legitimate shipping businesses would knowingly test such cautions, the reality is that very few companies have the resources to perform due diligence robustly enough to unravel the highly complex networks of operations that support such trades. Such is the concern from shipping companies wishing to avoid inadvertently falling foul of US scrutiny via unverified third-party providers, that several security companies approached by Lloyd’s List have confirmed that clients are now regularly asking for satellite verification of potential charterers and suppliers to verify trade details and voyage history before contracts are signed.

Such costly due diligence that often requires funding satellite time and geospatial analysis may not yet be commonplace, but it is growing and it is indicative of the risk mitigation priorities now being employed by companies that would be crippled by the consequences of US sanctions should they be caught off-guard.

While the GRACE 1 / ADRIAN DARYA 1 saga is currently the highest-profile case of opaque shipping practices, it is only one example of what the US Treasury has described as “deceptive practices by shipping companies obfuscating the destination and recipient of oil shipments”. As of Monday evening, ADRIAN DARYA 1 was heading north up the Syrian...
coast, awaiting what analysts predict will be a ship-to-ship transfer via one of a handful of Iranian-linked tankers thought to be in the region currently with no Automatic Identification System signals active. **SILVIA 1**, a 159,711dwt, Iran-flagged tanker, disappeared from AIS view on August 29 having entered the Mediterranean via the Suez Canal, expected to deliver its cargo to Syria’s Baniyas refinery. **STARK I**, a 159,681 dwt, Iran-flagged crude tanker, took a similar route, also dropping off AIS late on August 30. Another Iranian tanker, the 159,981 dwt **SARAK**, exited the Suez on Monday and if the pattern repeats, it will shortly ‘go dark’. Meanwhile, the Comoros-flagged suezmax **SAVIOIR** looks like it may be currently discharging Iranian crude to Baniyas. Its AIS was switched off on August 28 as it approached Baniyas after a period of active storage off Turkey, having originally loaded at Khor al Zubair via a ship-to-ship transfer. Any one of these tankers may ultimately offer the route to Syria and the pattern of behaviour is becoming increasingly familiar to analysts now tracking the gap between stated AIS voyages and the clandestine network of trades that supports sanctioned oil delivery. The US Treasury’s Office of Foreign Assets Control has issued repeated advisory notes to shipping companies flagging behaviour to be aware of. In addition to the ship-to-ship transfers, vessel name changes and deliberate disabling of AIS systems, they have tracked numerous examples of falsified cargo and vessel documents. And this is not a pattern limited to the Iran-Syria trade route. As all eyes were on **ADRIAN DARYA 1** on Friday, the US Treasury issued another advisory, this time focused on North Korea.

The Treasury Department said in a statement on Friday that North Korea has continued to use ship-to-ship transfers at sea to evade UN restrictions on its oil imports. The Treasury also alleged that North Korea has received deliveries of refined petroleum directly from ships flagged under other countries, and said those countries had not reported the deliveries to the UN. In January two Tanzanian-flagged liquefied petroleum gas carriers caught fire in the Kerch Strait during a ship-to-ship transfer operation, but the subsequent investigation revealed those vessels to be part of regular trades that mysteriously disappeared off AIS having passed Northern Cyprus headed towards the Syrian coast. **The list of such examples goes on and on.**

It is now clear that scrutiny from multiple government agencies globally is increasing, but anecdotal evidence from security analysts and industry experts suggests that risk mitigation measures from shipping companies is not keeping pace with the enhanced scrutiny and technological advances that allow contraventions to be exposed. For the legitimate end of shipping looking on as the Adrian Darya saga plays out, the question is clear. How robust does a company have to be in its due diligence to categorically prove no links to third parties in risk of breaching sanctions? **Source : lloydslist**

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**SYNERGY GROUP CEO WINS PRESTIGIOUS SHIPPING AWARD**

Synergy Group’s innovative deployment of technology and strong commitment to seafarer welfare were honoured last week when Captain Rajesh Unni, CEO and Founder, was named ‘CEO of the Year’ at the 11th annual ShipTek International Awards. Captain Unni thanked the judges and said the award was recognition of the huge efforts made by all Synergy staff to deliver world class shipmanagement services to the company’s shipowner clients. “Synergy is all about team effort and I am very grateful to our thousands of seafarers and global shore-based staff for making these achievements possible,” he added. “We try to constantly innovate - whether through the embrace of technology to facilitate shipmanagement service excellence or through safety at sea initiatives. We are very grateful our efforts have been acknowledged.” Synergy Group currently manages a fleet of over 265 vessels and employs almost 10,000 seafarers.
Shiptek judges praised the shipmanager’s commitment to business excellence, Corporate Social Responsibility and female empowerment in the maritime workforce. The Singapore-based shipmanager has made strenuous efforts to increase the number of female seafarers across its fleet including appointing its first female cadet to a gas carrier earlier this year. In late 2018 Synergy also established iCALL, a nine-language service designed to reduce seafarer suicides and enhance the general mental health and wellness of all maritime personnel. The service is available 24/7, free of charge via phone, email and the chat-based nULTA App. Synergy’s success has been facilitated by its commitment to putting cutting edge technology at the heart of shipmanagement solutions. “Shipboard and shoreside operations can be made more efficient and cost-effective by bringing in customized technology to cater to the specific needs of our industry,” said Captain Unni. “But digitalisation is a constantly changing landscape. To be effective and future-proofed, shipping companies need to understand the demands of the modern, digital world and the absolutely transformative nature of technology. This is the core focus of the Synergy team as we look forward.” Accepting the award on Captain Unni’s behalf, Captain Rohit Banta, Director, said Synergy’s ‘people first’ approach explained its success over the last decade. “It is a tremendous honour to receive this award on behalf of the 10,000+ ‘Synergian’ seafarers,” he said. “It has been a great journey so far and it’s not over yet. We will continue to offer clients best-of-class shipmanagement services empowered by the latest technological innovations.”

Two 45-ton cranes installed on NI BULON MAX

NI BULON says its shipbuilders have already installed on NI BULON MAX hatch covers for two holds and two CBG360 cranes with lifting capacity of 45 tons each produced by Liebherr-MCCTEC Rostock GmbH. The specialists continue constructing the longest self-propelled river-sea crane vessel since Ukraine’s independence. The vessel will fly the Ukrainian flag. The shipbuilders have mounted the tower and boom of the second crane, which were some of the most important operations during the construction. The specialists have installed hatch covers and completed the coupling. PLETTAC Ltd, NI BULON’s partner, ensured staging of holds. The specialists have completed large-scale works in the engine room. They are conducting start-up and adjustment operations of the vessel’s power supply system, consisting of four diesel generators, a frequency converter system and a main switchboard. At the same time, NI BULON’s electrical experts have started assembling the vessel’s nerve center – a control panel with thousands of control cables gathered in a single center to transmit signals to different parts. The specialists are working also in the joiner’s workshop. In a friendly atmosphere, they are professionally installing the pilot’s room. They will install furniture, decorative components and equipment required for comfortable accommodation in the officers’ cabins and mess room located on the deck. The shipbuilders are conducting painting operations. They will soon start the final painting, using sky blue and pastel green colours. The specialists are preparing to weigh the vessel. This is obligatory to confirm the designer’s calculations. The supplier’s representatives have inspected the vessel’s equipment, namely the Rolls-Royce steerable thrusters (for propulsion and steering) and retractable thrusters (for maneuvering). The shipbuilders work around the clock as the countdown has started. NI BULON will put the vessel into operation on September 20 during the TRANS EXPO ODESA-MYKOLAIV 2019 international forum at NI BULON’s shipbuilding and repair yard. Source: Portnews
Floating data center heads for Singapore

Keppel Data Centres short of land

By Paul Mah

Comms conglomerate Keppel is in talks to float a data center off the coast of the land-scarce island of Singapore. Two years after Keppel Data Centres put US$10 million into waterborne data center startup Nautilus Data Technologies, Keppel has begun scouting nearshore locations for hyperscale data centers, according to local reports. The floating data center would be constructed from modules of 10 megawatts each and assembled into a flotilla, or “park,” Keppel Data Centres CEO Wong Wai Meng told Singapore broadcaster Channel News Asia in an interview. Modules would be prefabricated...
onshore and plugged into the floating structure. Water cooling would be an option, according to reports. Keppel has published no plans for network connections. Wong said the technology came from collaboration across the entire Keppel Telecommunications & Transportation group. Collaborators included its offshore Marine Division and Keppel Infrastructure. Nautilus, however, tested a waterborne data center prototype in 2015. The floating centers would be powered by liquid natural gas (LNG), which would also be delivered from a floating module. About 95 percent of Singapore’s electricity is generated with natural gas, with most piped from neighboring Malaysia and Indonesia. Singapore invested heavily in its own LNG infrastructure, however. Wong said the floating data center would be cheaper than one based on land. “We [don’t] have the final figure [yet]. But the range that we are seeing in cost advantage is anywhere from 20 to 30 to 50 percent. That’s the target we set for ourselves,” he said.

The coaster **FRI SEA** loading limestone chippings at Raynes Jetty, Llanddulas, North Wales for Dagenham in the River Thames. **Photo: Dennis Oliver (c)**

**Rates keep falling - US west coast ports suffer lower volumes: Xeneta**

OCEAN freight rates are continuing to fall, with global prices dropping 0.3 per cent through August, according to the latest XSI Public Indices report from Oslo-based Xeneta. With the exception of an unexpected increase in May, rates have been on the decline since summer 2018. “The index has now fallen 2.7 per cent since that upwards surge in May and the carriers, despite their best efforts, are struggling to alter that course,” said Xeneta CEO Patrik Berglund. Mr Berglund points to the Far East-North Europe trade where higher rates at the start of August have turned into reductions from September 1, despite sailing cancellations. In total 150,000 TEU was withdrawn from the market during the peak season of July/early August. As such, the rise of 5.7 per cent in the European import benchmark in July was followed in August by a 1.4 per cent slump. Exports posted a small increase of 0.6 per cent. The company said the US-China trade war is also “continuing to hit the industry, with ports on the US west coast reporting a substantial decline in both import and export volumes in July”. This lack of demand is impacting on carrier rates. August saw a month-on-month decline of 2.6 per cent for the exports index, while imports edged into the positive with a 0.1 per cent rise. “Far East imports on the XSI failed to break free from an established pattern that has seen the benchmark fall by 17.1 per cent year on year, although the 0.1 per cent decline of August was at least marginal. Exports fared better for the period, rallying by one per cent after a 4.8 per cent decline the previous month,” it said. Xeneta compiles its monthly XSI from crowd-sourced shipping data,
covering 160,000 port-to-port pairings, with 110 million data points. As such it provides a real-time picture of ocean freight rate developments. Source: Schednet

Canadian west coast dockers: Port automation will eliminate 9,200 jobs

A REPORT by Canada’s International Longshore and Warehouse Union (ILWU) has concluded that automating British Columbia’s ports without government intervention will result in heavy job losses and a big loss of tax revenue. According to ILWU president Rob Ashton, automation at BC ports could axe 9,200 jobs and cost the provincial economy C$600 million (US$451.47 million) annually. On top of that would be a loss to BC taxpayers of C$100 million for government programmes, reported the Bowen Island Undercurrent, a suburb off West Vancouver. “If you start automating more terminals, the damage could be catastrophic,” Mr Ashton told a news conference. He said if foreign companies enter the Canadian market and create imbalances in port employment and the ill effects of that are felt within the surrounding communities, it is the federal government’s responsibility to redress that imbalance. Prism Economics and Analysis prepared the report, and its partner John O’Grady said: “Disruption on this scale will be felt by the provincial economy and will have an acute effect in some local communities, particularly those that rely on this industry for good jobs and the economic benefits they bring locally.” The report, which focussed only on the container sector of port operations, surmised that automation could eliminate significant numbers of high-income jobs in marine-dependant communities. The report said longshore employment accounts for 26 per cent of all jobs paying more than C$70,000 a year in Prince Rupert. In Delta, the number is 11 per cent and two per cent in Vancouver. Further, it said, such jobs account for 66 per cent of all jobs paying more than C$100,000 a year in Prince Rupert. In Delta, the number is 23 per cent and three per cent in Vancouver. Source: Schednet

Bakker Sliedrecht makes converted trailing suction hopper dredger Schenge energy-efficient

Thanks to Bakker Sliedrecht, the new trailing suction hopper dredger Schenge from the Goes based Faasse Groep will become energy-efficient. The electrical drive specialist supplies and installs a shaft generator on the main engine, which generates the electricity for the entire dredging installation. As a result, the ship works more efficiently, needs less maintenance and has an optimised lay-out. Early this year, Faasse bought the freighter MS Mandeo in order to be converted into the trailing suction hopper dredger Schenge. After its completion in 2020, the vessel will be deployed for sand extraction in the North Sea. The Schenge has a hopper capacity of approximately 2600 m³, divided over two holds, so that it can carry two types of product. For the electric drive of the dredging installation and jet pumps, a shaft generator with matching frequency drive from Bakker Sliedrecht is added, which is connected to the existing main engine by means of a new PTO shaft. The vessel has an adjustable propeller (CPP). Because the main engine runs at a low load for propulsion during dredging, this power can be used for the electrical dredging installation. As a result, the trailing suction hopper dredger does not require any auxiliary diesel generators. This saves a lot of fuel, space, piping, and maintenance. “We use the power that the main engine does not need during dredging. That makes the ship much more efficient and also ensures energy-efficient operations,” says Senior Electrical System Designer Marcel Bakker and Sales Engineer Wim Verlek of Bakker Sliedrecht. “Moreover, this solution saves a lot of space and allows a flexible and optimized lay-out of the vessel.” During the conversion of the ship, Bakker also supervises the installation on board and the commissioning. The crew is also trained in dealing with the frequency drive so that they are familiar with the operation of the systems and the supplied manuals. Bakker Sliedrecht has applied this type of electrical installation more often, but mainly on larger dredgers. The Schenge is the first ship of Faasse in this category to be equipped with it.
Faasse Groep produces three million tonnes of sand annually for the concrete industry, infrastructure, sports fields, and beach spraying. The sand is extracted off the Dutch and Belgian coast and transferred to inland barges. The 140-year-old Zeeland family company invests continuously in sustainability and innovation to keep the fleet up-to-date. “Faasse came to us because they expect us to have some expertise in this area. We know how to handle quality and sustainability and are able to deliver this kind of advanced electrical solutions,” says Bakker and Verlek.

Tanker operators sanctioned for North Korean fuel transfers

The U.S. Treasury Department’s Office of Foreign Assets Control (OFAC) has placed sanctions on two Taiwanese companies and a Hong Kong-based entity for their alleged roles in ship-to-ship transfers of petroleum products to North Korea. OFAC said these petroleum shipments violate both U.N. and U.S. government sanctions for North Korea. “Shipping companies trading with North Korea are exposing themselves to significant sanctions risk, despite the deceptive practices they try to employ,” said Treasury Undersecretary Sigal Mandelker in a statement. The U.S. government praised Taiwan for its “continued efforts to combat” North Korea’s efforts to evade sanctions and obtain foreign-made components for its weapons and missile programs. The two sanctioned Taiwanese companies are Jui Pang Shipping Co. Ltd. and Jui Zong Ship Management Co. Ltd., while the sanctioned Hong Kong-based entity is Jui Cheng Shipping Co. Ltd. The companies are managed by Taiwan-based individuals Huang Wang Ken and Chen Mei Hsiang, who also were sanctioned by OFAC. In addition, OFAC identified the vessel Shang Yuan Bao as blocked property in which the three companies and two Taiwanese nationals have an interest and was involved in the ship-to-ship transfers of fuel to North Korea. Under the
sanctions, all property and interests in property of these entities and individuals that are in the U.S. or in the possession or control of U.S. persons must be blocked and reported to OFAC. OFAC said in 2018 the Shang Yuan Bao conducted at least two ship-to-ship transfers with North Korean-flagged vessels that offloaded their cargo in North Korea’s Nampo port. The U.N. Security Council’s 1718 Committee in October 2018 included the Shang Yuan Bao in a port entry ban and designated the ship for “deflagging” for its involvement in illicit ship-to-ship transfers to North Korean-flagged ships. In recent years, OFAC has added scores of North Korean-flagged vessels to the Specially Designated Nationals and Blocked Persons (SDN) List. The U.S. government, however, acknowledged that North Korea continues to violate U.N. sanctions through illicit schemes, such as ship-to-ship transfers, to gain access to fuel and other foreign-manufactured goods.

Source: American Shipper

Neptunes, latest newbuild DBB ASTERIX enroute maiden voyage including A-Frame spud poles and Plough. DBB ASTERIX is Neptune Eurocarrier 2395. Photo: AB

X15-Powered Lobster Boats

When Steve Corkum Jr. of Yarmouth Sea Products couldn’t find a yard prepared to build 15 lobster boats in a single order, he started his own shipyard. Bayview Marine recently launched the first in the 15-boat series and is well pleased with the initial performance. The 44.3 by 30-foot hull is designed for maximum working space and stowage for lobster or crab traps. The first of the series of fiberglass vessels performed well on trials. Propulsion power is provided by a six-cylinder Cummins X15 diesel rated for 500 HP at 1800 RPM. The EPA Tier 3 compliant engine turns a 4-blade, 54-inch diameter, ZF prop, with a 50-inch pitch, through a ZFW350 gear with 4.962:1 reduction. The Yarmouth Sea Products boats are the first commercial fishing application of this engine. The recently introduced marine version of the Cummins X15 will offer variable speed and fixed speed ratings between 450 horsepower (336 kW) and 600 horsepower (447 kW), while meeting U.S. Environmental Protection Agency (EPA) Tier 3 and International Maritime Organization (IMO) Tier II emissions standards. These Yarmouth Sea Products boats will also have an upgraded Sea-Pro Filter system to allow extended fuel service maintenance, as well as a first of its kind F.I.T. Telematics filtration monitoring System from Cummins Filtration that allows the owner, captain and Cummins to monitor all the filters on the engine at all times via satellite link-up to phone apps. Designed for speeds of ten knots, these are big beamy boats built...
for capacity more than speed. They have space for up to six crewmembers, 400 lobster or crab traps and tankage for 4400 liters of fuel. They are fitted with a Davco 3000-pound deck crane with lobster trap hauler.

FESCO to supply India’s research stations in Antarctica in 2020

FESCO Transportation Group (“FESCO”) and the National Center for Polar and Ocean Research (NCPOR) of the Ministry of Earth Sciences of India have extended the contract for supplying India’s research stations in Antarctica. “Vasiliy Golovnin” – an icebreaking cargo ship – will deliver general cargo, food products and fuel to Bharati and Maitri stations during Antarctica’s summer in 2019-2020. Scientists of the National Center for Polar and Ocean Research will also join the expedition for the research. The ship will start its voyage in December 2019. Under the previous contract, in 2019 the ship with 2 helicopters and a self-propelled barge were used to deliver more than 4,000 tons of cargo to Bharati and Maitri stations, to transport household and industrial waste and to transfer two Indian members of the expedition for replacement.

source: schednet

Dry Bulk Market: Demand Ramping Up Bodes Well for Shipping

The dry bulk market is entering the final period of 2019 on a high note. It’s quite the contrast compared to the early part of the year. In a recent analysis, shipbroker Banchero Costa noted that “in the first 7 months of 2019, the Baltic Capesize, Panamax, Supramax and Handysize TC indices averaged respectively 12,675 USD/day, 9,340 USD/day, 8,559 USD/day and 6,206 USD/day, decreasing respectively by -17.6%, -16.3%, -23.1% and -27.7% y-o-y from Jan-Jul 2018”.

In terms of vessel activity, the shipbroker said that “benchmark newbuilding prices in July 2019 were estimated at about 50.5 mln USD for a Capesize, about 29.5 mln USD for a Panamax, about 27.0 mln USD for a Supramax, and about 24.0 mln USD for a Handy. Indicative 5-year old secondhand prices in July 2019 were estimated at about 35.5 mln USD for a Capesize, about 23.6 mln USD for a Panamax, about 17.4 mln USD for a Supramax, and about 16.8 mln USD for a Handy. Indicative 1-year timecharter rates in July 2019 were estimated at about 20,500 USD/day for a Capesize, about 13,900 USD/day for a Panamax, about 10,900 USD/day for a Supramax, and about 8,900 USD/day for a Handy. Newbuilding deliveries of dry bulk vessels of over 20,000 DWT are expected to increase in 2019 to around 37.0 mln DWT, from a low of just 37.4 mln DWT in 2018. In the first 7 months of 2019, we recorded the delivery of 227 units over 20,000 DWT, for a total of 21.8 mln DWT, up 23% on the same period last year.”

Meanwhile, “demolition activity in 2019 is expected to increase to about 10.0 mln DWT, from a low of just 4.0 mln DWT in 2018, due to more modest market expectations this year, and the impact from the implementation of the ballast water and sulphur regulations. In the first 7 months of 2019, we recorded the demolition of 34 units over 20,000 DWT, for a total of 4.9 mln DWT, up 80% on the same period last year in dwt terms. We estimate net fleet growth to remain flat at about +3% y-o-y in 2019, similar to the growth in 2018. Contracting activity has been modest so far this year. In the first 7 months of 2019, 78 units over 20,000 DWT were contracted, for a total of 7.5 mln DWT (excluding back-dated Tier 2 contracts). This is -41% down from the 132 units, or 13.9 mln DWT, in the same period last year”. Demand-wise, Banchero Costa said that “Chinese imports of coking coal increased by a massive 25 percent y-o-y to 36.3 mln tonnes in
the first half of 2019, reversing the decline seen last year and even exceeding the record volumes of 2017. Volumes were particularly high in January 2019, at 7.4 mln tonnes, from just 3.1 mln tonnes in December 2018, because of delays in Customs clearing caused by last year’s quotas. Nevertheless, imports have been higher on an y-o-y basis in every month except May. Steam coal and lignite imports also increase this year, but by a more modest 1.4 percent year-on-year to 118.2 mln tonnes. This was the highest volume for this time of the year since 2014.
Here again, volumes were particularly high in January 2019, at 26.1 mln tonnes, from just 7.1 mln tonnes in December 2018, because of delays in Customs clearing. Steam coal imports then remained relatively modest over February and March, before sharply increasing in May and June. The shipbroker added that “vessel tracking indicates that imports in July could have been higher still. Indonesia has been the main beneficiary in this year’s increase in demand for coal. In the first 6 months of 2019, China imported 67.9 mln tonnes of coal from the South-East Asian nation, up 10.5 percent from the 61.4 mln tonnes in the same period last year, according to Refinitiv shiptracking data. Imports from Australia have also increased, despite the widely reported Customs clearance difficulties and port restrictions at the start of the year. Australia exported 43.8 mln tonnes of coal to China in January-June 2019, up 6.2 percent year-on-year. Politics, however, most likely played a role in restricting shipments from the USA and Canada. US coal shipments to China were down by more than half in the first 6 months of 2019 at 1.0 mln tonnes, down from 2.1 mln tonnes in the same period last year. Imports from Canada also crashed by 19.2 percent year-on-year to 1.0 mln tonnes, from 1.3 mln tonnes in the same period last year. Elsewhere, volumes from Russia have continued to grow as more export capacity has become available, especially on small vessels from Russia’s Far East ports – total seaborne volumes to China increased by 25.4 percent year-on-year to 12.9 mln tonnes. Exports from Ukraine to China also surged, by a massive 169 percent, to 2.4 mln tonnes in the first half of 2019. Finally, coal volumes from Mozambique to China continue to grow, by 12.1 percent in 1H2019 to 2.0 mln tonnes, whilst shipments from South Africa decreased by 19.2 percent to just 1.0 mln tonnes. About 18 mln tonnes of coal were imported by land in 1H2019, largely coking coal from Mongolia, down from about 20 mln tonnes in the same period last year. An increasing shift towards Indonesian and Russian supply, and away from Australia, naturally favours the use of smaller vessels for transportation. In the first 6 months of 2019, only 27 mln tonnes of China’s total 136.5 mln tonnes of seaborne coal imports were carried on Capesize (120+ dwt) vessels, whilst 40 mln tonnes were carried on Panamaxes (65-85k dwt), 57 mln tonnes on Supramaxes (40-65k dwt), and 8 mln tonnes on Handies (20-40k dwt), the shipbroker concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Freeport LNG Ships First LNG Commissioning Cargo
Freeport LNG yesterday announced that it has shipped the first LNG commissioning cargo for Train 1 from its liquefaction facility located on Quintana Island in Freeport, Texas. Approximately 150,000 cubic meters of LNG were loaded aboard the LNG Jurojin, which departed from the Freeport LNG terminal on September 3. “This first cargo loading is another significant step that gets us one step closer towards our start of commercial operations which is anticipated later this month,” said Michael Smith, Founder, Chairman and CEO, Freeport LNG. “We are very pleased that it took less than 45 days to load our first cargo since gas was first introduced to our liquefaction facilities.”
Freeport’s Train 2 is advancing pre-commissioning to support an in service date of January 2020. Train 3 is nearing completion to support an in service date of May 2020. Source: Freeport LNG
SURVITEC SETS NEW STANDARD IN LIFEJACKET SAFETY WITH THE INTRODUCTION OF HALO

Safety and survival partner Survitec has introduced a completely new lifejacket designed to provide helicopter transfer passengers with a level of safety, comfort and in-water performance not currently available in the energy aviation sector. Unveiled today at the SPE Offshore Europe exhibition, in Aberdeen, Scotland, the Halo passenger lifejacket now provides operators with the most advanced lifejacket solution available for helicopter transfer safety. “Having launched the first passenger transfer lifejacket with compressed air in 2014, Halo was the next logical step in our mission to continuously evolve and keep our customers as safe as possible,” said Ross Wilkinson, Survitec Vice President, Northern Europe. “With more than 60 years’ market-leading experience in lifejacket design, coupled with extensive industry insights we have been able to design a lifejacket that sets a new standard in helicopter transfer safety. Halo is a huge step forward in lifejacket comfortability and safety performance,” Wilkinson said. Incorporating a fully integrated Emergency Breathing System (EBS), featuring a carbon composite cylinder, braided low pressure hose and second stage with integrated nose clip, Halo is significantly lighter than existing products. At just 949g the bespoke Survitec EBS is 43% lighter than previous Survitec models and 30% lighter than competing emergency breathing systems. With a working pressure of 310 bar, the composite cylinder provides 80% more breathable air than the industry minimum standard. Nigel Parkes, Head of Lifejacket Design, Survitec, said: “Halo is the first aviation lifejacket to utilise Fusion 3D technology, allowing for a much more ergonomic jacket that adapts to the shape of the wearer for enhanced comfort. Particular attention has been paid to improving comfort around the neck and arms. This, combined with the lifejacket’s slimline profile and the reduction in EBS size, takes into consideration the restrictive space and movement within the helicopter cabin – allowing for greater freedom of movement for the wearer during transit.” In response to customer feedback, Survitec has incorporated bright orange Hi-Vis beaded inflation toggles, allowing for quick and easy activation. A quick-lock front buckle and easy-to-adjust straps aide quick donning. “From day-to-day wear to deployment in an emergency situation, intuitive use, and end-user experience have been central to Halo’s development,” said Parkes. “We have gained invaluable feedback from a number of leading organisations in the industry and used this to drive the design forward, ensuring we not only meet our customers’ needs but go beyond their requirements.” Above all it’s what’s inside that counts. Integral to Halo’s design has been the performance technology built into the lifejacket bladder, significantly increasing the safety of the user. Should Halo need to be activated in-water, a unique buoyancy distribution system has been built in the lifejacket to offer exceptional turning speeds and increased mouth freeboard. Rotating the wearer to a face-up position, in less than three seconds, it protects the wearer’s airway and improves both body angle and face plane. Additionally, Halo is the only aviation lifejacket offering an unparalleled chin support helping further to keep the airway fully clear of the water. It has long been known that the use of a hood can reduce the risk of secondary drowning. Survitec’s spray hood concept works with the inflated bladder to increase visibility, reduce heat loss and keep the wearer’s airway clear. The Halo also includes the new AU10-HTS personal location beacon (PLB) developed by Marine Rescue Technologies (MRT). This state-of-the-art PLB is capable of showing all man-overboard casualties within AIS chart plotter areas, allowing search and rescue responses to be executed quickly and more effectively. Successful rescue is further enhanced with a strobe light, sealight light, whistle and reflective straps that help rescuers better locate the wearer. Once found, the rescuer can rapidly pull the survivor out of the water using the accessible lifting points on the front of the jacket. The Halo passenger lifejacket is currently going through European Union Aviation Safety Agency (EASA) approvals.

How and when to offset claims against freight

In 2014, the Chinese energy giant Sinopec was engaged for the modernisation of the oil refinery at Atyrau in Kazakhstan, near where the Ural river drains into the Caspian Sea. Sinopec engaged DHL to arrange the transport of refinery units from China. DHL sub-contracted Globalink for the sea and road leg from the Black Sea port of Novorossiyk through the Ural-Caspian canal to the refinery. Their agreement was entitled “Freight-Forwarding Services Contract”, Globalink was referred to as the “Forwarding Agent”, and they were to be liable for any delay in delivery. In October 2014, two barges carrying the units launched from Novorossiyk. One barge failed to arrive at the destination because the water level in the Ural-Caspian canal was too low for its draft. To make matters worse, on November 23, 2014, the Ural-Caspian canal closed for winter, so some of the cargo had to be put into storage. Globalink were only able to complete the carriage to the destination when the canal re-opened the following spring. As a result of this delay, DHL refused to pay the final two instalments of the contract price due to Globalink. Globalink brought a claim for those sums plus the winter storage charges, amounting to $1,647,780. DHL contended that they had a counterclaim of $2,364,976.05, being the costs they incurred in excess of what they would have paid to Globalink if the original agreement had been fulfilled. Globalink applied for summary judgment, relying inter alia on the rule precluding the
set-off of counterclaims against the payment of freight under voyage charterparties. Defendants to claims for money due under commercial contracts often resist payment on the basis that they have a counterclaim, which they wish to set-off against the sums due. English law generally permits this where a claim and cross-claim are so closely connected that it would be unjust to enforce one without taking the other into account. One notable exception is the long-established principle that a defendant is not entitled to raise any counterclaims it may have in order to reduce the freight payable under a contract of carriage. The Courts have taken a strict approach in only applying this rule to claims for freight payable under a contract of carriage. It does not, for example, extend to claims for hire under a time charterparty. However, while the rule is most widely known for its application to freight payable under voyage charterparties, it is not limited to the carriage of goods by sea and has been held to apply to the carriage of goods by road and by air. It has also been held, in Britannia Distribution v Factor Pace [1998] 2 Lloyds Rep 420, that if a freight forwarder has acted as agent in entering a contract of carriage with a carrier and that carrier charges freight, then the forwarder is entitled to claim the sums due for that freight from his principal and the rule against set-off applies. In this case, Globalink argued that the sum charged by Globalink to DHL was charged in consideration for transporting the equipment from one place to another. It is therefore properly described as freight, such that the rule in The Aries should apply. DHL argued that the rule in The Aries only applies to contracts of carriage and that this was not such a contract. It was instead a contract to arrange carriage and was not subject to the rule against set-off. The Judge's starting point was to consider the nature of the contract between the parties. He noted that the contract described itself as a freight forwarding agreement, not a contract of carriage. He stated that "the essential nature of [Globalink's] obligation is not an obligation to carry, but an obligation to procure that carriage is achieved by others". The fact that Globalink could incur liability for delayed delivery of the cargo did not mean that Globalink was a carrier, nor that Globalink accepted an obligation to deliver on a particular date, it just meant that if Globalink did not arrange for others to deliver the cargo by that date it would incur a penalty to DHL. The Judge considered that applying the no set-off rule in this case would represent an extension of the existing law, extending the ambit of the rule beyond contracts of carriage and beyond freight in the narrow sense established by the authorities. He concluded that it was not open to him to extend the rule to cover the services provided by a freight forwarding agent, when those services are simply to arrange the carriage of goods. This decision confirms that the rule preventing set-off against freight only applies in cases of payment of freight under a contract of carriage. It will not assist freight forwarders who merely contract to arrange the carriage of goods by another. It is advisable for freight forwarders who wish to avoid deductions being made from payment due to them to insert clear wording in their contracts, requiring the payment of all sums due in full and prohibiting their counterparty from making any deductions or set-offs against the sums that are payable.

**Baltic index hits new nine-year high on strong capesize demand**

The Baltic Exchange's main sea freight index rose for an eighth-straight session on Monday, beating a near nine-year peak marked at the end of last week and helped by robust capesize demand. The Baltic index, which tracks rates for ships ferrying dry bulk commodities, gained 64 points, or 2.7%, to 2,442, a level last seen in November 2010. The capesize index rose 192 points, or 4.3%, to 4,659 points. Average daily earnings for capesizes, which typically transport 170,000-180,000 tonne cargoes such as iron ore and coal, rose $1,518 to $36,101. China's iron ore futures jumped to a two-week high on healthy short-term demand after Beijing vowed more stimulus for the country's economy. The panamax index rose 2 points, or 0.1%, to 2,262, its highest since December 2010. Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, rose $18 to $18,116. The supramax index gained 10 points to 1,346.

**SHIPYARD NEWS**

**PROSTEP presents OpenPDM Ship connector for ShipConstructor**

The shipbuilding experts from PROSTEP, a PLM consulting and software company, will be presenting two new integration scenarios based on their open integration platform OpenPDM Ship at the ShipConstructor EMEA Conference 2019 (https://veranavis.com/shipconstructor-emea-conference-2019/). OpenPDM Ship facilitates the integration of SSI’s Autodesk-based ship development solution ShipConstructor with other CAD and PDM systems. The SSI User Conference is being held from 30 September to 2 October 2019 at the Marriott Hotel in Lisbon, Portugal.
In close cooperation with SSI and SSI’s European distribution partner NDAR (Nick Danese Advanced Research), PROSTEP has created an OpenPDM Ship connector to SSI’s EnterprisePlatform that allows data sets and models to be imported from ShipConstructor into Siemens’ Teamcenter PLM/PDM solution. A corresponding proof of concept for the integration solution was presented at the NorShipping trade fair in June 2019. At the SSI User Conference, PROSTEP will use this integration to explain how the Autodesk-based ship development solution can also be connected to other standard PDM systems. The shipbuilding experts will also explain to participants how they can use OpenPDM Ship to exchange CAD data between NAPA Steel and ShipConstructor without any loss of information. NAPA Steel is normally used in the early phase of ship development.

With its new integration for ShipConstructor and SSI’s EnterprisePlatform, PROSTEP is expanding the range of system combinations supported by OpenPDM Ship. The integration platform uses standards-based connectors to connect shipbuilding-specific development platforms with all the leading PDM/PLM and ERP systems as well as mechanical CAD systems, thus creating the prerequisites for end-to-end digital processes in the shipbuilding and shipping industries. “By expanding our portfolio of integrations, we want to enhance our position as a leading integration specialist in the maritime industry and open up new business opportunities together with SSI and NDAR,” says Matthias Grau, Key Account Manager Shipbuilding Industry and head of PROSTEP’s Hamburg office. “ShipConstructor is one of the leading development platforms for the shipbuilding and offshore industries and is in widespread use in the North American market in particular.”

Source: PROSTEP

YN 1009 of Feadship Makkum was launched at Slob shipyard in Papendrecht. Photo: Arie Boer ©
Anil Ambani’s shipyard staring at bankruptcy: Reliance Naval risks insolvency as debt plan rejected

The shipyard controlled by embattled Indian tycoon Anil Ambani is facing the prospect of bankruptcy after failing to get creditors’ approval for restructuring 70 billion rupees ($970 million) of debt. Anil Ambani’s wider conglomerate is planning to dispose of assets spanning roads to radio stations, aiming to raise about 217 billion rupees to help pare debt. The shipyard controlled by embattled Indian tycoon Anil Ambani is facing the prospect of bankruptcy after failing to get creditors’ approval for restructuring 70 billion rupees ($970 million) of debt, people familiar with the matter said. India’s bankruptcy tribunal will consider putting Reliance Naval & Engineering Ltd. in bankruptcy on Wednesday as no new repayment plan was submitted after lenders led by IDBI Bank Ltd. rejected an earlier offer in July, the people said, asking not to be named as the information is not public. The court can also defer the decision on bankruptcy. Any court ruling favoring the banks would deal another blow to the tycoon’s stressed empire after his wireless carrier slipped into insolvency earlier this year. The revival of the shipyard is crucial for the tycoon, who’s betting on potential cash flows from government defense contracts as Prime Minister Narendra Modi plans billions of dollars in spending on national security. While IDBI had sought to move Reliance Naval into insolvency in September 2018, a decision was delayed after industry bodies representing power-generating companies, shipyards and sugar mills successfully challenged the RBI directive that required delinquent borrowers to be pushed into bankruptcy. However, the risk of bankruptcy reemerged for the submarine maker after it failed to come up with a repayment plan even under RBI’s relaxed norms. Representatives for Reliance Naval and IDBI Bank didn’t respond to emails and phone calls seeking comments. The warship maker’s loan-recast plan that was rejected in July proposed banks converting part of the debt into equity after the RBI eased rules to provide lenders more discretion in dealing with soured debt, the people said. The plan didn’t involve any upfront payments and proposed a transfer of banks’ non-fund exposures such as guarantees and letter of credits from Reliance Naval to another Ambani company Reliance Infrastructure Ltd., the people said. Meanwhile, Anil Ambani’s wider conglomerate is planning to dispose of assets spanning roads to radio stations, aiming to raise about 217 billion rupees ($3 billion) to help pare debt that has ballooned to about 939 billion rupees at four of its biggest units — excluding the telecom business Reliance Communications Ltd. Source: financiallexpress

Two Shipbreaking Workers Killed in Chittagong

Two workers at a Chittagong shipbreaking yard were killed on Saturday evening. The incident occurred at the Ziri Subedar shipbreaking yard in the Sitakunda shipbreaking district, according to NGO Shipbreaking platform. The victims, identified by local media as Tushar Chakma and Aminul Islam, were struck by a falling cable. As many as 13 others were injured and were taken to a local hospital for treatment. Ziri Subedar operates several shipbreaking yards, a rerolling mill and an oxygen gas supplier in Chittagong. Injuries and fatalities are relatively common at South Asian shipbreaking yards, which handle demolition for the majority of the world’s outmoded tonnage. In July, three workers were killed and four injured at the nearby Mak Corporation shipbreaking yard in Chittagong after inhaling a toxic gas. Due to a variety of economic factors, including regional demand for “cold” re-rolled secondhand steel, South Asian shipbreakers pay significantly more than their developed-nation competitors for demolition tonnage. Despite persistent environmental and labor rights concerns, they have attained market dominance and presently account for more than two thirds of the world's ship recycling industry. “The negligent authorities should . . . be punished as their failures and seeming cohesion have led to these tragic events. I also wonder how long it will take for the West to act on these deaths and stop sending vessels to the unsafe yards of Bangladesh,” said Syeda Rizwana Hasan, the chief executive of the Bangladesh Environmental Lawyers Association (BELA) in a statement. NGO Shipbreaking Platform believes that the victims were working on
scraping the **CSL VIRGINIA** (recently renamed **VIRGIN STAR**). The Virginia was struck and damaged by the ferry **ULYSSE** off Corsica last year, leading to a spill. She was beached at the Ziri Subedar yard early this year. Source: MAREX

**ROUTE, PORTS & SERVICES**

**Navis MACS3 API Services Improve Safety, Collaboration and Efficiency for Transportation of Seaborne Container Cargo**

Navis delivers MACS3 API services to check vessel strength & stability, dangerous goods and lashing calculations for all stakeholders in the ocean container supply chain Navis, a part of Cargotec Corporation, and the provider of maritime software solutions for cargo and vessel performance and compliance, announced the launch of the MACS3 API Services at its Carrier and Vessel Solutions’ APAC Customer Conference in Singapore. MACS3 API Services unlock loading computer calculation results to manage safe cargo handling across the supply chain. “For the first time, ports, terminal operators, carriers and other key entities in the shipping industry can directly access and explore ship-specific loading calculation results for stability, strength, dangerous goods (DG), lashing and condition checks. All of these significantly improve safety, collaboration and efficiency of cargo transportation by sea,” said Ajay Bharadwaj, Head of Product Management for Navis Carrier and Vessel Solutions. Stability & strength calculations are part of the API services offered, providing information for safer vessel operations, and reducing incidents of possible vessel damage or loss of cargo. In addition, MACS3 API Services facilitate safer vessel visits and improve visibility of dangerous goods flowing through ports. For example, the hazmat department of a European port authority is using the MACS3 DG API service to check incoming vessels for compliant dangerous goods segregation in a faster and more accurate way, replacing an inefficient and time-consuming onboard sample process. Navis also delivers an API for lashing calculations. As the industry-standard of loading computers for container vessels, MACS3 delivers via API call the most comprehensive and up-to-date securing regulations by all relevant classification societies into the workflow of stowage planners. One of the world’s leading ocean carriers is using this service to check lashing conditions of all vessels in their fleet for safer operations. “In the age of digitalization, data is one of our biggest untapped assets, but it has no value to the maritime industry when it remains in silos. This new service provides all stakeholders of the container supply chain important data to make seaborne operations safer,” said Bharadwaj. Navis supports customers’ integration processes with technical documentation, software development kits, sample source code and virtual sandboxes for testing on the open API portal GitHub. Source: Navis, LLC

**Sri Lanka to invest heavily in boosting capacity of Colombo box port**

THE Sri Lankan government has launched a huge development project to further modernise its ports across the country, in order to become a maritime hub in Southeast Asia. The government’s Information Department said in a statement that this project calls for the continuous expansion of capacity and for developing advanced handling and processing technology at the port of Colombo, which handled a record-breaking seven million TEU in 2018, reported Mumbai’s
TimesNowNews. “The development of the East Container Terminal (ECT) at the port of Colombo will be followed by the West Container Terminal (WCT 1 and 2) ahead of demand. “The ECT and the South Asia Gateway Terminal will be expanded to create an ultra large container terminal, expanding the total capacity to 35 million TEU in the coming years," said Secretary to the Ministry of Ports and Shipping Sirimevan Ranasinghe. Mr Ranasinghe said out of the six main ports in the country - the Port of Colombo, Hambantota port in the south and Trincomalee port in the east have become the focal point for future development as far as international shipping and logistics are concerned. He said that Colombo port's geographical positioning enables it to offer integrated logistics and support port-related industries such as light, general and heavy industries. Source : Schednet

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SINGAPORE's PSA International has finished the acquisition of Penn Terminals, a multipurpose terminal located on the Delaware River, from Macquarie Infrastructure Partners, after gaining the relevant regulatory approval. Penn has been providing terminal, warehousing and stevedoring services since 1986. The company is able to handle containers, perishables, project cargo, super sack, steel, pipes, forest products and other break-bulk cargoes. "This acquisition represents PSA's very first foray into the USA. We are delighted to embrace Penn as the newest member of the global PSA family and to be able to participate in its continued growth and expansion," said PSA International CEO Tan Chong Meng. "We are committed to partnering the state of Pennsylvania, customers, staff and the local community, as well as key stakeholders to augment Penn's capabilities and connectivity in order to better serve the needs of shippers and receivers in the greater US mid-Atlantic region and beyond."

Penn added two new post-panamax ship-to-shore (STS) cranes in late 2018, bringing its total STS count to four. The company is also a key component of the perishable cargo-handling infrastructure of the Delaware River with 80,400 cubic metres of on-dock reefer warehouse space. It is estimated that 40 per cent of the US' fruit imports come in via the Delaware River, which tallies to four million tons per year. Within an hour's drive from the Delaware River port complex, there are 40 other refrigerated warehouses/logistics operators who deal in chilled and frozen cargoes. "This existing cold chain infrastructure is not easily replicated, either in scope or level of efficiency. Penn remains a proud partner in the cold chain infrastructure of the eastern USA," it said in a statement. Source : Schednet
China Merchants Port looks to partner with carrier to stabilise growth

CHINA Merchants Port is seeking co-operation with other container shipping lines to ride out economic headwinds that are impacting its throughput growth. One of its new objectives is to attract equity investment from carriers involved in some new and existing port projects operated by the Hong Kong-listed operator, a subsidiary of state conglomerate China Merchants Group, according to its managing director Bai Jingtao. "We are in talks with them, and selecting the projects," Mr Bai told Lloyd's List on the side lines of a results press conference in Hong Kong. The move comes as closer ties are being cemented between ports and the liner shipping industry, as the latter sector has become increasingly consolidated - through the mergers and alliance reshuffles of recent years - and subsequently become more influential on port traffic. Cosco Shipping Ports chairman Zhang Wei said it normally took between five years and seven years to break even for a greenfield project, however, his company was confident of "reducing that time significantly" backed by the world's third-largest box ship fleet of its parent. "More and more ports are teaming up with carriers nowadays," Mr Bai said. "This is perhaps something that we all have to do at the current stage of the industry." He added that such a strategy will help shorten the "incubation period" of a new port project and shore up handling volume, which is especially important for transshipment hubs. The comments also coincide with a struggle in throughput growth faced by CM Port's terminals, both in domestic and overseas markets amid a slowing global economy and mounting geopolitical uncertainties. CM Port's total container throughput rose by just 1.4 per cent year on year in the first half of 2019 to stand at 54.6 million TEU, while recurrent net profit from ports operation fell by 4.9 per cent to HK$2.7 billion (US$338 million). Mr Bai forecasts full-year throughput growth of two to three per cent, the slowest since 2009. A breakdown of the results showed that CM Port's box handling in mainland China grew 1.3 per cent in the first six months of the year, while that in Hong Kong and Taiwan decreased by 4.7 per cent. Volume generated by overseas facilities rose by four per cent. Throughput at Colombo International Container Terminals in Sri Lanka rose by 5.75 per cent, but was down from the 16.4 per cent growth registered the year-ago period. One major exception was CM Port's TCP Participacoes SA in Brazil, which benefited from the shift of cargo flows amid the US-China trade war, Mr Bai said. There volumes were up 70 per cent to 440,000 TEU, on the back of growth in the trade of agricultural and meat products.

MARITIME ARTIST CORNER

The latest painting of maritime artist Bram Dingemanse the DIAMANTGRACHT passing Dover Strait.

Photo: Cor Sol - Training Officer ©

.... PHOTO OF THE DAY .....
This long awaited Monument to the British Merchant Seamen and Fishermen who lost their lives in WW1 and WW2 was unveiled by the Princess Royal. It is placed on Plymouth Hoe, immediately on the seaward side of the Naval War Memorial. **Photo : Peter Taylor, Newton Ferrers, Plymouth ©**