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LNG tanker ADAMASTOS discharging at the Eemshaven gas plant.

Photo : Lourens Visser www.navcom.org ©
Unions notify Woodside they may strike at key Australia gas platforms

By Alasdair Pal

Unions at Woodside Energy Group's (WDS.AX) North West Shelf offshore gas platforms on Sunday announced plans to strike as early as Sept. 2, which could eventually disrupt shipments of liquefied natural gas (LNG) from top global exporter Australia. The strike threat escalates a long-running dispute between Woodside and workers over pay and conditions.
conditions on its North West Shelf gas platforms, which feed Australia's biggest LNG plant. Unions in Australia are required by law to give companies seven working days' notice before any industrial action but can elect to call off any action before then.

The Offshore Alliance, which combines the Maritime Union of Australia and Australian Workers' Union, said in a Facebook post it had “unanimously endorsed” giving Woodside seven working days' notice to strike if its bargaining claims are not met by close of business on Wednesday. That would mean a strike could start as soon as Sept. 2. "Woodside tried every tactic it could think of to avoid bargaining with its workers as a collective, but in the end the company failed to maintain the status quo it liked – one where what the company says goes," Offshore Alliance spokesperson Brad Gandy said in a statement."Offshore Alliance members don't take industrial action lightly, but Woodside is really leaving them with little choice here." A spokesperson for Woodside declined to comment on Sunday's update, referring to a previous statement that the company "continues to engage actively and constructively in the bargaining process". Some 99% of Woodside workers granted unions permission to call a range of industrial action, including work stoppages, after Australia's industrial umpire, the Fair Work Commission, gave permission for "protected industrial action" to go ahead. The Offshore Alliance also represents workers at Chevron's Gorgon and Wheatstone LNG facilities. Workers there on Friday began voting on whether to grant unions permission to call for strike action, with the first results due by Thursday. Woodside's and Chevron's facilities together supply about 10% of the global LNG market. Concerns about a strike have spurred volatility in European gas prices over fears the move would fuel competition between Asian and European buyers for cargoes.

Source: Reuters Reporting by Alasdair Pal and Lewis Jackson in Sydney; Editing by Sonali Paul and William Mallard
DISNEY DREAM MAIDEN VISIT TO PORT OF ROTTERDAM

The DISNEY DREAM inbound for Rotterdam last Sunday passing Maassluis Photo: Monique Davis-Mulder (c)
and below seen approaching the Holland Amerikakade at the Kop van Zuid, Rotterdam Photo: Cor Vermeer (c)

In the evening the vessel departed again from Rotterdam heading for Norway
Photo: Reinier van de Wetering Skyphoto Maassluis ©
Ammonia - Customers to benefit as Bochem Houston joins Stolt Tankers fleet

Stolt Tankers is pleased to welcome the Bochem Houston to its Stolt Tanker Joint Service, bringing the number of ships in its deep-sea fleet to 84. The Bochem Houston is one of six newbuildings ordered from the CMJL shipyard in China by Belgian shipowner Compagnie Maritime Belge (CMB). Stolt Tankers reached an agreement with CMB’s chemical tanker division Bochem in June this year for the long-term time charter and pooling of the six 26,000 deadweight chemical tankers. The remaining five ships are expected to enter service in 2023 and 2024.

Lucas Vos, President, Stolt Tankers said: This agreement is an excellent opportunity to further solidify our relationship with CMB and Bochem. “As well as securing attractively priced tonnage in a firm chemical tanker market, these modern, fuel-efficient ships will help to lower the age profile and carbon intensity of our fleet while offering customers more flexibility as they can trade in any of our deep-sea routes. “With the option for these ships to be retrofitted for ammonia propulsion, the agreement also supports Stolt Tankers’ commitment to reducing its emissions by 50% by 2030 (compared to 2008 levels). At the end of the day it’s our customers who truly benefit, as we expect this deal to drive further improvements in our best-in-class customer service and reliability as we modernise our fleet.”

Source: hydrogen-central

A Scandinavian battle when the Swedish tanker "SATURNUS" is overtaking the Danish tanker "FIONA SWAN" on the river 'het Scheur' en route to Rotterdam

Photo: Cees van der Kooij (c)

US Proceeds with Offloading Iran Oil Tanker Near Texas Amidst Tehran's Threats

By: ANIKET DIIXIT

Despite Tehran's stern warnings, a US-operated oil tanker, believed to be carrying Iranian oil, is being offloaded near the coast of Texas. The provocative move comes amidst escalating tensions between the two nations, further fueled by the vessel's cargo of sanctioned Iranian crude. The vessel's presence near the US shores has garnered significant attention, given Iran's history of retaliatory threats. Tehran's officials have repeatedly cautioned against interfering with their oil shipments and have implied potential consequences if such actions were taken. The situation is emblematic of the complex diplomatic dance between Iran and the United States. Iran's economy has been strained due to stringent oil-related sanctions imposed by the US. In response, Iran has at times exploited the oil trade in a bid to challenge these
sanctions and maintain its influence on the global energy market. For the US, the decision to offload the tanker on its soil represents a strategic maneuver. It sends a message that Washington remains steadfast in its enforcement of sanctions, regardless of Iran’s threats. This incident serves as a reminder of the broader geopolitical landscape, where economic interests and political posturing converge. As both nations navigate these turbulent waters, the repercussions of such actions extend beyond the immediate headlines, impacting their relations and the global oil market.

The MSC ALINA followed by 2 product tankers inbound for Antwerp passing Kruiningen-Kruseveer

Photo: Rob van den Houten (c)

Product Tankers: What’s the Next Growth Story?

The STOLT SPAN in Rio Grande

Photo: Marcelo Vieira (c)

A new growth story is needed in the product tanker market, as ship owners reassess the next source of demand for the years to come. In its latest weekly report, shipbroker Gibson said that “for product tankers, much of the past decade’s investment was focused on changing dynamics in the global refining scene. In short, the story of expanding capacity in the East, primarily driven by Middle East export refineries, and capacity rationalisation in the West supported the case for strong tonne mile demand growth. However, with most Middle East refining projects nearing completion, and plans to
close capacity in the West being reassessed in the name of energy security, the sector needs to find a new investment case for the next decade”. According to Gibson, “from 2013 to 2022, Middle East refining capacity expanded by 2.8mbd, but from 2022, to 2028 that growth slows to 0.9mbd, with around 70% of that growth taking place over the next year. Ultimately this highlights that following the start-up of Duqm early next year, no new export originated Middle East refineries are due to come online. Those projects which do start up, are either small scale expansions or domestically focused. One also has to consider that regional demand is also set to increase over the next 5 years, which ultimately indicates that Middle East product balances will tighten over the medium term. Furthermore, given the lead time it takes to develop a greenfield refinery project, there is little chance of the outlook changing”.

The shipbroker added that “with the Middle East story largely concluded, the next stop should be India. However here, issues with acquiring land have prevented new mega projects materialising, with Middle East based investors choosing China instead. Although India is still expected to boost capacity, much of this is likely to be domestically focused, suggesting little upside for product exports in the medium term. As is often the case, China is the big sensitivity here. With the country being responsible for the biggest capacity additions over the next 5 years, export policy will be key for global refining margins and products trade. In theory, China will see its middle distillate surplus increase by 1mbd by 2028; however, government policy will be the key determent of whether (or not) material gains in exports are witnessed”. “In the long term, a slowing demand side story and expanding refining capacity will lead to overcapacity in the sector, which will require some rationalisation. Logically that would take place in Europe; however, uncertainty around government policy concerning energy security and healthy margins in the near term, are likely to delay refining closures”, Gibson concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

Wilson Sons Rio Grande Terminal up 44pc to 49,100 TEU in July

BRAZIL's Wilson Sons witnessed a 44 per cent growth in the Rio Grande Container Terminal in July compared to the same period in 2022, totalling 49,100 TEU, reports London's Port Technology. Total container activities at the Rio Grande Container Port and the Salvador Container Terminal were 22 per cent higher in July 2023 than in the same month in 2022. Wilson Sons handled 83,300 TEU, up from 68,200 TEU in July of previous year. The Salvador Container Terminal handled 34,300 TEU in July, up 0.5 per cent from July 2022, with exports up six per cent (due to increased amounts of fruit and iron ore). Transshipment and shifting grew by 48 per cent at the Salvador Container Terminal, owing mostly to rising levels of transshipment from Saudi Arabia, Morocco, and the Port of Vitoria, as well as exports to China, Argentina, and the Port of Itapoa (in the state of Santa Catarina). Last month's total volumes handled were 63,100 complete units, up 27 per cent from the same time in 2022, while empty containers were 20,200 TEU, up 9 per cent on the same basis.
The company’s operating performance are also strong in the first seven months of the year. The Rio Grande and Salvador container terminals handled 573,800 TEU, a 9 per cent increase above the aggregate volumes reported at the two terminals from January to July 2022. Transshipment and shifting increased 38 per cent in July at the Rio Grande container terminal, especially due to an increase in cargo transshipment to and from the US east coast and South America west coast. Inland navigation rose by 32 per cent, with larger volumes of resins. Rodrigo Velho, commercial director at Rio Grande Container Terminal, said: “The growth in our operations is largely driven by the increase in exports, imports and inland navigation.”

Shipowners splash out $47 billion for LNG carrier newbuilds in 18 months

By: Paul Bartlett

Spending on new LNG carriers since the beginning of 2022 represents 27% of total newbuilding investment and more than any other sector including containerships. With owners having racked up some $47 billion in investments in 18 months the race to order LNG newbuildings is set to continue. The figure for investment in LNG carriers just eclipsed containerships with owners pumping in an estimated $46 billion for newbuildings in that sector. Energy security, increasing cargo volumes, replacement demand, and infrastructure requirements, are key factors underpinning record investment in LNG carriers, according to analysis by Clarkson Research. Despite dramatically higher new ship prices – up from $211m for a standard 174,000 m3 vessel at the start of 2022 to $261m today – LNG owners are pinning down the few remaining slots that are still available between now and late 2027. The orderbook now stands at 331 vessels, 51% of fleet capacity, the analyst said in a recent report. One-year time charter rates for a 160,000 m3 dual-fuel diesel-electric vessel have remained consistently above $100,000 per day over the last 12 months. End-June rates stood at $120,000, Clarkson said. New LNG contracts placed this year total 30 carriers with a value of $7.7 billion. But more orders are likely as four newcomers on the construction scene book more deals. The ships will be needed because LNG trade is set for rapid expansion over the coming years as more capacity comes on stream. The pace is likely to accelerate from about 4% per annum in 2023-24 to as much as 10% in 2025-27, the analyst said. Rising LNG demand in Asia and the role of the relatively clean hydrocarbon in the energy transition are underlying growth drivers. Trade in LNG could reach 650m
tonnes by 2030, up from around 390m tonnes today, although there are various scenarios. The strength of this energy sector looks certain to continue. Source: Seatrade Maritime News

The TRUSTEE enroute from Rotterdam Waalhaven to the Caland canal Photo: Nico Ouwehand ©

Tankers: Lackluster Market the Theme of the Week

HAL's ZAANDAM departing from Sydney, NS, Canada
Photo: Ernst Lohmann www.ernstloehmann.nl ©
The PROTEUS IWONA anchored off Gibraltar  Photo: Daniel Ferro (c)

Clean

LR2’s in the MEG, after hitting the floor this week, began to optimistically resurge. TC1 is currently sitting at WS132.22 (+11.11) after WS130 has been reported as fixed several times. A run to the UK-Continent on TC20 also improved, seeing the index hop up $287,500 to $3,667,750 ($28,400/day Baltic vessel round trip TCE).

West of Suez, Mediterranean/East LR2’s continued along sluggishly this week. The TC15 index lost $45,000 to $2,770,833.

LR1

In the MEG, LR1’s also took a turn upwards this week. The TC5 index improved 13.43 points to WS151.56 and similarly for a trip to the UK-Continent on TC8, went up over $300,000 to reach $3,235,700.

On the UK-Continent, TC16 held flat again all week in the WS125-127.5 range.

MR

MEG MR’s rebounded with gusto this week seeing the market go through the gears upwards. The TC17 index as a result added 48.57 points to WS265.71 (over $30,000/day round trip TCE).

UK-Continent MR’s were the star of the show this week, seeing TC2 rise to reach WS198.5 (+26.75) and the first time back up at these levels since early June. TC19 followed suit and climbed 29.38 points to WS210.63.

USG MR’s also saw another uptick in freight levels this week. Panama Canal delays were still firmly headlining news in the region. TC14 accrued another 26.67 points and TC18 also climbed 43.34 points to WS254.17. Meanwhile, a run to the Caribbean on TC21 hopped over the $1,000,000 mark to $1,066,667.

The MR Atlantic Triangulation Basket TCE climbed from $27,148 to $36,623.

Handymax

In the Mediterranean, Handymax’s had a welcome 57.23-point boost on the TC6 index to WS196.67

Up on the UK-Continent, Handymax’s were resolute and saw the TC23 index at WS185 all week.

VLCC

The week progressed unhurriedly, with the Middle East to the US Gulf (routing via the Cape/Cape) incrementally dipping to W26.22 (-3.95), while MEG to China is valued at the W46.21 level (showing a round trip TCE of $18,686/day). In the Atlantic, rates for 260,000 mt from West Africa to China are around the W51 mark (a round trip TCE of $26,347/day round trip TCE) and 270,000 mt US Gulf to China saw a gentle rise of $33,300 to $8,295,000 (a roundtrip TCE of $31,435/day).

Suezmax

In West Africa, there were a few chunks of demand, which caused a modest 3.14-point improvement in rates for the 130,000 mt Nigeria/UK-Continent market to the W67.91 level (a round trip TCE of $13,882/day). Rates for 135,000 mt Black Sea/Med remained level around W75 (a round trip TCE of about $9,924/day). The Middle East market continued along sedate this week and rates for the 140,000 mt Basrah/Med trip still pegged at around W67.5 mark.

Aframax

In the Mediterranean, the market for 80,000 mt Ceyhan/Lavera improved at a little from W101.17 to the W105.33 mark (showing a round trip TCE of $15,770/day).

In Northern Europe, the market for 80,000 mt Cross-North Sea saw some minor softening of rates and is now at the WS95.71 level (a round trip TCE of $2,346/day) A run to the US Gulf jumped 19.38 points to W118.44 while the Gulf of Mexico region has also seen a definite positive sentiment. Rates for 70,000 mt from the East Coast of Mexico to the US Gulf gained 21.56 points to W125 (a TCE of about $19,600/day round trip) and the market for 70,000 mt from the
US Gulf to UK-Continent improved a meagre 2.82 points to WS118 level (showing a round trip TCE of 19,223,000/day).

Source: The Baltic Exchange

BP Installs Massive 19,600-tonne Topsides Unit on Caspian Sea Jacket

Oil major BP has completed the installation of the 19,600-tonne topsides of the $6 billion Azeri Central East (ACE) project platform onto a jacket in the Caspian Sea, offshore Azerbaijan. Constructed by Azfen in the Bayil fabrication yard, the topsides unit was loaded on a barge and left the yard last week, en route to the BP-operated Azeri-Chirag-Deepwater Gunashli field. The unit was installed on top of the ACE platform jacket, which has been at its offshore location since March, installed in a water depth of 137 meters. The platform will be controlled remotely from the Sangachal terminal, according to Gary Jones, bp’s regional president for Azerbaijan, Georgia and Türkiye, “this is the first time in our experience in the Caspian that we will control an offshore platform from onshore.” According to Jones, it would take a few months to complete offshore hook-up and commissioning works to allow BP to start drilling the first platform production well and deliver ACE first oil in early 2024. The ACE topsides unit consists of oil and gas processing facilities, an integrated drilling rig, a gas compressor, and living quarters.
The ACE development, consisting of a new 48-slot production, drilling, and quarters platform, is located mid-way between the existing Central Azeri and East Azeri platforms in a water depth of approximately 140 meters. The project also includes new infield pipelines to transfer oil and gas from the ACE platform to the existing ACG Phase 2 oil and gas export pipelines for transportation to the onshore Sangachal terminal. In addition, there is a water injection pipeline between the East Azeri and ACE platforms to supply injection water from the Central Azeri compression and water injection platform to the ACE facilities. The ACE platform and facilities are designed to process up to 100,000 barrels of oil per day. The project is expected to produce up to 300 million barrels over its lifetime. Source: Offshore Engineer

M/V Severny Proekt leaves for this year’s second subsidized voyage by the Northern Sea Route

M/V Severny Proekt (Nord Project) left the port of Arkhangelsk for this year’s second subsidized voyage by the Northern Sea Route. It will be the first extended short-sea voyage with the call in the port of Pevek, ports of the Primorye Territory and Magadan with the privileged tariffs. The voyage is foreseen by the Federal Project “Development of the Northern Sea Route” under the Comprehensive Plan for Modernization and Expansion of Core Infrastructure (CPMI). It will last for 75 days, says the Ministry for the Development of the Russian Far East and Arctic.

This voyage became possible after the Government of the Russian Federation expanded the parameters of the programme for subsidizing cargo transportation by the Northern Sea Route. The programme participants can now charter vessels for cargo transportation. Carriers can compensate for lost income due to preferential tariffs covered by the Ministry for the Development of the Russian Far East and Arctic.

“The organization of regular voyages contributes to the reduction of logistics costs for a wide range of goods. The second voyage will take place during the summer-autumn navigation period. Since August 14, loading operations had been carried out in the port of Arkhangelsk, today the ship has left for Pevek. The logistics of the voyage was changed, the list of ports was expanded in order to cover the most remote areas and deliver goods to people,” said Gadzhimagomed Guseynov, First Deputy Minister for the Development of the Russian Far East and Arctic.
A total of three coastal voyages are planned for this year. Nuclear-powered container ship Sevmorput has already performed this year’s first subsidized coastwise voyage by Saint-Petersburg – Vostochny Port – Petropavlovsk-Kamchatsky – Murmansk route. One more voyage by Saint-Petersburg – Vostochny Port – Petropavlovsk-Kamchatsky – Saint-Petersburg route is planned for October 10 – December 3.

The APACHE II inbound for Rotterdam Photo: Willem Holtkamp (c)

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

The largest containership in the world the (24,346 TEU) MSC MARI ELLA spotted passing Knokke-Heist (Belgium) heading for the Westerschelde inbound for Antwerp Photo: Dirk Neyts ©

Lerwick Port Authority supports Ghost Fishing UK first clean-up project off Shetland
Ghost Fishing UK is dedicated to removing abandoned, lost, and discarded fishing gear known as ‘Ghost Gear’

An initiative by Ghost Fishing UK to clean up a stretch of the Shetland waters by locating, recovering and recycling lost gear has been assisted by Lerwick Port Authority.

The charity’s team of 12 scuba divers has been operating to depths of around 30 metres over six days (6-11 August) to recover lost nets and pots, with its diving vessel Valhalla returning nightly to the harbour where the Port Authority made available free berthing at Alexandra Wharf, along with working space on the quayside.

With the assistance of local volunteers, the materials have been washed down, cleaned and sorted, ready to be sent by ferry to the mainland and on to Glasgow for recycling. Creels are returned to the fishermen.

On its first clean-up project off Shetland, an outreach meeting was held in Shetland Museum on Thursday evening to introduce Ghost Fishing UK to locals, including conservationists and fishing industry representatives, and to give an update on progress. Stuart Wadley, the Port Authority’s HSEQ Manager, said: “Ghost Fishing is to be congratulated on its efforts which are in line with our own commitment to protect the environment in all our operations and to work with third parties wherever appropriate. Ghost nets are often from foreign vessels and full of unintended catch.”

Established in 2015, award-winning Ghost Fishing UK is dedicated to removing abandoned, lost, and discarded fishing gear known as ‘Ghost Gear’, the cause of lethal entanglement hazards to marine life and scuba divers.
The 67-metre Heesen superyacht Sparta has started her sea trials in the North Sea.

Previously known as YN20067, **SPARTA** is the largest steel yacht built to date by the Netherlands-based builder. Launched in 2023, the pedigree superyacht was developed from the Project Avanti concept which was presented with Winch Design at the Monaco Yacht Show 2018.

![Photo: Arie Boer (c)](image)

**Delivery of two Kometa 120M hydrofoils to be postponed from 2023 to 2024**

*The postponement of the deadline is explained by a discrepancy in the quality of supplied components*

The delivery of two hydrofoils of Kometa 120M design is to be shifted from 2023 to 2024, according to a notice of RF Transport Ministry on drafting of a corresponding RF Government’s Decree. According to the notice, the previous deadline for the construction of two passenger ships of Kometa 120M design is impossible due to the need to manufacture new shaft lines since a discrepancy in the quality of components has been revealed by an expert commission (new equipment is to be delivered in August-September 2023). “In this regard as well as taking into account weather and ice conditions in the region, the delivery of two high-speed hydrofoils of Kometa 120M design should be postponed to 2024,” the notice said.

Kometa 120M is a type of passenger hydrofoils of Project 23160. The ship is intended for transportation of 120 passengers in the coastal marine area at a speed of up to 35 knots (65 km/h).

*Source: Portnews*

**Carnival Cruise Line begins opening 2025-26 deployment with new sailings from Galveston**

*Three ships are now available for sale*

Planning ahead, Carnival Cruise Line begins opening its 2025-26 deployment with new sailings from Galveston available for booking Aug 17. Carnival Breeze, Carnival Dream, and the newest ship in the fleet, which is set to debut later this year, Carnival Jubilee are now available for sale with sailings through April 2026.

“Galveston is one of our most popular homeports, and the addition of **CARNIVAL JUBILEE** brings not only an all-new cruise experience and increased capacity – it also gives us the opportunity to freshen our offerings for the other popular
ships homeported there, Carnival Dream and Carnival Breeze,” said Fred Stein, Carnival’s vice president of revenue planning and deployment. “Building on our strong portfolio of options out of Texas will give our guests in that region great new options as they look ahead and plan for their future vacations.” The new sailings feature a wide range of itineraries of four-, five-, six-, seven- and eight-day sailings. Additional 2025-26 itineraries from other Carnival homeports will be announced in the coming weeks. Carnival Cruise Line, part of Carnival Corporation & plc (CCL), is the first cruise line to sail over 100 million guests and is proud to be known as America’s Cruise Line, for carrying more Americans and serving more U.S. homeports than any other. For over 50 years, Carnival has continually revolutionized the cruise industry and popularized the cruise vacation as an affordable and fun travel option. Carnival operates from 14 U.S. and two Australian homeports and employs more than 40,000 team members representing 120 nationalities. Carnival currently operates 25 ships and is in an exciting period of growth with the addition of two ships over the next year.

Herewith new picture from private ship model collection of Martin Adrichem in the scale of 1/ 1250.

This time a picture of two models of Sheerlegs, owned by Dutch Company Bonn-Mees. The small one is the MATADOR 2, built in 1970 at RDM Shipyard in Rotterdam. Her capacity is 400 tons. Dimensions are Length 45 x width 20 x height 50mtr. The big one is the MATADOR 3, built in 2002 at Daewoo Shipyard Romania. Her capacity is 1600 tons and dimensions are Length 70 x width 32mtr x height 80mtr. For the complete model collection of Martin see his website www.martin1250shipmodels.nl

Marathon Texas refinery back to normal operation - sources

Marathon Petroleum Corp’s MPC.N 593,000-barrel-per-day (bpd) Galveston Bay Refinery in Texas City, Texas, returned to normal operation on Thursday after restoring steam supply, said people familiar with plant operations on Friday. Operations on the refinery’s two 225,000-bpd crude distillation units (CDUs), 105,000-bpd cat feed hydrotreater (CFHU), 60,000-bpd resid hydrotreater (RHU) and a distillate hydrotreater (DDU) were disrupted when the steam supply was lost on Wednesday, the sources said. Marathon spokesperson Jamal Khairy declined to comment. CDUs break down crude oil into feedstocks for all other units at the refinery. Hydrotreaters use hydrogen to remove sulfur from motor fuels and their feedstocks in compliance with U.S. environmental rules. Source: Reuters (Reporting by Erwin Seba; editing by Jonathan Oatis)
Cargill and BAR Technologies’ WindWings sets sail, chartering a new lower-carbon path for the maritime industry

Cargill and BAR Technologies’ groundbreaking WindWings innovation sets sail on open waters, testing new technology that will bring cutting edge wind propulsion to commercial shipping for the first time. Mitsubishi Corporation’s Pyxis Ocean, chartered by Cargill, is the first vessel to be retrofitted with two WindWings, which are large wing sails measuring up to 45 meters in height that can be fitted to the deck of bulk cargo ships to harness the power of wind. Manufactured by industrialization partner Yara Marine Technologies, they are expected to generate average fuel savings of up to 30 percent on new build vessels, which could be even higher if used in combination with alternative fuels. The installation of the wings took place at the COSCO shipyard in China and the Pyxis Ocean is now on the water, conducting her maiden voyage. “The maritime industry is on a journey to decarbonize—it’s not an easy one, but it is an exciting one,” said Jan Dieleman, President of Cargill’s Ocean transportation business. “At Cargill we have a responsibility to pioneer decarbonizing solutions across all our supply chains to meet our customer’s needs and the needs of the planet. A technology like WindWings doesn’t come without risk, and as an industry leader – in partnership with visionary shipowner MC Shipping - we are not afraid to invest, take those risks and be transparent with our learnings to help our partners in maritime transition to a more sustainable future.” The installation demonstrates a step-change in attitudes towards technologies that can enable an energy transition for existing vessels. The maritime industry faces a huge challenge to reduce average CO2 emissions by 30% by 2030 and is working towards 50% by 2050. The WindWings project, which is co-funded by the European Union as part of the CHEK Horizon 2020 initiative, can help the industry meet those targets by offering a retrofit solution that is capable of decarbonizing existing vessels, which is particularly relevant given that 55 percent of the world’s bulker fleet are up to nine years in age. The performance of the sails will be closely monitored over the coming months to further improve their design, operation, and performance, with the aim that the Pyxis Ocean will be used to inform the scale-up and adoption across not only Cargill’s fleet but the industry. BAR Technologies is already planning to build hundreds of wings over the next four years and is also researching new builds with differing hydrodynamic forms “If international shipping is to achieve its ambition of reducing CO2 emissions, then innovation must come to the fore. Wind is a near marginal cost-free fuel and the opportunity for reducing emissions, alongside significant efficiency gains in vessel operating costs, is substantial. Today is the culmination of years of pioneering research, where we’ve invested in our unique wind sail technology and sought out a skilled manufacturing partner in Yara Marine Technologies, in order to provide vessel owners and operators with an opportunity to realize these efficiencies,” said John Cooper, Chief Executive Officer, BAR Technologies.

Namibia plans $2.1 bln port expansion for oil developments

Namibia is seeking private investment for a 40 billion Namibian dollar ($2.1 billion) port infrastructure expansion after significant oil discoveries made offshore the southern African nation, according to Bloomberg. The project in Walvis Bay and Luderitz involves the construction of new berths and quay walls to support drilling services, Namibian Ports Authority Chief Executive Officer Andrew Kanime said in an interview in Windhoek, the capital. TotalEnergies SE and Shell Plc are appraising recent oil finds that could hold an estimated 7 billion barrels of oil equivalent, according to consultant Wood Mackenzie. Activity offshore the country has accounted for 13% of rigs working in African waters, bolstering its status as an exploration hot-spot. Namibia could reach its first crude production as early as 2029, state oil company Namcor said. Neighboring Angola is Africa’s second biggest oil producer. The expansion plans also include building a second port in the
town of Luderitz as well as other extensions to cater for multiple-platform vessels. Namport will provide land for the development and then invite private companies to establish operations, according to Kanime.

Swiss/Italian shipping company MSC has decided to withdraw its interest in buying Terminal Darsena Toscane (TDT) at the port of Livorno in Italy. Obstacles from competition authorities seem as the most possible reason for this decision.

It is important to note that Terminal Investment Limited (TIL), MSC-owned port operating company, announced the acquisition of the container terminal in January, but according to recent developments, the deal seems to have broken. "Whatever the reasons that led MSC to withdraw the offer, and while hoping for a possible resumption of negotiations, the port of Livorno keeps its potential intact," said Luciano Guerrieri, president of the Port System Authority (Adsp) of the northern Tyrrenian Sea, according to Italy 24 report. The mayor of Livorno, Luca Salvetti, commented, "The detailed picture provided to us by the president fully comforts us. The withdrawal of MSC's offer does not affect the port's strategies in any way and the Darsena Toscana terminal is continuing to work efficiently, even with positive..."
results "We will closely follow the developments of this negotiation but there is nothing today that leads us to have an alarmist attitude on the future of the port of call."

TotalEnergies and INPEX sign an agreement to acquire 100% interest in the AC-RL7 permit in Australia

TotalEnergies and INPEX have signed an agreement with PTTEP in order to acquire the 100% interest held by PTTEP in the AC-RL7 permit in Australia. Under the terms of the agreement, which is subject to approval by the relevant authorities, TotalEnergies will acquire a 26% interest in the permit in line with its equity in Ichthys LNG, while INPEX will acquire the remaining 74% and assume operatorship.

The permit covers an area of 418 sq.km in the Timor Sea, approximately 250 kilometers northeast of the Ichthys offshore facilities. This permit includes the Cash and Maple gas and condensate fields, discovered in 2002 and 1989 respectively, and subsequently appraised by several wells. The development of these fields is expected to contribute to the long-term supply of the Ichthys LNG natural gas liquefaction plant, in which TotalEnergies is a 26% partner while INPEX and other Asian minority shareholders hold the remaining 74%.

TotalEnergies is the world's third largest LNG player with a market share of around 12% and a global portfolio of about 50 Mt/y thanks to its interests in liquefaction plants in all geographies. The company benefits from an integrated position across the LNG value chain, including production, transportation, access to more than 20 Mt/y of regasification capacity in Europe, trading, and LNG bunkering. Source: Portnews
NAVY NEWS

USS Zumwalt Arrives in Mississippi for Hypersonic Weapon Installation

By: Sam LaGrone

Guided-missile destroyer USS ZUMWALT (DDG-1000) arrived in Mississippi on Saturday to begin a two-year process to install hypersonic missile tubes, USNI News has learned. “The upgrades will ensure ZUMWALT remains one of the most technologically advanced and lethal ships in the U.S. Navy.” “To the crew and families of the guided-missile destroyer USS Zumwalt (DDG 1000), we would like to extend the warmest welcome to the newest members of our shipyard community. It is an honor for us to serve you and the Navy by doing this important work,” Ingalls president Kari Wilkinson said in a statement. The 16,000-ton warship pulled into Ingalls Shipbuilding for the availability that will pop off the existing twin 155 mm Advanced Gun Systems and replace them with four 87-inch missile tubes. The tubes will each hold three Common Hypersonic Glide Bodies (C-HGB) – hypersonic missiles being developed jointly between the U.S. Army and the Navy – for a total of 12 missiles on the ship. The C-HGB is part of a Department of Defense effort to field multiple conventional prompt strike platforms that can strike targets anywhere in the world with no warning. The Navy also plans to upgrade USS MICHAEL MONSOOR (DDG-1001) and LYNDON B. JOHNSON (DDG-1002) at Ingalls. Monsoor is currently in San Diego and LBJ is currently at the yard undergoing combat system installation and activation.

The Navy wants the weapons installed and the destroyer ready to deploy by 2025. Initially created as a littoral combatant that would support troops ashore with the Long-Range Land Attack Projectile (LRLAP). The rocket assisted LRLAP would have fire guided rounds from the AGS to hit targets up to 60 nautical miles. However, when the class was reduced to three ships from 30 the cost of the rounds became unaffordable. USNI News reported in 2016 that it would cost $1.8 to 2 billion to buy 2,000 rounds for the three ships. The Navy decided instead to shift the focus of ZUMWALT from close to shore to blue water with the installation of the hypersonic weapons. “We’re talking about deploying this system on DDG-1000 in 2025, that’s three years from now,” Vice Adm. Johnny Wolfe, the head of the Navy’s strategic systems programs, told reporters at the Naval Submarine League’s annual symposium in November.

In June, the Government Accountability Office raised doubts the weapons will be ready in time. “The CPS program office noted that significant scope and challenges associated with the first-time integration of CPS may present risks to achieving DDG 1000’s installation schedule. In reviewing CPS program office information on critical technologies, we found that significant work remains for the program to demonstrate technology...”
“maturity,” reads the report. “If the hypersonic weapon is not ready for integration on the DDG 1000 at the time of the aforementioned maintenance period, the Navy may have to extend the duration of the planned maintenance period or wait for the next scheduled period to incorporate the system on the ship.” Source: USNI

**Japanese party leader backs PCG plan to buy additional multi-role ships**

BY MARTIN SADONDONG

Natsuo Yamaguchi, chief representative of Japan's Komeito party, backed the plan of the Philippine Coast Guard to procure additional 97-meter multi-role response vessels.

The **BRP TERESA MAGBANUA (MRRV-9701)** moored in the port of Puerto Princesa City at the island Palawan

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

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The PCG had earlier bought two 97-meter Kunigami-class MRRVs namely **BRP TERESA MAGBANUA (MRRV-9701)** and **BRP MELCHORA AQUINO (MRRV-9702)** from Japanese shipmaker Mitsubishi Shipbuilding. Yamaguchi and PCG Commandant Adm. Artemio Abu emphasized the importance of the bilateral cooperation of the Philippines and Japan in combatting challenges and preventing tensions in the West Philippine Sea (WPS).

A political party leader in Japan has expressed support for the Philippine Coast Guard's (PCG) acquisition of additional 97-meter multi-role response vessels (MRRVs) as part of efforts to better safeguard the country's vast coastline. This was emphasized during the courtesy visit of Natsuo Yamaguchi, chief representative of Komeito party, on PCG Commandant Adm. Artemio Abu at the PCG headquarters in Port Area, Manila last August 17. Komeito is a political party in Japan. “In recognition on the need to further enhance the capabilities and effectiveness of the PCG in safeguarding its maritime interests and ensuring the safety and security of its maritime borders, Hon. Yamaguchi expressed his support on the acquisition of additional 97-meter Japanese made vessel,” PCG spokesperson Rear Adm. Armando Balilo said on Saturday, Aug. 19. They are considered as two of the largest and most advance assets of the PCG. Abu had earlier said that the PCG would procure additional 97-meter MRRVs to complement the y **BRP TERESA MAGBANUA (MRRV-9701)** and **BRP MELCHORA AQUINO (MRRV-9702)**

Meanwhile, Abu and Yamaguchi emphasized the importance of the bilateral cooperation of the Philippines and Japan in combatting challenges and preventing tensions in the West Philippine Sea (WPS). “Both maritime nations engaged to further promoting cooperation to the field of maritime law enforcement,” Balilo noted. Yamaguchi also elaborated his plans to provide more education and training opportunities for the PCG, including with the inclusion of the Maritime Safety and Security Policy Program (MSP) which he established as its founding father. The MSP is a program designed and administered jointly by GRIPs and Japan Coast Guard to enable students to benefit from its resources in the fields of public policy, security studies, maritime safety, and maritime security. “[The] said program is profitable as it endeavors the establishment of students’ professional knowledge, analytical skills, and communication skills relevant to their work while becoming members of a network of future coast guard leaders in the world,” Balilo explained.
The Bremen class frigate **KARLSRUHE** was laid down in March 1981 at the yards of Howaldtswerke, Kiel and launched on 8 January 1982. After undergoing trials **KARLSRUHE** was commissioned on 19 April 1984. During her later career she was based at Wilhelmshaven as part of 4. Fregattengeschwader, forming a component of Einsatzflottille 2. **KARLSRUHE** was decommissioned on 16 June 2017 and handed over to Wehrtechnische Dienststelle 71, the navy's technical weapons research division, for use as a trial and target ship. After being fitted with sensors, she is slated for disposal in 2018 in a series of tests to determine the effects of various munitions and weapons, particularly those used in asymmetric warfare, such as smaller weapons and rockets currently used by terrorist and pirate groups in attacks. As of April 2018 **KARLSRUHE** is moored as seen above at the naval arsenal in Kiel.  

**Photo: Jim Prentice ©**

**SHIPYARD NEWS**

The reported surge in import of scrapped ships, though good news, is fraught with challenges that are yet to be addressed in curbing environmental degradation, on the one hand, and risks associated with the hazardous scrapping job, on the other. A FE report says, import of scrapped ships has risen more than 40 per cent in the Jan-June period compared with the corresponding period of the previous year. The report further adds that the number of ships imported
for dismantling was 122 in 2022, 254 in 2021, and 144 in 2020. Clearly, it is the growing demand for scrapped vessels that underlies the steady rise in the numbers.

There is no denying the fact that ship-breaking contributes considerably to the country’s economy, estimated to be worth around US $2.50 billion. While it offers employment to around 300,000 workers, it has the proven capacity of supporting a vast array of heavy and light engineering industries. Iron rods and billets recycled from ship scraps, believed to be of high quality, meet a major portion of domestic requirements in the construction sector. Scrapped ships also account for 80 per cent of the demand of raw materials in the rerolling mills. Experts have opined that Bangladesh is a unique place for ship-breaking and ship-recycling as nearly all the products available from dismantled ships are used locally. As the advanced countries have given up on ship-breaking because of high cost of labour and accompanied compliance issues, ship-breaking has all the prospects for thriving in Bangladesh, provided that sufficient attention is paid to it for conforming to required international norms and protocols.

In spite of the importance of the sector as well as its contribution to the economy, ship-breaking in the country is yet to assume the position of an industry per se, largely because of the reckless environmental pollution and accidents and deaths that it has not been able to avoid, as of now. There were repeated moves from various quarters including international bodies and rights groups to raise the standard of work culture in the ship-breaking yards. Also there are allegations of ship-breaking companies importing highly toxic foreign vessels despite ban. The media and the NGOs have been blaming state regulators — including the department of environment and the ministries of shipping and labour — for failing to protect coastal ecosystems and to monitor these companies’ compliance to safety regulations.

There are reportedly more than a hundred scrapping yards in the country of which 20-30 are in operation. The increase in the number of ships entering the coastline for scrapping is likely to expand their operation. But with the accompanied perils as mentioned, the sector is set to face actions from various international platforms in the form of stringent sanctions, unless urgent remediation measures are in place. However, it has been reported that of late, some moves have been taken for workers’ safety, hazardous waste disposal, and oil pollution management, among others. Still, observers feel that there has to be an integrated plan of action to address all areas in a cohesive manner. Once such a plan is taken and executed, the benefits coming from ship scrapping can be rewarding in the true sense of the term.

Source: Financial Express

Singapore yard worker faces jail sentence over corruption charges

By: Sam Chambers

A commercial executive who worked for Sembcorp Marine has appeared at a court in Singapore, charged with corruption offences. Balakrishnan Govindasamy, a 61-year-old Malaysian, stands accused of corruptly obtaining at least S$202,877 ($149,000) during a six-year period through to 2021 from nine contractors. Govindasamy faces a fine of up to S$100,000 or up to five years in jail or both if found guilty. “Companies are strongly advised to put in place robust procedures in areas such as procurement and internal audit to prevent falling victim to corrupt acts by their employees,” stated a note from Singapore’s Corrupt Practices Investigation Bureau. Last year Sembcorp Marine became Seat्रium following a merger with Keppel Offshore & Marine. Source: Splash 247
Loading, unloading of goods rises 11% at Bushehr port in 4 months on year

Loading and unloading of commodities at Bushehr port in the southwest of Iran rose 11 percent during the first four months of the current Iranian calendar year (March 21-July 22), as compared to the same period in the previous year, a provincial official announced.

Mohammad Shakibi, the director-general of Bushehr province’s Ports and Maritime Department, said that 21.812 million tons of goods were loaded and unloaded at the port during the four-month period. Loading and unloading of non-oil goods rose 19 percent to 3.789 million tons, and that of the oil products increased by 9.5 percent to over 18 million tons in the first four months of the preset year, the official announced.

As previously reported by the country's Ports and Maritime Organization (PMO), loading and unloading of goods in the ports of Iran increased by seven percent in the first four months of the present Iranian calendar year, as compared to the same period of time in the past year.

As the PMO reported, 73,026,069 tons of commodities were loaded and unloaded in the ports during the four-month period. Of the mentioned figure, 48,993,458 tons were related to loading, and 24,032,661 tons were related to unloading. The loading of goods in the mentioned period also increased by nine percent as compared to the figure for the previous year’s same four months. During the said period, loading and unloading operations in the container sector reached 871,132 TEUs, which was three percent more than the 849,527 TEUs in the first four months of the past year.

While Iran is combating the U.S. unilateral sanctions on its economy, the country's ports as the major gates of exports and imports play a significant role in this battle. This role makes all-out support to ports and more development of them serious and vital.

Such necessity has led the government to define projects for more development of the ports and also take some measures to encourage investment making in ports, in addition to facilitating the loading and unloading of goods, especially basic commodities, there. It is worth mentioning that Iran's Ports and Maritime Organization has defined a high number of projects to develop and improve the country’s ports, as the country aims to double the capacity of its ports in the course of five years.

According to the PMO, the capacity of the country's ports has increased from 180 million tons in the Iranian calendar year 1392 (ended in March 2014) to 250 million tons in 1399 (ended in March 2021).

Source: Tehran Times

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Shandong Port Group targets expansion and growth

Shandong province, an economic power in East China, vows to accelerate efforts to build a world-class port cluster within the province as a way to promote its high-quality development and enhance its opening-up process, officials said on Friday.

“Currently, a coastal port cluster has formed in Shandong, with Qingdao Port as the leader and Rizhao Port and Yantai Port as the backbone. Weihai Port, Dongying Port, Weifang Port, Binzhou Port, and other ports are developing in a coordinated manner,” said Fan Bo, vice-governor of Shandong at a news brief held in the province’s coastal city Qingdao, where the Shandong Port Group is headquartered.

“Such development pattern laid solid foundation to build a world-class port cluster,” Fan added. In 2019, Shandong province established the massive Shandong Port Group, integrating the major ports in the province, including Qingdao Port, Yantai Port and Rizhao Port. In 2022, Shandong Port Group registered its cargo handling capacity as more than 1.6 billion metric tons. Its container handling capacity exceeded 37 million twenty-foot equivalent units, according to official data. At the end of July, Shandong provincial government issued a three-year action plan to build a world-class port cluster. According to the action plan, the cargo handling capacity of the Shandong Port Group is expected to reach 2 billion tons and its container handling capacity will exceed 40 million twenty-foot equivalent units. “The transformation into a world-class port cluster will not only optimize the operational dynamics and spatial layout of all ports across the
province, but will also amplify their service capacity and global connectivity,” the vice-governor commented. Shandong ports will also be leveraged as a hub to build a fast and convenient land-ocean passage along the Yellow River to promote growth in the province’s cities, he added. The total added economic value produced and triggered by the Shandong port cluster is expected to reach 1.3 trillion yuan ($177 billion) by 2025, said Huo Gaoyuan, chairman of the Shandong Port Group. Source: China Daily

**China land port handles over 2,000 China-Europe freight train trips**

Erenhot Port in North China’s Inner Mongolia autonomous region has logged over 2,000 China-Europe freight train trips so far this year, the local railway authorities said on Friday. Since the port launched its China-Europe freight train service in 2013, it has handled a total of more than 13,000 China-Europe freight train trips. From the beginning of this year, the land port has offered a “green channel” for China-Europe freight trains, further improving operational efficiency. Erenhot Port is the largest land port between China and Mongolia. Currently, 69 China-Europe freight train routes run through this port, linking China with more than 60 regions in over 10 countries, including Germany and Poland. Source: Xinhua

**China rolls out first shipping futures product in order to boost innovative development and opening-up**

China launched the country’s first shipping futures product on Friday. The Containerized Freight Index (Europe Service) Futures Contracts were listed for trading at the Shanghai International Energy Exchange (INE). The futures reflects freight rates for containers shipped from Shanghai to European ports, with the goal to help firms hedge against fluctuation risks in container freight prices. The move aims “to contribute to China’s initiative to build a strong shipping industry, serve the development of Shanghai into an international financial and shipping center, help upgrade the Chinese shipping finance services, and further promote the function of futures markets in serving the real economy,“ the INE said in a draft released last month. With the Shanghai Containerized Freight Index based on Settled Rates (Europe Service) compiled by the Shanghai Shipping Exchange (SSE), the futures is the world’s first shipping futures product to rely on China’s index, and also the first index type and cash-settled futures contract in the service sector in China. The launch and operation of the type of futures means a lot to the innovative development of China’s futures market, the country’s opening-up efforts, and improvement in the market operation’s quality. Fang Xinghai, vice chairman of the China Securities Regulatory Commission, told CGTN that the containerized freight index futures can give industry investors a financial tool to manage operational risks. If the containerized freight index futures can be recognized by both local and overseas investors, the price can be widely used in real trade business, and that will have a huge impact on China’s entire international trade landscape and escalate RMB internationalization, Luo added. Source: CGTN

**Suez Canal plans to transport ports to regional centers for fueling ships**

Day after day, the economic zone of the Suez Canal acquires a new dimension in achieving the added value of one of the most important waterways in the world. The General Authority for the Economic Zone of the Suez Canal announced the success of the first operation of supplying a container ship with green fuel “methanol” in the port of East Port Said, Friday evening. The supplying process took approximately 6 hours; this operation is the first of its kind in Egypt, Africa and the Middle East, as part of the Egyptian state’s strategy to restore its role in providing ship supply services, whether with traditional or green fuel, and then maximizing the benefit from the location of its seaports on the Red and Mediterranean seas. The authority revealed, in a press statement on Friday, the implementation of the service of supplying the container ship to the shipping line Maersk, which was received two days ago in the port of East Port Said, and it is the first container ship in the world that operates on green fuel; The container ship was supplied with a quantity of 500 tons of green methanol at the Suez Canal Container Terminal, the main operator of East Port Said port. The Suez Canal Economic Authority said that this operation, the first of its kind in integration with the Suez Canal Authority, was managed by the Suez Canal Terminal for Container Handling, the Ministry of Health represented by the Port Said Ambulance Facility and the Civil Protection Forces, as well as the naval and interior forces in the emergency plan. In the same context, the Suez Canal Economic Zone plans to transform its ports into a regional center for fueling ships with traditional (fossil) or green fuels, amid its endeavor to localize the
green fuel industry and the feeding and complementary industries to achieve the added value of its unique geographical location within the competing economic zones. **Source: Egypt Today**

**Indian Govt aims to raise capacity of ports four-fold to 10K MTPA by 2047: Sonowal**

The government has set itself a target of raising the country's port capacity to more than 10,000 Metric Ton Per Annum by 2047 from the current 2,600 MTPA, Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal said here on Saturday.

The government will soon set up a Bureau of Port Security to upgrade security across all ports in the country, he said at the 19th Maritime States Development Council meeting at Kevadia in Gujarat's Narmada district near the Statue of Unity.

“The country's total port capacity will increase from existing around 2,600 MTPA to more than 10,000 MTPA in 2047,” a government release quoted him as saying. Sonowal said the country's maritime sector is poised for substantial growth with over Rs 10 lakh crore worth of investment opportunities identified, with the opportunity to generate employment for over 15 lakh youths. “In alignment with this vision, the role of private players is being progressively augmented, with public-private partnership (PPP) terminals currently handling about 50 per cent of the cargo at major ports and efforts underway to raise their share to approximately 85 per cent in the coming decades,” the minister said. The government is working with a focus to enhance cargo movement on India’s national waterways, which witnessed a 16 per cent year-on-year increase in the last fiscal year, he said.

“Ambitious targets have been set to achieve a substantial quantum of 500 MTPA by 2047, underlining the government’s commitment to leveraging the maritime sector as a catalyst for comprehensive national growth,” stated the release, quoting the Union minister. Sonowal also shared the ministry’s ambitious plan to develop “hydrogen hubs” across the ports run by the central and state governments. All the central and state government ports will explore the possibility of creating hydrogen hubs, he said, adding that the Deendayal Port Authority in Gujarat has already finalised MoUs worth Rs 1.68 lakh crore for this venture. The two-day 19th Maritime State Development Council meeting organised by the Ministry of Ports, Shipping and Waterways (MoPSW) to enhance better coordination between major and notified ports, state maritime boards, state governments and Union Territories concluded on Saturday.

The Union minister also talked about India’s growing maritime stature and the upcoming Global Maritime India Summit 2023, and said all maritime states and UTs will participate in the event scheduled to be held at Bharat Mandapam at New Delhi from October 17-19, 2023. Sonowal encouraged all coastal state and UT governments to offer their support in expediting Sagarmala and other vital projects. Shripad Naik, Union Minister of State for Ports, Shipping and Waterways said that a steadfast emphasis should be placed on embracing new-age technologies, fostering sustainable living practices, and ensuring environmental safety. “By diligently addressing these key aspects, we can collectively contribute to the holistic betterment of our coastal populations, he said. **Source: Business Standard**

**China, the world’s largest LNG buyer, lays out plans to double import capacity**

**By: Sam Chambers**

China, which has surpassed Japan as the world’s leading LNG importer, has laid out massive plans for further import terminal construction. It was in 2006 that the People’s Republic opened its first LNG import terminal, in Guangdong in the south of the country. Today, the country boasts 28 terminals with a total receiving capacity of 112.77m tons per year. Beijing has now approved a further 23 new receiving stations projects, with a receiving capacity of 86.6m tons per year, stretching the country’s lead as the world’s dominant gas buyer. On top of this, there are 12 expansion projects of existing facilities have been approved, adding a further 44.5m tons of capacity per year. All these expansion projects are planned to be completed by the end of 2025. China's LNG imports rose for the sixth month in a row in July, according to
Data from the General Administration of Customs shows that the country received about 5.86m tons in July, a rise of 24.3% when compared to the same month last year. Source: Splash 247

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