Cobelfret’s newbuilding FAUSTINE passing the Dutch Island of Texel

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the LADY CLAUDIA rolling during NW 8 whilst passing the Dutch island of Texel
Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©

Bulkers Wait Offshore as Indonesia Prepares to Lift Coal Export Ban

Indonesia appears ready to lift its ban on the export of coal just a week after sending shockwaves through the world markets saying it was suspending all export shipments for a month. As the largest exporter of thermal coal in the world, Indonesia was expected to ship at least 35 mt of coal in January going to major customers including China, India, Japan, and South Korea.

Reporting that domestic coal supplies were running low, the Indonesian Ministry of Energy said on December 31 that it would be suspending all export licenses for the month of January to permit time to rebuild the inventories at domestic plants and while the government accessed the long-term situation. The government said it was necessary to ensure that they would not be experiencing domestic power shortages. Experts expressed concern on China in particular which
imports large quantities of coal and large turned away from Australian coal in 2020 in a political dispute. Reports however said that China and South Korea had large stockpiles but Japan immediately asked the Indonesian government to revoke the shipment ban. Tracking services reported large buildups of bulkers anchored off Indonesia’s large export port on the island of Borneo. By some estimates, there were as many as 100 ships by mid-week idle offshore while VesselsValue released tracking data showing a dramatic falloff in bulker departures from Indonesian ports. However, they were also a dramatic increase in the number of domestic coal shipments. 

CNBC Indonesia is quoting the Minister for Maritime and Investment Affairs saying that the immediate crisis is over. He said that the domestic supplies had been replenished fulfilling the immediate needs of the power industry. However, discussions were reported to be ongoing regarding longer-term solutions to maintain a consistent supply for domestic needs. Reports are split, however, if Indonesia has in fact ended the export ban. Reuters is saying that discussions are ongoing between the government and coal miners intending to resolve issues and hopefully ending the export ban by possibly over the weekend or the beginning of the week. Reports at Lloyd's however are saying that the government has quietly begun to renew export licenses that had been suspended at the beginning of the week. Global markets remain volatile with prices increasing nearly 10 percent in China on the first day of trading after the ban. However, by mid-week prices were already reported to be stabilizing based on the reports that it would be a short-term imbalance. All eyes remain on the Indonesian government waiting for official word of a resolution and when shipments will resume. It is unclear how long it will take to clear the large backlog of ships at anchor at the coal export ports. Source: MAREX

The 2021 newbuilt ropax AURA SEAWAYS uplifting bunkers at the Grand Harbour, Malta on Saturday 8th January, 2022 during her maiden call and delivery voyage. She's the newest & largest vessel in the DFDS fleet with 230 metres as length overall. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Yemen ship seizure flashes warning for Red Sea

Yemeni rebels’ seizure of a United Arab Emirates (UAE)-flagged vessel has set off alarm bells that the conflict could “wreak havoc” on oil and cargo shipping in the strategic Red Sea, analysts said. The Huthi rebels are more used to fighting in the dusty country’s craggy mountains but on Monday took the bold move to hijack the Rwabee with its international crew. They later showed video purportedly of military jeeps and weapons on board, while the coalition fighting for the internationally recognised government insisted it was carrying medical equipment. The hijacking, in the busy Red Sea that separates the Arabian peninsula from Africa, and is connected to the Mediterranean by the Suez Canal, sent out a clear message, analysts say. “It is hard to pinpoint the exact cause for the Huthi seizure, and the group’s messaging has been a bit mixed,” Yemen specialist at the non-governmental organisation Crisis Group Peter Salisbury. “But it is hard not to read it as a not-so-gentle reminder that they could wreak havoc on Saudi and Emirati shipping in the Red Sea if they so wished.” The seven-year war, a battleground for the regional rivalry between Saudi Arabia and Iran, has displaced millions, creating the world’s worst humanitarian catastrophe, according to the United Nations (UN). It has mainly been fought on land. The Huthis’ last ship capture was in November 2019, when they seized two South Korean vessels and a Saudi-flagged tug in the Red Sea north of Hodeida. The latest hijacking follows setbacks for the rebels with defeats in Shabwa governorate to the pro-government Giants Brigade, who are backed by the Saudis and the UAE. It also came on the second anniversary of the death of top Iranian General Qasem Soleimani, who was killed by a United States (US) drone strike near Baghdad airport. On the same day, two major Israeli media outlets were hacked and two armed drones targeted a compound at Baghdad airport hosting personnel from the US-led coalition fighting the Islamic State (IS) group in Iraq. But senior Arabian peninsula analyst at Navanti Group Mohammed al-Basha said the Rwabee's capture looked like an “escalation” by the rebels. “The seizure of the UAE flagged vessel signals both a political and military escalation to the Saudi-led coalition,” he told AFP. “Observers and policymakers have long feared that the war in Yemen could spill over into the Red Sea and destabilise vital shipping lanes.” Conflict in the Red Sea could cause chaos. The waterway carries about 1.5 million barrels
of oil per day from Kuwait, Oman and Saudi Arabia, including most of Europe’s crude imports from the Middle East, according to energy analysts S&P Global Platts. The coalition has threatened to target rebel-held ports in reprisal for Rwabee, an action that could carry risks for the Safer – an abandoned tanker carrying 1.1 million barrels of crude that has been lying off the Yemen coast since 2015. Environmentalists have already warned that the Safer, which is about 22 kilometres from where the Rwabee is being held, could break apart or explode at any moment, setting off an environmental disaster. But for Director of the Sanaa Centre for Strategic Studies Maged al-Madhaji, the Rwabee was all show from the rebels, who are not well versed in naval warfare. The hijacking gives them “benefits of a political nature and raises their profile, rather than any real military gains”, he said. “They don’t have a lot of experience at sea because they’re fundamentally mountain fighters,” added Madhaji. Source: Borneo Bulletin

The Boskalis AHT PRINCESS connecting to her tow the 122 mtr barge CC ATLANTIQUE, onboard are two foundation jackets for the SEAGREEN OWF. PRINCESS is being assisted by the newly acquired BOLUDA TUGS STRATHDON and STRATHDEE. All three tugs were operated by JP KNIGHT in the past. PRINCESS ex ANGLIAN PRINCESS STRATHDEE ex KINTORE and STRATHDON ex KEVERNE. Photo: David Meek (c)

Baltic index edges lower on weak panamax, supramax demand

The Baltic Exchange’s dry bulk sea freight index edged lower on Friday, as a decline in panamax and supramax vessel rates outweighed gains in the capesize segment. The overall index, which factors in rates for capesize, panamax and
supramax vessels, fell 7 points to 2,289. The index has risen more than 3% this week, after posting two straight week of losses.

The capesize index rose 76 points, or 3.2%, to 2,432. Average daily earnings for capesizes, which transport 150,000-tonne cargoes such as iron ore and coal, rose by $632 to $20,167. Dalian iron ore rose on Friday, and advanced nearly 6% this week as traders returned from New Year holidays feeling optimistic about potential demand recovery in top steel producer China. The panamax index slipped 56 points, or 1.9%, to 2,957.

Navios Maritime Holdings Inc. Announces Repayment of $614.3 million of Ship Mortgage Notes and Closing of $550 Million of Debt Financing

Navios Maritime Holdings Inc., a global seaborne shipping and logistics company, today announced that it closed on a total of $550 million of debt financing. As previously announced, the proceeds of this financing, together with available cash, have been used to discharge the Company’s obligations under the Indenture relating to the 7.375% First Priority Ship Mortgage Notes (“Ship Mortgage Notes”) due January 15, 2022 by remitting to the Indenture trustee the outstanding principal amount plus accrued and unpaid interest payable at maturity to the holders of the Ship Mortgage Notes in
accordance with their terms. Additionally, $50.0 million of Navios Holdings’ outstanding 11.25% Senior Secured Notes (the “Senior Secured Notes”) due on August 15, 2022 are expected to be redeemed during the first quarter of 2022.

The 2010 built 178978 t DWT NAVIOS ASTER transiting eastbound the Singapore Strait
Photo: Piet Sinke www.maasmonddmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s)!
As a result of these transactions, $664.3 million in debt maturing in 2022 will be retired and the maturity of the remaining debt will be extended and staggered. For further details, please see the Reports on Form 6-K filed by the Company with the Securities and Exchange Commission. Source: Navios Maritime Holdings Inc.

“The MAERSK ROUBAI X ready for being shifted in Taranto port by the Rimorchiatore Napoletani operated tugs BAIA and ORIENT”. In the background the Van Wijngaarden Marine Services operated tug LINGESTROOM".
Photo: Pieter van Vuuren (c)
Serica extends contract on Bruce platform

Serica Energy UK Ltd. (Serica) has extended the contract for provision of storage, preservation, maintenance, and drilling services, which commenced on 1st of November 2018. The original contract for 1 year + 2 X 1-year options has been extended to 31st of October 2022, according to the company’s release.

“We are delighted to continue our strong collaboration with Serica on the Bruce platform and look forward to continuing the delivery of safe and efficient operations together”, says Elisabeth Haram, EVP of Odfjell Energy.  

Source: Portnews

KAPITAN KHLEBNI KOV MADE BUNKERSTOP IN SINGAPORE

Photo: Piet Sinke www.maasmondmaritime.com (c) 
CLICK at the photo & hyperlink in text to view and/or download the photo(s)!

Legendary Russian icebreaker and former research vessel KAPITAN KHLEBNI KOV holds the passenger ship record for the most crossings of
the Northwest Passage and has famously circumnavigated Antarctica - twice. Built in 1981 by Finland’s Wärtsilä Company for $67,117,587 and one of four Kapitan Sorokin-class 129 mtr long and 26,7 mtr width icebreakers, KAPITAN KHLEBNI KOV wraps comfortable surrounds in a formidable, ice-reinforced vessel powered by 24,000 horsepower diesel-electric engines and is capable of breaking ice as thick as two metres. Recently refurbished, KAPITAN KHLEBNI KOV comfortably accommodates up to 110 guests in well-appointed and spacious cabins and suites all featuring large windows that can be opened and en suite facilities. Common areas include large open decks, two dining rooms, a digitally equipped theatre-style lecture room, heated indoor pool, sauna, gymnasium, fully-stocked library, bar, lounge and four-person elevator. The real focus and emphasis of every expedition is getting you ashore as often as possible for as long as possible with maximum safety and comfort. Our Expeditions are accompanied by some of the most experienced naturalists, botanists, historians and guides, who have devoted a lifetime to field research in the areas that we visit. The ship is crewed by an enthusiastic and experienced Russian Captain and crew.

Cabin Details
Heritage Suites: Large lounge area, separate bedroom with double bed and a single bed in the lounge, writing desk, wardrobe and drawers. Private bathroom with shower, toilet and washbasin. Large forward and side facing windows allow great views.
Mini Suites: Separate bedroom with a double bed and a single bed or sofa in the lounge, writing desk, wardrobe and drawers. Private bathroom with shower, toilet and washbasin. A large window offers great views.
Superior Plus cabins: Two lower berths, writing desk, wardrobe and drawers. Private bathroom with shower, toilet and washbasin. A large window offers great views.
Superior Plus Triple: One bunk (one upper and one lower berth) and one additional lower berth, writing desk, wardrobe and drawers. Private bathroom with shower, toilet and washbasin. A large window offers great views.
On 3 January 2022, each of the three wholly-owned subsidiaries of Nordic Shipholding A/S, namely Nordic Anne Pte. Ltd., Nordic Amy Pte. Ltd., and Nordic Agnetha Pte. Ltd., entered into a Sale and Purchase Memorandum of Agreement to sell the Nordic Anne, Nordic Amy and Nordic Agnetha, respectively. The agreed aggregate gross sale price of USD 37.1 million exceeds the current aggregate carrying value for the three vessels. As a result, Nordic Shipholding A/S expects to recognise a reversal of impairment loss of approximately USD 2.6M for the quarter ended 31 December 2021. As the expected reversal of impairment loss would not impact the TCE revenue nor operating expenditure, the forecasted Group's TCE revenue and EBITDA (earnings before interest, tax, depreciation and amortisation) for 2021 is expected to remain unchanged as stated in the Company announcement 15/2021 on 23 November 2021. The Group's TCE revenue for 2021 is thus unchanged expected to be in the region of USD 8.5 million - USD 10.5 million, while EBITDA for 2021 unchanged is expected to be in the range of USD -1.0 million - USD 1.0 million. Due to the expected reversal of impairment loss, the Group's result before tax is now forecasted at USD -7.0 million - USD -5.0 million (previous forecast was USD -9.5 million - USD -7.5 million). **Source : Portnews**
The Asian Lift Pte Ltd (Keppel FELS/SMIT JV) operated self propelled 5000 tons 106 metres long and 52 metres wide with a hook height of at least 120 metres sheerlegs ASIAN HERCULES III transiting the Singapore Strait enroute to the Vallianz Yard in Batam to lift launch 3 new tugs.

Asian Lift owns and operates some of the world’s largest sheerleg cranes. Backed by a dedicated and highly experienced team, Asian Lift has a strong track record in providing safe and reliable heavy-lift services. Asian Lift is the choice partner for heavy-lift solutions worldwide. They provide invaluable services to offshore oil & gas operations, marine and port facilities, and civil infrastructure projects. They are also growing demand for our services in Europe and Central America.
The capacity of the sheerleg cranes ranges from 400 metric tonnes up to 5,000 metric tonnes. The fleet presently consists of the ASIAN HELPING HAND III, ASIAN HERCULES, ASIAN HERCULES II and world largest sheerlegs ASIAN HERCULES III.

Chittagong port gets new jetties, mooring container yard and more

Last year, the port handled a record-breaking number of containers

By Pimple Barua, Chittagong
The new year has brought much-needed reinforcements for Chittagong port, with the inauguration of four new projects recently. State Minister for Shipping Khalid Mahmud Chowdhury inaugurated four projects on January 2, which include a new service jetty, a tugboat built by Western Marine Shipyard Ltd, a new mooring overflow container yard, and a swimming complex. The state minister said that the Chittagong port was the gateway to Bangladesh's development that has also continued handling of goods and containers during the Covid-19 pandemic on the instructions of the Prime Minister.

Chittagong port is an exception where there is congestion in the ports of different countries of the world. Last year, the port handled a record-breaking number of containers. Furthermore, the volume of cargo handled and ships arriving at the port have also increased, he also said. Port Chairman Rear Admiral M Shahjahan, Member Md Zafar Alam, Secretary Md Omar Faruq and other senior officials of the Ministry of Shipping were also present at the occasion. Chittagong Port Chairman Rear Admiral M Shahjahan said although 72 incidents of piracy occurred at various Asian ports last year, none of them was in Bangladeshi waters.

The new service jetty has been constructed next to the upstream of the main jetty of the port. The jetty will be used by Chittagong Port's own pilot ships, survey ships, anti-pollution ships, water carrying ships, accident prevention ships and various types of service providers. As there was no service jetty for so long, a pilot had to take a vehicle to the Gupta area and board the ship. Sometimes pilots had to get on the ship and go to the outer anchorage. The jetty was constructed at Chittagong Port's own expense at a cost of over Tk83 crore.

The jetty can easily accommodate 220 meter-long ships. If it is a small ship, several can be floated together. In addition to the jetty, a 6,650 sq ft three-storey office building, a 3,000 sq ft steel structure warehouse, a 2,100 cubic meter water reservoir, 222 m long 8ft retaining wall, river bank and shore protection, drainage system, 500 kV Substation, 100 feet high signal tower has also been constructed. At present seven tugboats are in operation but the total number of tugboats under Chittagong port including the new Kandari-6 tugboat, stands at eight. The port spent Tk37.75 crore behind it. This tugboat will contribute to the swift handling of inbound and outbound ships in Chittagong Port. Earlier Western Marine Shipyard delivered a total seven port utility vessels to Chittagong and Mongla ports which include two tugboats, three pilot vessels, one oily waste collection vessel and one fresh water tanker.

The port authorities have set up a 'New Mooring Overflow Container Yard' at the site of the old labor colony at the Freeport junction in the city. The yard can hold about 12,000 containers. As a result, even if the container needs increase and the container pressure increases at different times, the port authorities think that the possibility of complication will be greatly reduced. A state-of-the-art swimming complex with two separate swimming pools has been constructed on a quarter acre of land at a cost of about Tk16 crore. The swimming complex has been constructed on a quarter of an acre of land at a cost of about Tk16 crore. There are two separate swimming pools. There are eight lanes in the main pool of 1250 square meters (50 meters in length and 25 meters in width) made of international standard. With the opening of the swimming complex, professional swimmers will be able to train and practice. Newcomers will also be able to learn to swim through skilled trainers.

Shares of Genting Group were halted on the stock market on Friday as news reports out of Germany signaled problems for Genting-owned MV Werften. The yard recently completed the Crystal Endeavor with the huge Global Dream for Dream Cruises set to be delivered later this year, with a sister ship following in 2023.

According to reports, wages are owed to 2,000 workers from December. Yard officials and politicians may be in talks about assistance for the shipyard, according to reports, as Genting ran into financial problems due to the COVID-19 pandemic, previously citing a lack of cruise ship newbuild orders. Local support for the yard could help keep workers employed, and help a huge network of cruise suppliers and subcontractors that are involved in the newbuild process. A previous bail out
loan is also being disputed in court, with local politicians noting they expect Genting to make a “clear commitment” to its shipyard group. Meanwhile, other local politicians were hoping for a quick sale of the Strasland facility, with the goal to turn it into an industrial park. source: cruiseindustrynews.

Global LNG: Asian prices edge up as European gas rises again

By: Nina Chestney

Spot Asian liquefied natural gas (LNG) prices edged up last week to keep up with a renewed rise in European gas prices, but demand remains lukewarm due to high stock levels and average temperatures.

The average LNG price for February delivery into Northeast Asia edged up to around US$34.20-US$34.40 per metric million British thermal units (mmBtu), US$0.40-US$0.60 higher than the previous week, industry sources said. This is still over US$14 lower than a spike in the third week of December. The slightly higher price this week has been partly due to
gains in European benchmark gas prices at the Dutch TTF hub in the first week of 2022. "Much of the increase (this week) can be attributed to the gains in European prices over the past week, with the Japan-Korea-Marker (JKM) moving higher in tandem as it seeks to keep Asia-Pacific and Middle East and North Africa spot supplies within basin," Luke Cottell, EMEA LNG Analytics lead at S&P Global Platts told Reuters.

The 2016 built 162000 cubic meters Liquid Gas CLEAN VISION enroute from Taiwan to Zeebrugge
Photo: Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s)!

Although Dutch gas prices cooled in late December, they have been rising again this week on continued low pipeline supplies from Russia and a cold snap. This continues to incentivise LNG cargoes to come to Europe. Currently, there are nearly 30 LNG tankers scheduled for British, Dutch and Belgian ports for this month so far, with nearly half coming from the United States.

Net LNG deliveries to Europe rose to their highest monthly average last December since April 2021 of 356 million cubic metres (mcm) per day, up 89 mcm/day year-on-year, Cottell said. But Asian demand remains lukewarm, as temperatures are expected to continue to be near or above normal levels in the next few weeks and inventories are quite high. "LNG and coal inventories are trending high in most countries, and demand remains tepid, with most buyers unlikely to be willing to match the TTF in the event of another surge in the European benchmark," said Wei Xiong, senior analyst at Rystad Energy.

"As such, confidence is high, with most markets shrugging off Indonesia's announcement of a coal export ban in January. However, some buyers are still assessing the full impact of the ban," Xiong added. Indonesia, the world's biggest coal exporter, suspended coal exports on Jan 1, after the state power utility reported dangerously low inventory levels of coal. On Friday, Indonesian officials said they aimed to wrap up discussions at the weekend about whether to lift a ban on coal exports. Production at Shell's Prelude floating LNG project off the coast of north-west Australia has also been halted until it is shown it is able to operate safely after a fire in December. This could take at least 1.5 million tonnes of production off the market this year 2022 and means offtakers will need to seek alternative supplies, according to Rystad Energy. Source: Reuters

Drukte en onkunde op het water zorgen voor tweede ‘topjaar’ op rij voor reddingboot Elburg
Door: Olger Koopman

Naar boven en beneden. Maar dan breekt de coronacrisis uit. Veel Nederlanders vieren in de warme zomer van 2020 vakantie in eigen land en een flink deel daarvan kiest het ruime sop.

„Alles dat maar een beetje kon varen ging het water op: je kon bijna nergens nog een bootje huren of kopen”, zegt Erno Jansen, pr-man bij de Koninklijke Nederlandse Redding Maatschappij (KNRM) in Elburg. De combinatie tussen drukte en onervarenheid zorgden voor veel pech en malheur.

**Geen idee**

„Ze weten niet hoe het werkt, wat de regels zijn en hebben geen idee hoe de boot motorisch in elkaar zit”, verzuchtte schipper Arjen de Gunst in augustus van dat jaar. „Bij 35 tot 40 procent van de acties gaat het dan ook om motorpech. Dan dobben ze rond in de vaargeul of drijven af en lopen vast omdat het hier snel ondiep is.” De KNRM moest die zomer alle zeilen bijzetten en voer maar liefst 73 keer uit, om in totaal 176 mensen en 17 dieren uit de sores te helpen. Een absoluut record, dat vorig jaar gelukkig niet werd geëvenaard. „Afgelopen zomer kozen al weer meer mensen voor een vakantie in het buitenland. Het was nog steeds druk, maar ietsje minder.”

**Opmerkelijke incidenten**

Toch moest de KNMR nog 65 keer uitvaren, waarbij 159 mensen en zes dieren werden geholpen. Het gros daarvan betrof wederom hulpverlening aan watersporters die vanwege navigatiefouten of technische problemen de hulp van reddingboot *EVERT FLOOR* inniepen. Maar er waren ook een paar opmerkelijke incidenten, waarbij de bemanning volgens Jansen ook echt een verschil heeft kunnen maken. Zoals de nachtelijke evacuatie vanaf een binnenvaartschip waar een koolmonoxidevergiftiging dreigde, de redding van twee onderkoelde zeilers en een zinkend motorjacht met acht personen aan boord. „In al deze gevallen is er door snelle interventie en adequaat handelen erger voorkomen en hebben zich uiteindelijk gelukkig geen persoonlijke ongelukken voorgedaan.” Dat lukt echter niet altijd. Zo werd er in april dagenlang gezocht naar een vermiste kanoër (27), die uiteindelijk dood werd aangetroffen in het Wolderwijd bij Strand Horst. En in juni kwam een 18-jarige Barnevelder om het leven nadat hij in het Nuldemauw met zijn arm vast kwam te zitten in de schroef van de sloep. „Twee situaties met dodelijke afloop is best veel in deze regio”, zegt Jansen. „Het zijn zaken die er flink inhaakken bij onze mensen.”

**Onbestuurbaar**

Ongeluk kan op het water sowieso in een klein hoekje zitten. Iets dat volgens Jansen nog wel eens wordt onderschat. „Een hulpvraag op het water is significant anders dan bijvoorbeeld pech met de auto. Dan stap je uit, ga je achter de vangrail staan en wacht je op de ANWB. Op het water is dat heel anders. Een boot die door een technisch mankement onbestuurbaar wordt kan zomaar een vaargeul met beroepsvaart in drijven waardoor de situatie van een onschuldig pechgeval omslaat in een gevaarlijke situatie.”

**Zwemvest en anker**

Een goede voorbereiding kan veel leed voorkomen betoogt Jansen. Voor wie komend seizoen het water opgaat, geeft hij graag de volgende tips mee. „Draag een zwemvest, zorg voor voldoende brandstof en een anker met voldoende ankerlijn, en ken de weersverwachting en onderschat die niet. En niet te vergeten: download de KNRM Helpt app. Die geeft veel info over weer en water en maakt alarmeren eenvoudiger.”

**Bron : de Stentor**
CORAL ACTINIA arriving at Majishan anchorage, China  

Photo: Hans Semeins o/b Coral Acropora (c)

Safehaven Marine Put Finishing Touches on New Pilot Boat for Portuguese Port
**CELSO MADEIRA** is Safehaven Marine’s 49th pilot boat and the 26th of the Interceptor 48 model. **CELSO MADEIRA** is Safehaven Marine’s 49th pilot boat and the 26th of the Interceptor 48 model. Safehaven Marine’s 49th pilot boat is headed to Portugal this month following the completion of winter sea trials. **CELSO MADEIRA** has been commissioned for pilotage operations at the Port of Sines, south of Lisbon.

Powered by a pair of Volvo D13 500hp engines, the 26th produced by the Cork performance boat builders has an operational speed of 25 knots and a capacity of seven for pilots and crew. It’s the company’s second pilot boat for Portugal in three years, after the delivery of an Interceptor 48 to Leixões in January 2019. And it follows November’s delivery of another Interceptor 48 for pilotage at the Port of Waterford, as previously reported on Afloat.ie. *source: Afloat.ie*

**Symphony Provider delivers Kalmar tech to Italy**

A total of twelve Kalmar straddle carriers have recently found their way to the Medcenter Container Terminal (MCT) in the Italian port of Gioia Tauro. The units have been delivered onboard Symphony Shipping’s multipurpose vessel, **Symphony Provider**.

The 12 diesel-electric straddle carriers for Medcenter Container Terminal (MCT), which is owned and operated by Terminal Investment Limited (TIL), have been ordered in July 2021. Symphony Provider, a 10,500-dwt multipurpose vessel loaded the units in the Polish port of Gdynia and delivered them to the port of Gioia Tauro on December 27. The 2017-build vessel with an overall length of 124.70 metres has since departed the port of Gioia Tauro and is currently moored at the Italian port of Piombino, according to the vessel’s AIS data. Located in the southern Italian port of Gioia Tauro, MCT is a megaport able to handle the largest container vessels deployed on Asia-Mediterranean routes. The terminal has handled more than 56 million TEUs since it opened in September 1995. *Source: projectcargojournal*
**Boxship newbuilds will just join port queues unless landside bottlenecks fixed**

New containerships will simply add to queues at ports unless landside bottlenecks are fixed, says Xenata analyst Peter Sand.

By: Marcus Hand

Summarising the last year in container shipping Xeneta chief analyst Sand highlighted that if volume growth in 2021 over pre-pandemic 2019 was compared against fleet growth for the same period, growth in vessel capacity outstripped the increase in volumes.

Comparing global container volumes in the first 10 months of 2019 with the same period in 2021 growth was 5.5%, meanwhile the capacity of the containership fleet increased by 7.4% over the same periods.

“In other words, the current situation in the freight market can't be explained by ‘simple’ market fundamentals. Instead, onshore bottlenecks and the resulting long waiting times at ports have soaked up a considerable amount of capacity, reducing the number of trips a ship can make,” Sand said. This year has seen a surge in newbuilding orders by container lines with deliveries from 2023, however, Sand believes these will make little difference to the state of the market unless landside congestion is addressed.

“However, unless ports and hinterland connections can ensure the free flow of cargo, end-to-end, these extra ships will instead just join the queues outside the ports - just as we have seen with the extra loaders added on the transpacific in the past few months,” he stated. Despite efforts to clear backlogs of containers and increased working hours at the key US gateway ports of Los Angeles and Long Beach vessel queues remain as long as ever. The number containerships backed up in the Pacific waiting to berth at the two ports remains at record levels and was 101 earlier this week, according to the Marine Exchange of Southern California.

To tackle problems such as this large scale infrastructure spending is required – something, however, that is not a quick fix and will not solve problems overnight. Added to infrastructure woes are potential serious disruptions to the supply chain from port closures in China as the country sticks to its zero-Covid policy. Eyes are currently focused on Ningbo where an outbreak neighbouring the port is slowing operations and terminal access. “The fact that capacity on the sea hasn’t been the limiting factor this year means the new ships being delivered in 2023 won't solve the underlying problems brought to light this year,” Sand concluded. **Source: Seatrade Maritime News**
Unprecedented' difficulty for China in stabilising 2022 trade

CHINA faces “unprecedented” difficulty in stabilising trade next year as favourable conditions that boosted export growth in 2021 won’t be sustainable, according to a commerce ministry official, Bloomberg reported. Export gains may slow as competing countries recover their production capacities and as inflation that pushed up export values gradually eases, Ren Hongbin, vice minister of the commerce ministry, said at a recent briefing in Beijing. Last year's rapid export gains also make the base of comparison higher for 2022, he said. China will enhance trade companies’ awareness and ability to manage foreign-exchange risks, according to Mr Ren. The government will also step up efforts to ease pressures from international logistics and supply chain problems, he said, vowing to actively ensure the supply of commodities.

We will make every effort to keep foreign trade running within a reasonable range," the official said. These cross-cyclical measures are meant to help stabilise trade in early 2022, he said. He expected China’s goods imports and exports to grow more than 20 per cent in 2021 to a total of US$6 trillion. Mr Ren’s comments echo concerns raised earlier week by Commerce Minister Wang Wentao, who said it will be hard for China to keep its trade growth stable next year. China’s exports have stayed resilient throughout last year, providing some support for an economy that’s been weighed down by regulatory crackdowns and repeated virus outbreaks. Overseas shipments have posted double-digit gains in every month last year, with an exception in February when shipments jumped 155 per cent from a year-earlier slump. But the outlook for trade is less certain, as overseas appetite for Chinese goods is set to weaken if the global economic recovery loses steam. Chinese exporters are also battling high raw material prices, as well as surging labour and freight costs.

Taicang Port tops Yangtze River box volume for the 12th year in a row

The KEIZERSBORG inbound for the Wilton harbor in Schiedam  Photo : Jan Oosterboer ©
FOR the twelfth consecutive year Taicang Port, in east China's Jiangsu Province, has consolidated its leading position along the Yangtze River waterway by handling more than 7 million TEU in 2021. The port's container throughput in foreign trade reached 3.8 million TEU over the period. To date, Taicang Port has opened a total of 216 container liner routes, including 30 near-sea shipping lines, covering major ports in Japan, the Republic of Korea, Thailand, Vietnam and Russia. It also boasts 51 domestic trade trunk lines, achieving full coverage of the country's major coastal ports. Since the beginning of this year, the port has opened 10 new container liner routes, reports Xinhua News. In addition, a special freight railway was launched this week, connecting the port with the nation’s railway network. The railway is expected to see an annual freight volume of 3.9 million tonnes, facilitating the transport of pulp, auto parts, high-tech and agricultural products, and even livestock from as far as northwest Xinjiang Uygur Autonomous Region. Shao Jianlin, director of Jiangsu Taicang Port's administrative committee, said the port authority has planned to develop it into an internationally competitive logistic port with an annual container throughput of over 10 million TEU. 

Source: Schednet

Miller Insurance Services hires Howden’s King to lead marine expansion in Singapore

Miller Insurance Services has hired Howden’s Nick King to lead the expansion of the broker’s marine offering in Singapore. King has taken on the role of Marine Practice Lead, Asia with Miller Insurance Services (Singapore) Pte Ltd. He had previously been Divisional Director at Howden Specialty Asia Pacific, based in Singapore. From November 2015 to May 2019 he had been a director at JLT Re. Nick King graduated from the University of Essex in 2005. Miller Insurance Services said that King brought to the role “extensive relationships and vast knowledge, developed over 15 years operating in the London and Asian markets”.

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo!
King's hiring follows the recent arrival of Ron Whyte as Head of Strategic Development in Singapore and forms part of the broker’s wider growth strategy in the Asia-Pacific region. Phil Wheeler, Head of Marine, said that “Asia-Pacific represents a key market for Miller’s future growth and growing the business’s Marine offering in the region will be key to this. Nick’s hiring will enable us to do this, as he works alongside our well-established Singapore team to provide solutions for clients.”

King said that “the opportunity to join a well-respected, well-established business, yet help build something new, was hugely attractive to me. Businesses operating in the Asia-Pacific region face a wide variety of challenges, and I’m looking forward to tapping into the specialist knowledge of colleagues in Singapore and London to help clients traverse these.”

Source: insurancemarinenews

MSC GEORGIA III outbound on a sunny but cold day from the Clyde for Le Havre a few days ago. She is one of many ships MSC has on charter. Photo: Tommy Bryceland. SCOTLAND (c)

Ghost cargo ship drifted into Gulf of Siam, no traces of crew or owner UPDATE

By: Mikhail Voytenko

Royal Navy Command, Thailand, responded after being informed about ghost ship found some 70 nm southeast of Koh Samui island, Gulf of Siam, on Jan 5 or 7, exact date unclear. Abandoned cargo ship of some 80 meters length was adrift, with aft tilt and portside list. She was abandoned for quite some time, from the looks of her. No signs or traces which could help in solving her mystery were found, except Chinese name, which when published, was obviously misspelled, reading as FIN SHUL YUEN 2. Navy boarded the ship, salvage under way, because she can’t be left drifting in waters of Gulf of Siam, in close proximity to traffic lanes, oil rigs and resort areas. Salvors plan to right her by pumping out water and ballasting, and after that, to tow her to shelter. Jan 9 UPDATE: The ship sank while under tow at night Jan 8, some 30 nm off Nakhon Si Thammarat Province, south of Koh Samui, at some 30 meters depth. Oil leak reported, cleansing operation launched. Source: Maritime Bulletin
NAVY NEWS

Russian Navy builds more icebreakers

By : Atle Staalesen

Both the Northern Fleet and the Pacific Fleet will over the next years get new powerful icebreaking vessels. They are needed for our “active development of the Arctic,” the Navy argues.

According to the Russian Armed Forces, military icebreakers will be of major importance for the development of the Arctic zone, exploration of Arctic waters and protection of the Northern Sea Route. The building of the ships will be of “high priority in 2022 and the near-term perspective,” military representatives underline.

In the course of the year, the Yevpaty Kolovrat will sail out of the Almaz shipyard in St. Petersburg and set course for far northern icy waters.

The 85 meter long vessel, the first of the 21180M project, will belong to Russia’s Pacific Fleet and break ice for warships along the country’s far eastern coasts. The ship is a modernized version of the Ilya Muramets, the icebreaker that was included in the Northern Fleet in 2017. The icebreakers are built as the Russian Navy steps up its presence in Arctic waters. Over the past several years, the Northern Fleet has conducted several major exercises and expeditions in far northern waters, including in areas around the archipelagos of Franz Josef Land, Novaya Zemlya, Severnaya Zemlya and the New Siberian Islands.

The Ilya Muromets has been part of several of the voyages, and the Navy is satisfied with results. The Ilya Muromets “fully meets efficiency requirements laid down in project characteristics,” military representatives say.

Ilya Muromets is the first naval icebreaker built in Russia in 45 years. It is part of Project 21180, the predecessor of the 21180M. Another 21180M-vessel is now under planning. As soon as the Yevpaty Kolovrat leaves the construction yard in St. Petersburg, the building of a new similar vessel is due to be started. That ship is expected to be ready for sailing for the Northern Fleet in 2027, news agency Topwar informs.

The ships are built with Russian technology, then Navy Commander-in-Chief Admiral Korolyov said in 2017. “Use of the newest Russian technologies in the construction of ice-class ships for the Navy allows one to make the conclusion that domestic military shipbuilding has been able to preserve and develop its potential in this field,” he said in a comment.

In addition to the Project 21180 and 21180M, the Russian Navy is building two icebreaking patrol vessels of the 23550 class. The Ivan Papanin and Nikolay Zubov are planned to be commissioned in 2023 and 2024. Also the FSB is building a similar vessel for its northern coast guard units, due to be ready for sailing in 2024. FSB’s new Arctic patrol ship “Purga” is scheduled for commissioning in 2024. Illustration: ruspekh.ru The building of naval icebreakers comes in addition to the major number of new civilian icebreakers commissioned by state companies Rosatom and Rosmorport.

In the course of few years, Rosatom will have a fleet of four, and possibly six, LK60 nuclear-powered icebreakers. In addition comes the super-powerful “Lider.” Source: thebarentsobserver.

Russia’s nuclear submarine construction reaches post-Soviet high

By : Thomas Nilsen

There are currently 13 nuclear-powered submarines under construction in Severodvinsk, plus the modernization of the large battle-cruiser Admiral Nakhimov.
2021 became a record year for Russia's only yard building nuclear-powered submarines. Three subs were handed over to the navy, two were put on water and two more were laid down. Not since the late days of the Soviet Union have the workers at the two yards in Severodvinsk been busier than now. While the Sevmash is building new subs, the Zvezdochka repairs and upgrades older submarines.

Moscow's modernization program for the navy over the last decade stands in sharp contrast to considerable neglect in the years after the disintegration of the Soviet Union. 2022 marks ten years anniversary since the Russian navy's first 4th generation multi-purpose submarine, the Severodvinsk, successfully launched a Kalibr cruise missile from submerged position in the White Sea. While it took nearly 20 years to complete the construction of the Severodvinsk, the following vessels of Yasen-M class are built at a substantially faster speed. Construction of the Novosibirsk, which was commissioned for the navy in late December 2021, took eight years. Similar speed are also seen for the new ballistic missile submarines of the Borei-A class following the Yury Dolgorukiy that took 16 years from being laid down in 1996 to commissioning for the Northern Fleet in 2012. The Knyaz Oleg, handed over to the Pacific Fleet just before Christmas last year took seven years to build. By January 1, 2022, the following 13 nuclear-powered submarines are at different stages of construction at the Sevmash yard and are all expected to be delivered to the navy before 2027.

**Borei-A class (SSBN)**
- Generalissimo Suvorov
- Imperator Aleksandr III
- Knyaz Pozharskly
- Dmitry Donskoy
- Knyaz Potyomkin

**Yasen-M class (SSGN)**
- Krasnoyarsk
- Arkhangelsk
- Perm
- Voronezh
- Vladivostok
- Special-purpose submarines
- Belgorod
- Khabarovsk
- Ulyanovsk

While high-profile publicity is given to lay down ceremonies, launching and commissioning of the ballistic missile subs and multi-purpose subs, far less is known about special-purpose subs. The Barents Observer has on several occasions
reported about the Belogord, the world's longest submarine built on a modified Oscar-II class hull. The submarine will be carrier of the new Poseidon nuclear-powered, nuclear-armed, drones, and likely be based with the Pacific Fleet later this year. Two other carriers of the Poseidon drone are currently under construction at the Sevmash yard, the Khabarovsk and Ulyanovsk. These two submarines are very rarely reported about in Russian media or other military sources in Russia. A blog site monitoring new and existing Russian navy vessels, however, suggests that the Khabarovsk will be commissioned in 2024, and followed by Ulyanovsk in 2025. When Ulyanovsk was laid down in 2017, the Barents Observer reported the vessel to be of the Yasen-M class. Other, non-confirmed submarines that might be in the pipe for construction in the years to come are two more Borei-A class vessels, two more Poseidon carriers and one or two special-purpose mini-submarine to sail for GUGI, the Defense Ministry's Main Directorate for Deep Sea Research. Design work for the 5th generation nuclear-powered submarines, referred to as the Husky class, is said to be underway, but so far no contracts are signed for building. Additional to new submarines, the Sevmash yard is busy working on repair and modernization of the large nuclear-powered battle cruiser Admiral Nakhimov. Originally commissioned into the Soviet Navy in 1988, the warship was rarely deployed to sea and has been in Severodvinsk for the last 23 years. If no further delays are announced, the battlecruiser will be re-commissioned for the Northern Fleet in 2023. Source: thebarentsobserver.

SHIPYARD NEWS

Damen acquires Skoonbox to cut yard emissions

Damen Shipyards Group has taken over the Skoonbox from Skoon Energy. The world's first maritime-certified, multi-purpose battery container will be used to deliver renewable power at our own yards for applications where diesel generators or ships' engines are primarily used at present. This 20-foot container is the first step towards Damen's sustainable battery network for mobile and temporary applications. In time, it can potentially also be deployed for customers worldwide. The Skoonbox was unveiled during the 2018 World Port Days and major developments have been made since. The battery container contains 314 lithium batteries, good for 638 kWh of renewable energy. In recent years, the Skoonbox has been used for numerous applications in the Amsterdam Port Area. Putting the Skoonbox in a barge, for example, gave us a floating battery that has supplied green power to a range of ships. “The Skoonbox, and the clean energy systems coming in its wake, are opening up tremendous opportunities for us to reduce our ecological footprint and those of our customers,” explains Vincent de Maat of Damen Shipyards Group. “This is a sustainable replacement for diesel generators but it can also be used as a green form of shore power, allowing ships berthed at our repair yards to turn off their on-board engines. That saves a lot of emissions.”

Digital platform
“Our focus is on developing Skoon Sharing, the software platform that brings together both local and international supply and demand for mobile, sustainable energy solutions,” says Peter Paul van Voorst tot Voorst, the CEO and founder of Skoon Energy. “The Skoonbox experience has provided us with a tremendous amount of indispensable data and insights. As part of our long-term vision, our aim is not to be hardware owners. Our strength is the development of customer-friendly and commercially scalable software and AI. That is how we realise easy access to clean energy, wherever it may be.”

**Tug ‘Balbir’ sails out of HSL**

The 200th vessel ‘Balbir’, which is a 50-tonne Bollard Pull tug, built by Hindustan Shipyard Ltd., sailed out with HSL engineers onboard for delivery to Indian Navy at Naval Dockyard (Mumbai) on Friday. This was the last delivery in the series of four 50T Bollard Pull Tugs built for the Indian Navy, by the HSL.

The tug has been completely designed and built by the HSL, and the tug can achieve a speed of up to 12 nautical miles. During the first sea trials itself, ship has proved her capabilities and achieved performance greater than the contractual requirements.

Cdr J.P. Gupta, Director (Corporate Planning & Personnel), congratulated all officers, staff and workers. Cmde Kunjumon E. Mathew, Director (Shipbuilding), and other senior officers were present at the flagging off ceremony.

**Source: The Hindu**

**Korean shipyards command 37% of global orders in 2021, best in 8 years**

South Korean shipyards had their best year in eight years in 2021 by commanding 37 percent of worldwide vessel orders by volume or 43 percent by value thanks to increased orders for large container carriers and LNG carriers. According to the Ministry of Trade, Industry and Energy on Wednesday, Korean shipbuilders dominated a combined 17.44 million compensated gross tannages (CGTs) in new orders last year, the biggest in eight years.

The volume jumped 112 percent from a year ago and 82 percent from two years earlier before the virus outbreak. Korean shipbuilders bagged 37 percent of the total orders in 46.96 million CGTs placed in the world last year. The ratio by value amounts to 43 percent.

By vessel type, Korean shipyards commanded 65 percent of global orders for high value-added vessels like VLCCs and LNG carriers, and 64 percent of orders for eco-friendly vessels like ships fueled with LNG or LPG.

Korea’s big three shipbuilders overachieved their annual targets – Korea Shipbuilding & Offshore Engineering Co. by 53 percent, Samsung Heavy Industries Co. by 34 percent, and Daewoo Shipbuilding & Marine Engineering Co. by 40 percent.

Outlook for this year also is bright on expectations for a rise in orders for LNG carriers. The three shipbuilding majors signed a capacity reservation pact with Qatar Petroleum in June 2020, which allows the state-owned petro company of Qatar to reserve construction capacity in Korean dockyards for more than 100 LNG ships through 2027.

Demand for eco-friendly vessels is rising as well amid stricter environmental regulations by the International Maritime Organization (IMO). Orders for LPG- and LNG-fueled ships are expected to increase with demand for replacement of aged ships on top of strengthening in ship prices.

**Source: Pulse**

**ROUTE, PORTS & SERVICES**

**Shipping route through Bangladesh to connect India’s North-East with West Bengal**

Work has begun for waterways along the Brahmaputra and Barak rivers and cargo and passenger ships from Assam and India’s northeast will be connected to Haldia in West Bengal via Bangladesh, Sonowal said while speaking at the “Brahmaputra River Conclave” at the ongoing Northeast Festival, reports the Economic Times. He said transformation through transportation is the idea behind the revamping of waterways as means of communication.

“Work has already begun to pave way for national waterways (Brahmaputra and Barak) to facilitate movement of cargo ships. Cargo and passenger ships from Assam and the northeast will be connected to Haldia via Bangladesh. The work of dredging has already begun,” Sarbananda Sonowal said.

He added that coastal and maritime shipping will get a boost with opening up of the northeastern markets, adding: “We must not limit ourselves to the Brahmaputra. We must go beyond and develop waterways through other rivers like Aie, Dhansiri, Manas etc.”  “All the eight states must come together and work towards the region’s development,” Sonowal added.Director of Inland Waterways Authority of India (IWAI) A Selvakumar made a presentation on measures taken for revamping river networks in the country’s northeast.

**Source: The Business Standard**
Herewith new picture from private ship model collection of Martin Adrichem in the scale of 1/1250. Picture shows model of Dutch Stern trawler “Frank Bonefaas”. Fishing vessel is owned Cornelis Vrolijk Fisheries company in IJmuiden. Her length is 119mtr x width 17mtr. She was built in 1994 by YVC Bolnes in The Netherlands. For my complete model collection see website www.martin1250shipmodels.nl

TOS zet ambities kracht bij met overname C-Port BV van Kloosterboer

Het jaar 2022 is goed begonnen voor TOS. Donderdag, 6 januari jl. is de overname van C-Port BV bekloken bij de notaris. TOS heeft de afgelopen 1,5 maand constructieve gesprekken gevoerd gevoerd met de eigenaar van C-Port, Lineage Logistics (voormalig Kloosterboer), die tot deze deal hebben geleid. In 2017 nam TOS een bedrijfsonderdeel van het Scheepvaart en Transportcollege (STC-Group) over. Sindsdien is TOS actief in de bemiddeling en begeleiding van BBL-studenten in de havens & logistiek. Met de overname van C-Port B.V. zet de familie Wagenaar, eigenaar van TOS, een grote stap in het waarmaken van haar ambities: een prominente positie voor TOS in de haven en logistieke sector.

Roel Latuheru, Managing Director en partner bij TOS Port & Logistics: ‘Voor TOS is de overname van C-Port een belangrijke stap in de ontwikkeling van haar activiteiten in de havens & logistiek. De omvang en verscheidenheid van klanten over Zuidwest Nederland maken C-Port een partij die goed past bij onze ambities. We zien C-Port als een respectabele leverancier van personeel in de havens en logistiek in Zuidwest Nederland. Met de overname van C-Port willen we een prominente, kwalitatief goede speler worden in deze niche markt en een rol van betekenis spelen bij de transitie van de (arbeid)markt in de havens en logistiek de komende jaren, zowel in Zeeland (North Sea Port gebied) als Rotterdam (Port of Rotterdam gebied).’
‘Door de overname bundelen we de krachten van TOS Port & Logistics en C-Port en gaan we verder onder de naam TOS Port & Logistics. We hebben er alle vertrouwen in om onze groeistrategie voor de toekomst waar te maken. En met de expertise, processen en systemen van TOS zullen alle betrokken direct kunnen profiteren van hoge kwaliteitsstandaarden. Dit alles om opdrachtgevers en medewerkers nog beter te kunnen bedienen.’


Roel Latuheru begon op 1 november bij TOS om, met het oog op de krappe arbeidsmarkt, de BBL business unit TOS Work2Learn te leiden. Hij heeft meer dan twintig jaar ervaring in de uitzend- en detacheringbranche en kent de haven en de logistiek op zijn duimpje. ‘Ik heb een groot netwerk in zowel de Rotterdamse haven als de havens van North Sea Port Vlissingen, Terneuzen en Gent. We willen een rol gaan spelen in de toenemende flexibilisering en verdere professionalisering in de havens en logistiek, maar wel op een duurzame manier.’ C-Port is een haven & logistieke detacheerder met ca. 150 (haven)logistieke medewerkers in vaste dienst, opererend vanuit kantoren in Vlissingen en Rotterdam. Naast de ca. 150 operationele (haven)logistieke medewerkers, zijn er ook nog ca. 8 kantoormedewerkers werkzaam. Alle operationele en kantoormedewerkers van C-Port zullen mee over komen naar TOS Port & Logistics, het label binnen TOS voor activiteiten in de havens & logistiek zowel qua detachering als de BBL-activiteiten.

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Sri Lanka, India sign deal to redevelop aging oil terminal

Sri Lanka has entered into an agreement with India to redevelop a strategic oil terminal that has nearly 100 large oil tanks, Sri Lanka’s Energy Ministry announced. The signing of the agreement came two days after the Sri Lanka’s Cabinet approved the proposal submitted by Energy Minister Udaya Gammanpila. The project’s approval came amid mounting concern over growing Chinese influence in Sri Lanka. The terminal, with a capacity of 8 million barrels of oil, is located on Sri Lanka’s eastern coast near the strategically important Trincomalee port, which is considered as one of the best natural harbors in the world. The cost of the terminal redevelopment project was not disclosed. Under terms of the deal that was negotiated for more than a year, 24 of the 99 tanks at the terminal will be provided to Sri Lanka’s state-owned Ceylon Petroleum Corp.

Another 14 tanks which are currently used by Lanka IOC, a subsidiary of India’s state-owned Indian Oil Corporation, will be leased to the same company for 50 years. The remaining 61 tanks will be managed by Trinco Petroleum Terminal Ltd, which is 51% owned by Ceylon Petroleum and 49% by Lanka IOC. The terminal was built by the British during World War II and it originally had 101 tanks but two were were destroyed in a Japanese attack in 1942. Most of the tanks are in currently disrepair, according to local media reports. Sri Lanka gained independence from Britain in 1948 but the oil tanks remained British property until the government bought them in 1964.

India considers the Indian Ocean its strategic backyard and is troubled by rival China’s growing economic and political influence over Sri Lanka.

China considers Sri Lanka to be a critical link in its vast “Belt and Road” global infrastructure building initiative. It has provided billions of dollars in loans for Sri Lankan projects over the past decade. The projects include a seaport, airport, port city, highways, and power stations. Critics have said that the Chinese-funded projects are not financially viable and Sri Lanka will struggle to repay the loans. In 2017, Sri Lanka leased a Chinese-built port located near busy shipping routes to a Chinese company for 99 years to alleviate the heavy burden of repaying the Chinese loan used to build it.

Last year, India’s Adani group secured a deal to develop a container terminal in Colombo, the capital, with a Sri Lankan company and the state-owned Sri Lankan Ports Authority. China also operates a container terminal at same port in a joint venture with Sri Lanka’s Ports Authority. Source: Associated Press
The MAERSK KALMAR navigating the Dutch coastal waters

Photo: Flying Focus Aerial Photography www.flyingfocus.nl ©

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