Zondag is Sinterklaas weer op traditionele wijze met de ANNIE POULISSE van KNRM Zandvoort, op het strand aangekomen. Op deze zonnige zondag zette de Sint en zijn pieten weer voet aan wal in Zandvoort. Hier werden zij door een enorme groep kindertjes en hun ouders warm onthaald.
Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore

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BEN Supreme Harbour Cruises in Malta: The wooden hull boat was originally built in Gela Sicily for the Malta-Gozo cargo service. She was one of the last motor powered, lateen rigged vessels. photo : Michael Cassar ©
VISIT TO THE HIRAM M. CHITTENDEN or BALLARD LOCKS

The **Hiram M. Chittenden Locks, or Ballard Locks**, is a complex of locks at the west end of **Salmon Bay, in Seattle**, Washington's Lake Washington Ship Canal, between the neighborhoods of Ballard to the north and Magnolia to the south. The Ballard Locks carry more boat traffic than any other lock in the US, and the Locks, along with the fish ladder and the surrounding Carl S. English Jr. **Botanical Gardens** attract more than one million visitors annually, making it one of Seattle's top tourist attractions. The construction of the Locks profoundly reshaped the topography of Seattle and the surrounding area, lowering the water level of Lake Washington and Lake Union by 8.8 feet (2.7 m), adding miles of new waterfront land, reversing the flow of rivers, and leaving piers in the eastern half of Salmon Bay high and dry. The Locks are listed on the National Register of Historic Places and the American Society of Civil Engineers Historic Civil Engineering Landmarks.

As early as 1854, there was discussion of building a navigable connection between Lake Washington and Puget Sound for the purpose of transporting logs, milled lumber, and fishing vessels. Thirteen years later, the United States Navy endorsed a canal project, which included a plan for building a naval shipyard on Lake Washington. In 1891 the U.S. Army Corps of Engineers started planning the project. Some preliminary work was begun in 1906, and work began in earnest five years
later under the command of Hiram M. Chittenden. The delays in canal planning and construction resulted in the US Navy building the Puget Sound Naval Shipyard in Bremerton, Washington, which is located across the Sound from Seattle.

**Construction**

Construction plan of Locks complex, showing various cofferdams holding water back from locks under construction, cross section of locks, and location of surrounding buildings including Administration Building and Cavanaugh House.

In early 1909, the Washington State Legislature appropriated $250,000, placed under the control of the Corps of Engineers, for excavation of the canal between Lake Union and Lake Washington. In June 1910, the US Congress gave its approval for the lock, on the condition that the rest of the canals along the route be paid for locally. Construction was then delayed by legal challenges, mainly by mill owners in Ballard who feared property damage and loss of waterfront in Salmon Bay, and by Lake Washington property owners.

Under Major James. B. Cavanaugh, Chittenden's replacement as Seattle District Commander, construction of the Ballard, or Government, Locks connecting Salmon Bay to Shilshole Bay began in 1911, proceeding without further controversy or legal entanglements. In July 1912, the Locks gates were closed for the first time, turning Salmon Bay from saltwater to freshwater. The first ship passed through the locks on August 3, 1916. On August 25, 1916, the temporary dam at Montlake was breached. During the following three months, Lake Washington drained, lowering the water level by 8.8 ft (2.7 m) and
drying up more than 1,000 acres (400 ha) of wetlands, as well as drying up the Black River and cutting off the Cedar River salmon run. The Cedar River was rerouted into Lake Washington to provide sufficient water flow for operating the Locks. Additionally the White River was rerouted into the Puyallup River. The Cedar and White Rivers both originally flowed into the Duwamish causing frequent flooding. The rerouting of the rivers opened up huge lowland areas for development but significantly disrupted the Duwamish salmon runs. To rectify this problem, salmon runs were reintroduced to migrate through the locks. The locks officially opened for boat traffic on May 8, 1917. The total cost of the project to that point was $3.5 million, with $2.5 million having come from the federal government and the rest from local governments.

Salt water began to make its way upstream toward Lake Union, requiring a system of siphons and flushing mechanisms. Because the Cedar River was the main water source both for the lakes and locks and for Seattle's potable water, at times there were problems maintaining an adequate water supply to maintain lake level and operate the locks. Conversely, with
several rivers redirected, flooding worsened throughout the watershed. That last problem was exacerbated by logging, and at times during storms the locks had to be opened just to allow water to flow out.

All Photo’s: Piet Sinke www.maasmondmaritime.com (c)
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The THE WORLD moored in Puerto Princesa City at the Philippine Island Palawan Photo: Werner de Booij ©

THE WORLD is the largest privately owned residential yacht. The residents, from about 45 countries, live on board as the ship travels, staying in most ports several days. Some residents choose to live on board full-time while others visit periodically throughout the year. It is operated by ROW Management, Ltd., headquartered in Fort Lauderdale, Florida, United States. It has 165 residences (106 apartments, 19 studio apartments, and 40 studios), all owned by the ship’s residents. Average occupancy is 150–200 residents and guests. THE WORLD (IMO ship identification number: 9219331) flies the flag of The Bahamas and has a gross tonnage of 43,188 tons. It is 196.35 metres (644 ft 2 in) long, 29.8 metres (98 ft) wide, and has a 6.7-metre (22 ft) draft, 12 decks, and a maximum speed of 18.5 knots (34.3 km/h; 21.3 mph). The crew numbers approximately 280.

The ship was the idea of Knut U. Kloster, whose family had a long history in the marine industry. Her hull was built in Landskrona, Sweden, by Öresundsvårvet, and it was then towed to Fosen Mekaniske Verksted in Rissa, Norway, for completion. The vessel was launched in March 2002 and purchased by its residents in October 2003. The management company is responsible for operations and administration of the ship, including hiring the employees. The residents, through their elected board of directors and a network of committees, provide guidance to the management about the ship’s itinerary, finances, and lifestyle. The ship has a large lobby, deli and grocery store, a boutique and showroom, fitness center, billiard room, golf simulator and putting greens, a full-sized tennis court, jogging track, a spa, swimming pool, and cocktail lounges. There are six restaurants for dining that supplement the kitchens or kitchenettes in most of the residences. For on-board entertainment there is a movie theater, library and music performances. In addition to shore excursions, various classes have been offered on board. The World provides internet access in each residence.

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Daewoo shipyard delivers first LNG carrier installed with air lubrication system

Daewoo Shipbuilding & Marine Engineering (DSME), a major shipbuilder in South Korea, has delivered a liquefied natural gas (LNG) carrier for a Greek client. It was the first LNG carrier which has been installed with the shipbuilder’s air lubrication system that enables energy-saving and emission reduction. DSME said that compared to existing LNG carriers, the new vessel installed with its air lubrication system (ALS) can save fuel by more than five percent. The delivery followed an order the shipbuilder received in June 2016 from Maran Gas Maritime, a unit of Angelicoussis Shipping Group. ALS works on the simple principle of trapping a layer of air bubbles beneath the ship’s hull. Air bubble outlets are created at different locations along the bottom of the hull. The air is blown at a constant rate to form a uniform layer of bubbles, which reduces the drag and resistance between the ship and the seawater. Maran Gas confirmed fuel savings in a test drive in October and wanted DSME to apply ALS to a next vessel, the shipbuilder said, adding it would expand the use of its ALS technology to super-large container ships, LPG carriers and medium oil tankers.

With rising fuel prices and increasing pressure to make ships greener, shipping companies are now implementing promising technologies that can reduce the levels of toxic Sulphur oxides (SOx) emitted by ships and save fuel at the same time. Under new rules imposed by International Maritime Organization (IMO), a U.N. maritime safety agency, the amount of sulfur emanating from ships should be reduced from 3.5 percent to 0.5 percent from January 1, 2020. Conventional heavy fuel oil contains 3.5 percent sulfur, meaning ship owners must either buy expensive low sulfur fuel or install an exhaust gas cleaning system such as SOx scrubbers. The scrubber technology passes the dirty exhaust gas stream created by the engine through chambers that contain a carefully generated “scrubbing cloud” of water. But scrubbers and selective catalytic reduction (SCR) units increase the cost of both building and operating ships, prompting ship owners to find alternative fuels such as LNG. Source: Aju Business Daily

USCG: OSV and tug collision causes 3,000 gallon diesel spill

Written by Nick Blenkey
The Coast Guard has been responding to an oil spill near Port Arthur, Texas, after Coast Guard Sector Houston-Galveston watchstanders received a report of a collision involving the 180 ft offshore supply vessel Cheramie Botruc No. 22 and the 116 ft tug vessel Mariya Moran near the entrance to Sabine Pass, Texas, Thursday morning, Nov 14.

The Cheramie Botruc No 22 Photo : C-Dag © CLICK at the photo

The 1975-built Cheramie Botruc No. 22 is operated by L&M Botruc Rental, Inc., of Galliano, La. The 2015-built Mariya Moran is operated by Moran Towing Corporation, New Haven, Conn. Personnel from Coast Guard Station Sabine, Coast Guard Marine Safety Unit Port Arthur, Texas General Land Office, Oil Spill Removal Organization, OMI Environmental Solutions and Environmental Safety and Health were launched to the scene and confirmed that the fuel tank of one of the vessels had been impacted. The Coast Guard said Friday that source of the release had been secured and the spill contained. Boom and sorbent material has been placed around the vessel while it remained anchored outside of the channel. An estimated 3,000 gallons of diesel fuel was spilled. The cause of the collision is under investigation. No injuries were reported. The Coast Guard and Texas General Land Office personnel will continue to monitor recovery efforts.

Source: Marinelog
MODERN Terminals' facilities at Terminal 9 (south) has accommodated the largest containership to call at the port of Hong Kong to date - the 23,656 TEU MSC ISABELLA. Modern Terminals Ltd group managing director Peter Levesque said in a statement: "We are proud to have MSC ISABELLA, a magnificent container vessel, at our facilities. Setting a new milestone for the port of Hong Kong." Modern Terminals is a member of the Hong Kong Seaport Alliance (HKSPA) and the combined facilities of HKSPA can handle eight mega vessels simultaneously which provides the kind of flexibility the large shipping lines want. The MSC ISABELLA is deployed on the Asia-North Europe Swan service operated by the 2M Alliance on a port rotation of: Qingdao, Busan, Ningbo, Yantian, Tanjung Pelepas, Rotterdam, Felixstowe, Antwerp, Rotterdam, Tanger Med, Algeciras, Singapore, Hong Kong, Shanghai, returning to Qingdao. Mediterranean Shipping Company's regional managing director for Asia Y J Tan said: "We are pleased to have our biggest, most technologically advanced and energy efficient class of vessels calling at the port of Hong Kong. MSC Isabella and her new sister ships show MSC's continued investment and commitment towards facilitating global trade." MSC ISABELLA is the sister ship of MSC GULSUN, the world's largest containership, and forms part of a new class of 23,000+ TEU vessels to be added in 2019-2020 to the global shipping network of MSC. These 11 ships have been designed with a wide range of environmental, efficiency and safety matters in mind. For example, the shape of the bow has been designed to enhance energy efficiency by reducing hull resistance. State-of-the-art engineering minimises wind resistance, resulting in lower
fuel consumption. To comply with the upcoming International Maritime Organization's low sulphur marine fuel regulation in 2020, the ship is equipped with an IMO-approved hybrid exhaust gas cleaning system and has the option of switching to low-sulphur fuel, or to be adapted for liquefied natural gas in the future. Source: Schednet

Jan de Nul’s TSHD **VITUS BERING** dredging Manzanillo Mexico port photo: Marin Blazina (c)

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The **MSC GULSUN** made her maiden appearance at the Westerschelde, above seen passing Hansweert heading for Antwerp Photo: Jaap J anse ©
Total Announces First Oil from Iara in Brazil

Total and its partners have announced first oil from the Iara license in the deepwater Santos Basin pre-salt offshore from Brazil. This marks the start-up of the P-68, the first of the two floating production, storage and offloading units (FPSOs) already launched and to be installed on the license. The second, the P-70, is expected to come on stream in 2020. Each unit has a capacity of 150,000 barrels of oil and six million cubic meters of natural gas daily. P-68’s hull was built at the Rio Grande shipyard in southern Brazil. Integration of the modules and the final unit commissioning were carried out at the Jurong Aracruz shipyard in southeastern Brazil.

The Iara license comprises the Sururu, Berbigão and Oeste de Atapu fields. Total acquired a working interest of 22.5 percent in January 2018 alongside operator Petrobras (42.5 percent), Shell Brasil Petróleo Ltda. (25 percent) and Petrogal Brasil S.A. (10 percent). In 2018, Total’s production in Brazil averaged 19,000 barrels of oil per day. By 2025, it is expected to exceed 100,000 barrels of oil per day. On June 2019, Total and its partners made the investment decision for the second phase of the Mero project. The Mero 2 FPSO will have a liquids treatment capacity of 180,000 barrels per day and is expected to start up by 2022. The Mero 1 project, currently under development, is progressing as per plan, with start-up scheduled in 2021. In 2017, Total and Petrobras formed a Strategic Alliance encompassing exploration and production and gas, renewables and power activities. Through the Alliance, the two groups are implementing R&D projects on topics such as artificial intelligence leading to efficiency gains.

Shell’s oil and gas production in Brazil in the fourth quarter is expected to be around 400,000 barrels of oil equivalent per day. Two blocks awarded to Shell in the 16th concession deep-water bid round are the latest additions to a portfolio of 2.6 million net acres with 21 exploration blocks, four development fields and 11 production fields in Brazil. Shell Brasil is also carrying out exploration activities in the Gato do Mato and Alto do Cabo Frio Oeste blocks in the Santos Basin to secure future development. In June, the company started a drilling campaign in Gato do Mato and delivered the fastest-drilled well in Brazil. Seismic work at Gato do Mato is ongoing. In 2020, new exploration drilling activity is expected at the Saturno block in the Santos Basin.

Netherlands Takes Tech-Forward Approach to Transporting Freight by Land, Sea and Air

To keep pace with growing cargo volumes and more stringent delivery requirements, some of the world’s most advanced freight handlers have been making significant headway in areas such as data, digitization, connectivity, automation and -sustainability. Those elements smoothly meld together in the Netherlands, the self-dubbed “Gateway to Europe.” This small country is a big player on the freight scene and is considered one of the most prominent logistics hubs for products entering and exiting the European Union. The World Economic Forum’s 2019 Global Competitiveness Report ranked the Netherlands’ economy as the most competitive in Europe, and the fourth most competitive of the 141 countries examined worldwide. The country received Europe’s highest score for transportation infrastructure and the second highest score in the world, following Singapore. The Netherlands also was listed as the top European country for sea and air transportation efficiency. Dutch industry and public entities alike are taking a comprehensive approach to continue this momentum and improve freight operations for the betterment of the entire supply chain, within the EU and globally.
To move all the freight that crosses its borders, the Netherlands relies on an extensive multimodal network that includes road, rail, and sea. The lion's share of imported products enters the country through the Port of Rotterdam or Amsterdam Airport Schiphol for distribution throughout the EU. Rotterdam, the largest seaport in Europe, handled more than 14.5 million shipping containers in 2018. After multiple rounds of expansion through dredging, it now covers 41 square miles, and further expansion is projected in the coming decade. A nagging challenge is to efficiently distribute the growing volume of containers coming into the port throughout the EU because other countries' infrastructures don't always keep pace with that of the Netherlands. But the port has put in place measures to counteract resulting bottlenecks via process improvements at its terminals. Another challenge arises when water levels are low and ships — especially deep-sea ships — have difficulty docking. In those circumstances, more goods flow back to trucking. Schiphol, meanwhile, is the EU's fourth largest airport in terms of cargo volume, according to the Airports Council International. It handled 1.7 million metric tons of cargo in 2018 on 31 freighter lines.

But Schiphol has reached the maximum of 500,000 air transport movements allowed per year by the federal government, and therefore is working to increase capacity, in part by putting more air cargo onto passenger flights. The airport currently is in negotiations to increase the movements by 40,000 annually after November 2020. Still, the intention is not to overtake the rest of the EU air cargo market, but rather to focus on quality. “We don't want to be the biggest, we
want to be the preferred,” said Bart Pouwels, head of cargo at Amsterdam Airport Schiphol. Beyond the capacity restrictions, another growing challenge is a change in the type of freight that comes through the airport. Schiphol faces a “tsunami of individual parcels” that each have low commodity values, compared to traditional high-value bulk freight, Pouwels said. E-commerce has proven a game changer in that regard. Amsterdam’s Schiphol airport has implemented digital cargo inspection and monitoring, but trained customs employees — and dogs — remain essential.

The rise of e-commerce also has created higher expectations for delivery. Increased demand for next-day or two-day shipments has created extra incentive for automated processes that provide efficiency gains and long-term cost savings. Veghel-based Vanderlande fills a lot of that demand as the world’s fifth-largest material handling supplier and logistics automation company.

The future of logistics lies in technology trends that include sensors, robotics and automation, along with digitization and cloud computing and storage, said Erik de Jonge, Vanderlande’s manager of market strategy. Integrating those elements to create flexible infrastructure — automated systems that can be implemented, moved and expanded quickly — keeps customers ahead of the game. He estimates that the warehouse automation market has doubled in the past five years. Robotic palletizers, for example, are gaining popularity among grocery companies. The equipment uses an algorithm based on load-forming logic to stack a variety of different items intended for the same store onto one pallet, akin to a game of Tetris. The system prioritizes weights from heaviest to lightest as well as product dimensions, fragility and store layout for optimal shelf replenishment.

The CHEM STREAM inbound for Amsterdam. Photo: Ruud Coster ©
Automated systems reach into the e-commerce world with robotic parcel sortation and packing solutions. For example, Vanderlande manufactures a robotic arm that picks up individual items from a conveyor with vacuum suction and deposits them into the correct packaging for distribution. As part of a larger system, such robotic sorting elements are expected to gain more widespread adoption soon at large fulfillment centers. The Netherlands largely views automation as a solution -rather than a threat to jobs, de Jonge said. Employees are becoming less needed in picking and packing jobs, but more valuable when transitioned to jobs involving data, process optimization, supervision, customer service centers, equipment engineering and research and development. Similar to logistics and freight-focused businesses throughout the Netherlands, Vanderlande therefore seeks more highly educated and skilled employees than in the past.

Rhenus Logistics is undergoing a similar shift as it increases the automation in its freight handling and warehousing processes. It employs an autonomous grid system in a portion of its new warehouse facility in Tilburg, which houses 650,000 square feet of storage space. Wheeled robots receive order information and drive on an overhead grid to pick up products from one of the 21,000 storage bins. Making the storage inaccessible to humans at the ground level allows it to be condensed due to a lack of aisles or walkways. The robots transport the selected items to the packing center. “We are the first [facility] to have this system. If it is successful we will roll it out to other ware-houses,” said Alphans van Erven, senior vice president of Rhenus Logistics. Business owners frequently mention automation and robotics as the greatest and most transformative trend for the future of freight and logistics. But there are instances where it is not considered the optimal way of doing business. While certain global e-commerce distribution centers dabble with forms of automation such as robots to fill boxes or drones to move products from shelves to boxing stations, others do not believe the hefty, up-front capital investment for customized equipment yields enough return on investment. That’s the case for Bleckmann’s fashion distribution center in -Venlo. It handles order fulfillment and distribution for well-known brands including Fabletics, EMU, Coach and Lululemon. E-commerce brands often do not enter into long-term contracts with distribution centers. Instead, those contracts average three to five years. That prevents distributors from realizing a return on investment with automation, which often takes 10 years or longer to achieve. Installing an automated system that meets one customer’s needs could be obsolete if that customer exits the facility a few years later. “We’re more flexible in this environment than in a fully automated one. When one customer goes under, another one can easily go into the space,” said Jurrie-Jan Tap, Bleckmann’s chief sales officer. Wheeled robots drive along an overhead grid to pick up products from storage bins at Rhenus Logistics’ facility in Tilburg, Netherlands. Although Bleckmann shies away from adopting fully automated systems at its distribution center, the company does incorporate digitization to enhance operating efficiencies. Fulfillment employees carry iPads to interact with the Apple iOS-based warehouse management system, and supervisors track their group’s performance statistics hourly on a central screen. This reflects the broader trend of Dutch freight businesses steadily incorporating greater data-driven and connected operations infrastructure. The Netherlands has a high rate of internet connectivity and speed, due in large part to 11 of the 15 trans-Atlantic undersea
cables coming ashore in the country. The internet access and connectivity allow businesses to optimize their business models by converting manual processes to digital and utilizing rapid cloud computing and storage.

Schiphol airport’s customs opened a new joint inspection center three years ago to integrate digital cargo inspection and monitoring. Data gathered from -cargo scans receive further analysis in centralized control rooms, and suspicious shipments are flagged for on-the-ground inspections. Customs employees scan for illegal drugs, weapons and nuclear items, among other things. The inspection center is part of the greater SmartGate Cargo initiative to speed freight flow while still enhancing safety. At the Port of Rotterdam, the greater use of data “helps with the flawless flow of goods,” said Steven Jan van Hengel, senior business manager for shippers and forwarders at the Port of Rotterdam.
more sustainable packaging systems, including machinery that makes boxes precisely fitted to a product. The custom-boxes use less cardboard and no air cushions, plus more goods can fit into a truck to optimize utilization of cargo space. Freight companies in the Netherlands and beyond increasingly combine such sustainability measures with digitization and automation in their future planning to create holistic, integrated systems. And that's crucial because the supply chains of the world “have become more and more inte-grated,” de Jonge said. Source: Transport Topics

The WIND STAR moored in Funchal
Maersk focuses on profitability as revenue slips

Maersk delivered improved profitability across its businesses in the third quarter of 2019, outweighing a 0.9% drop in revenue to US$10.1bn. Earnings before interest, tax, depreciation and amortization (EBITDA) improved 14% to US$1.7bn in the quarter, reflecting an increase in EBITDA margin to 16.5%. Søren Skou, CEO of A.P. Moller – Maersk, said: “While the global container demand, as expected, was lower in Q3 due to weaker growth in the global economy, A.P. Moller – Maersk continued to improve the operating results. “We delivered strong free cash flow and a return on invested capital of 6.4% as a result of strong operational performance in ocean, higher margins in terminals and solid earnings progress in logistics and services.

“The strong performance for the quarter combined with our expectations for the rest of the year, led to the recent upgrade of our earnings expectations for 2019. We will continue our focus on profitability and free cash flow in Q4 and into 2020 EBITDA in Maersk’s ocean segment improved 13% to US$1.3bn and the EBITDA margin increased to 17.4%, owing to capacity management and operational performance which mitigated lower freight rates and modest volume growth in Q3 of 2.1%. Revenue was US$7.3bn which is on par with Q3 last year. Non-Ocean revenue increased 3.7% in Q3 2019, driven by strong growth in the gateway terminals and growth within the integrated parts of logistics and services such as intermodal and warehousing. The terminals and towage segment reported an increase in EBITDA to US$313m and an increase in revenue of 5.8% to US$986m in the third quarter. In gateway terminals, the increase in EBITDA of 33% to US$261m and a margin of 31.7%, was driven by a volume growth of 9.2%, which contributed to higher utilisation, combined with stronger cost efficiency. Logistics and services progressed with gross profit up 13% to
US$336m following increased activities in intermodal and warehousing & distribution, however partly offset by lower revenue in air and sea freight forwarding.

Maersk now expects EBITDA for 2019 in the range of US$5.4–5.8bn, from the previously communicated US$5bn range. The organic volume growth in ocean is now expected to be slightly below the estimated average market growth, which is now expected to be in the range of 1-2% for 2019 compared to previously an expected market growth of 1-3%. The carrier’s guidance is maintained on gross capital expenditures (CAPEX) of around US$2.2bn and a high cash conversion (cash flow from operations compared with EBITDA) CAPEX for 2020-2021 accumulated for the two years is expected to be US$3-4bn. The guidance continues to be subject to uncertainties due to the weaker macroeconomic conditions and other external factors impacting container freight rates, bunker prices and foreign exchange rates.

Essar’s MAANIKA arrived at the port the port of Sohar (Oman)

Photo : 24/7 Port of Sohar pilot Rik van Marle ©

Nansha cruise port put into operation

By Zhao Tong (People's Daily Online)

On Nov. 17, Costa Cruise "COSTA neoROMANTICA" set sail from Nansha of Guangzhou city, Guangdong province, which marked the opening of operations for Nansha International Cruises Home Port, the largest cruise complex in China. The opening of the port more fully completed Guangzhou's infrastructure, and signified a new step forward for the Guangzhou international cruise industry. The port will provide good hardware, conditions as well as service experience for cruise travel for residents in Guangzhou, Guangdong as well as south China and more. It will also strengthen the international shipping hub function of Guangzhou and enhance its leading role as a comprehensive gateway city. The port was invested in as well as constructed by Chin Communications Construction group in August 2015. The project has
greatly enhanced the status of the Guangzhou international shipping center, which will further promote the booming development of the Guangzhou cruise tourism industry and invigorate new momentum into China's cruise industry. The port is located at the geometric center of the Nansha bay area within the Guangdong pilot free trade zone and Guangdong-Hong Kong-Macao greater bay area. With a planned coastline of 1.6 km, the current initial phase project involves development along a total coastline length of 770 meters, and a cruise berth of 225,000 gross tons. At present, 100,000 gross tons of infrastructure construction have already been completed, as well as a terminal with a construction area of about 60,000 square meters, which can dock the largest cruise ships in the world boasting an annual design capacity of 750,000 person-times. Source: People's Daily Online

Brazilian Government Bullish on Cruise

Following years of political instability, President Jair Bolsonaro was elected in 2018 and has stated that he wants to embrace the economic benefits of tourism. “It’s important to highlight that the current momentum is very important. Wherever I go, I try to call people's attention to this fact. Now we have a president that is a major ally to tourism,” said Brazil’s Minister of Tourism Marcelo Álvaro Antonio, in the 2020 Brazil Market Report by Cruise Industry News. Álvaro Antonio said that since taking office, his team is making great progress in turning around Brazil’s tourism sector, highlighted by nixing the need for visas from four key source markets: Japan, the United States, Canada and Australia. Álvaro Antonio also noted the importance of the cruise industry. “The cruise ships are a fundamental activity to the country,” he continued. “There is huge potential in this area.” While cruise lines ask for more transparency and legal certainty, more adequate operational costs and better legislation, Álvaro Antonio promised that a “new law, which will be important to the sector” is in the works. He also announced recently that the country will get more than a dozen new cruise ports in the future. “One of my concerns when I assumed the office was to understand why only seven cruise ships are sailing on our shores,” he said, noting inadequate port infrastructure as a major reason. The administration is taking the right steps to fix the ports, having asked the Brazilian Development Bank for a credit line for port infrastructure projects. “We plan to build, at least 15 new cruise ports,” Álvaro Antonio said. “We want ports specifically built for tourists. It’s not acceptable anymore to receive the passengers in between containers.”

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The ORALYNN navigating the English Channel  

Photo: Wouter van der Veen ©  

SOV’s DP Gezina & DP Galyna  

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We recommend both!  

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The AMERICAN LADY moored at the Fisherman’s Terminal in Seattle (WA)  

Photo: Piet Sinke www.maasmonddemaritime.com (c) CLICK at the photo to view and/or download the photo!  

Houthi Rebels Hijack Saudi Tug
On Sunday, Houthi rebels hijacked one tug (and possibly its tow) off the coast of Hodeidah, according to a spokesman for the Saudi-led coalition backing the Yemeni government. “At [2300 hours] on Sunday, the vessel was hijacked while sailing through the southern Red Sea, and it came under armed robbery by two boats carrying terrorists belonging to the Houthi militia,” Saudi spokesman Col. Turki Al-Maliki said at a press conference Monday. “The Houthis have a criminal precedent undermining the security of the Bab al-Mandeb Strait and the southern Red Sea with their acts of kidnapping and piracy.” Houthi leader Mohammed Ali al-Houthi confirmed in a Twitter post that “Yemeni waters are protected” through the efforts of Houthi maritime forces. “There is a case of suspicion and the Yemen Coast Guard is doing its job,” he said. “We assure everyone that [they need not] worry about the crewmembers.” Houthi media reports indicate that the tug has been brought to the Houthi-controlled seaport of Salif, just north of Hodeidah. The hijacked vessel, identified by Saudi sources as the offshore tug Rabigh 3, is flagged and owned in Saudi Arabia. Though reports differ, Al Jazeera indicates that Rabigh 3 had a tow - a South Korean-owned drill rig - which was also captured. Since the Yemeni civil war began in 2014, Houthi forces have conducted a series of attacks on Saudi merchant and military shipping through multiple technical means, including naval mines, missiles and remote-controlled bomb boats. In 2017, a Houthi-operated bomb boat struck and damaged the Saudi frigate Al-Madinah, killing two crewmembers and injuring three others. Saudi-led forces claim to have intercepted multiple similar bomb boats over the years since, including two in October 2018 which were allegedly aimed at the port of Jizan. Houthi forces have claimed that they have conducted additional successful attacks, though Saudi reports differ.

Source: MAREX

P&O’s AURORA getting ready to depart earlier this week from the Holland Amerika Kade in Rotterdam with the MULTRATUG 16 attending Photo: Nico Ouwehand ©

Ferry crash captain failed to keep proper lookout, court hears

Ian Drummond ‘static’ as huge vessel smashed into cruiser in Solent, prosecutors allege

A 4,000 tonne passenger ferry ploughed into a small pleasure boat with four people on board because its captain failed to keep a proper lookout, a court has heard. Captain Ian Drummond allegedly sat “static” in his chair as the 107-metre (305ft) Red Funnel vessel Red Falcon smashed into the 10-metre motor cruiser almost forcing it to capsize.

Drummond, 62, remained completely unaware the Isle of Wight-bound Red Falcon ferry had crashed into the cruiser during its journey across the Solent from Southampton, Hants, the city’s magistrates heard. One of the four people on board the cruiser, Julie Jackson, said she was thrown across the vessel by the impact. Along with her husband Peter and two other passengers, she scrambled to put on a life jacket while water began to engulf the vessel.

In a statement read to the court, Jackson said: “As I stepped out on the deck, I was made aware of a number of things happening all at once. I heard a loud bang, glass smashing, and saw a wall of red on my right-hand side. At the same time, I was thrown towards the seating area. We started to put on our life jackets.” Another passenger, Deborah Baxter said: “I heard a loud crashing noise and glass smashing behind me and I could feel a shower of glass pieces hitting me on my back and shoulder area. I could see a wall of red. I could not believe it. The ferry had carried on without stopping.”

Prosecutors allege Drummond, who began sailing in 1972, would have spotted the yacht in front of the Red Funnel ferry if he had ordered a “simple lookout.” He also failed to view CCTV immediately in front of him, the court was told.

Opening the case, Oliver Willmott, prosecuting, said: “He [Drummond] had been on the Solent, working this route, for many years. They are notoriously busy waters, there’s an enormous amount of traffic. “If there had been a proper
lookout, the vessel would have been sighted and avoided. The vessel was visible. A simple look out through the bridge windows would have avoided it. “Throughout this period … Captain Drummond is static. He could have moved around. It’s our case that he should have moved around. This is a vessel with blind sectors. Good seamanship dictates that the lookout is mobile and not static.” Drummond, of Southampton, denies misconduct of master likely to endanger ships, structures or individuals, and being the master responsible for conduct of a vessel contravening the merchant shipping regulations on 29 September last year. The trial continues. Source: The Guardian

OSTEND - DOVER REMEMBERED AFTER 22 YEARS.

They were about 150 former staff members and sympathisers to meet on Sunday, November 17 at the 21st annual staff reunion of the former Ostend-Dover Lines, the Maritime Transport Authority (MTA) and Wagon Lits/Cook. The MTA ended this era with its last departure on the 28 of February 1997, and this immediately marked the end of the 150 year old shipping connection between Ostend and the United Kingdom via the ports of Dover, Folkestone and Ramsgate.

A thousand sevenhunderd jobs were lost. For some, this is not only the moment to share the beautiful memories with their former work mates, but also to express their concerns about the future of the Ostend harbour, which is still unable to establish a new line with England or even another destination.

In the North Sea, ferry connections are booming, shipping connections are being added and the fleet is being adapted, expanded and modernized to meet the needs of the future, both in terms of capacity as in terms of environmental friendliness, with or without Brexit. These are conclusions that every maritime marketing analist draws.... or... should draw. Despite all this, the new port management of Ostend, has yet not shown any intrest since its entry into service on the first of January, not even to make its neglected infrastructure ready for use to attract ferry operators. This, while they have signed transparency in their administrative agreement but keep complete silence in this matter. Since 2013, the former MTA-quays have been vacant and despite all the high expectations the REBO (Renewable Energy Base Ostend)-quays becomes frighteningly empty. (But this just in the margin). Furthermore, mister Antoine Luys, president, underlined the importance of such a socio-economic connection in favor of transport and tourism for Ostend and the regions behind and also the great solidarity back then who remembers how pleasant it working was at this company and whose numerous presence on the reunion of last Sunday is the best proof. (JFB)
Baltic index touches 4-1/2 month low on sluggish vessel demand

The Baltic Exchange’s main sea freight index, which tracks rates for ships ferrying dry bulk commodities, fell to a more than four-and-a-half month low on Monday, hurt by weaker rates across all vessel segments. The Baltic index, which reflects rates for capesize, panamax and supramax vessels, dropped 19 points or 1.4%, to 1,338, its lowest since June 26. The capesize index fell 32 points, or 1.21%, to 2,603 points. Average daily earnings for capesizes, which typically transport 170,000-180,000 tonne cargoes such as iron ore and coal, decreased by $340 to $20,630. The panamax index inched lower by 6 points, or 0.5% to 1,112 points. extending losses for a 25th straight session, marking its biggest losing streak in over 9 months Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, fell $48 to $8,924. The supramax index shed 12 points to 723. Source: Reuters (Reporting by Nakul Iyer in Bengaluru)

The the NICKINA seen in Valletta. Photo : Jim Prentice ©
http://caledoniantransportphotos.blogspot.com  http://caledoniantransportphotos-buses.blogspot.com
http://caledoniantransportphotos-railways.blogspot.com  http://caledonianmodelwarships.blogspot.com

ITF Dockers joins international cargo handling association ICHCA

The ITF Dockers’ Section has joined the International Cargo Handling and Coordinating Association (ICHCA) continuing the section’s work to develop new avenues to engage with the stevedoring industry to advance the rights and safety of dock workers globally. “Nearly every day we learn of a serious workplace accident causing death and serious injury, and dockers around the world know how dangerous our ports are. This is the primary reason that we've joined ICHCA – because if ICHCA is to have credibility as a leading voice for port safety is needs to have unions and worker participation,”
said ITF dockers’ chair Paddy Crumlin. “We are developing a comprehensive program to meet our strategic objectives to organise more workers, to campaign against rouge employers and to advance policy to protects dockers rights and safety and moves workers interests forward. It is integral that the ITF and our affiliates participate in global forums such as ICHCA, the IMO and many others to influence policy, regulations and the industry to improve workplaces and conditions for our members,” said Crumlin. Last week, an ITF delegation attended ICHCA’s International 20/20 Cargo Vision Conference and Exhibition led by Steve Biggs from Unite the Union and Bob Dhaliwhal from ILWU-Canada, who are the respective chairs of the ITF Dockers’ Section Occupational Safety and Health and Future of Work and New Technology working groups, with participation also from the ITF Dockers’ team. “We were given the stage to openly discuss the terrible safety record of the port industry globally, and all of the delegation raised our grave concerns about the tragic spate of deaths that we’ve seen over the last years, and raised specific issues from safe work in ports, to lashing, digitalisation and automation. Our messages were strong and direct and are already making an impact,” said Biggs. “Without our voices groups like ICHCA can simply be echo chambers, we know that and they know that too. So, we see huge value for both the ITF family and the industry for the Dockers’ Section to a have a seat at the ICHCA table. It gives the global federalation and our unions the opportunity to meet directly with key industry stakeholders, such as the leading global terminal operators, port authorities, employers’ organisations, as well as the ILO and IMO, and work collaboratively across a range of issues. “We look forward working with ICHCA on a range of topics at the IMO. We are putting our health and safety experts onto ICHCA working groups in order to advance the workers agenda in occupational health and safety and to minimise the disruption that digitalisation and automation posed on workers and their communities,” said Biggs.

ICTSI proposal to develop Iloilo ports complete

The Philippine Ports Authority has recently deemed complete the proposal of International Container Terminal Services, Inc. (ICTSI) to develop Iloilo ports, the company said in its release. ICTSI received from PPA a letter of acceptance for completeness in accordance with the Revised Guidelines and Procedures for Entering into Joint Venture Agreements between Government and Private Entities (2013 NEDA JV Guidelines). PPA will now begin to evaluate the legal, financial and technical merits of ICTSI’s proposal to modernize the Iloilo Commercial Port Complex and the Port of Dumangas within a maximum of 60 days. Once it receives the OPS, ICTSI’s proposal will be turned over to the National Economic and Development Authority (NEDA) for evaluation. If it gains the approval of NEDA, the proposal will go through a Swiss challenge. Over the life of the concession that will be agreed on with the PPA, ICTSI has estimated an investment of over PhP8.7 billion to fully develop the Iloilo Port Complex – including dredging and deepening of the drafts and channel to allow the direct entry of new generation, international vessels; and purchase of modern quayside crane handling equipment estimated to cost around Php1.35 billion. ICTSI is also offering to substantially invest in the development of the Port of Dumangas in order to seamlessly handle the spill over from the city port. The Iloilo-Dumangas bid is ICTSI’s first foray in the Visayas with the end goal of providing a national network of ports with ICTSI’s brand of operational synergy that would further improve the country’s supply chain and competitiveness in global trade. Headquartered and established in 1988 in Manila, Philippines, International Container Terminal Services, Inc. (ICTSI) is in the business of port development, management and operations. As an independent business with no shipping, logistics or consignee-related interests, ICTSI works and transacts transparently with any stakeholder in the port community. ICTSI’s portfolio of terminals and projects spans developed and emerging market economies in the Asia Pacific, the Americas, and Europe, the Middle East and Africa. ICTSI has received global acclaim for its public-private partnerships with governments divesting of their port assets to the private sector.
NAVY NEWS

Germany Has A New Submarine, But It Won't Be Patrolling Russian Waters

BY: The National Interest Sebastien Roblin

On February 18, 2018, officials gathered to celebrate the launch of a new state-of-the-art submarine at a shipyard in Kiel, Germany. But unlike similar Type 212 submarines previously built there, the seventy-meter long diesel-submarine isn’t destined to shadow Russian submarines in the cold waters of the Baltic Sea. Instead, the Invincible will lurk in the warmer Pacific waters around the Straits of Malacca in the service of the Republic of Singapore Navy. In so doing, the 2,000-ton submarine and her three forthcoming stalemates will become new factors in the ongoing multi-national competition for influence over the South China Sea. Singapore is an island city-state sitting astride the Straits of Malacca, which offers the most direct route for commercial traffic between East Asia and the Indian Ocean—totaling one-fourth of all the world’s traded goods, including a quarter of all oil.

The wealthy but tiny nation has invested in an unusually capable and expensive military for its size—in 2017 it had the fifth highest defense spending per-capita on the planet. It has purchased major Western weapon systems including 100 F-16 and F-15SG fourth-generation jet fighters, Leopard 2 tanks and most recently, four to twelve F-35 stealth fighters. Singapore is adjacent to two more populous countries (Malaysia and Indonesia) and also holds China as an important commercial partner. However, it has insisted China’s claims to sovereignty over large swathes of the South China Sea should be adjudicated by legal means, and hosts U.S. Navy P-8 maritime patrol planes and Littoral Combat Ships. Thus, while Singapore considers itself a neutral actor, it is sometimes perceived as tilting more towards Washington to counterbalance China’s growing military power. Not incidentally, Beijing has explored bypassing Singapore through construction of the Kra canal through Thailand. The Invincible, also designated the Type 218SG, joins the growing numbers of air-independent propulsion (AIP) submarines active in the Pacific Ocean in the navies of China, Japan, Singapore and South Korea. AIP allows a comparatively cheap diesel-electric submarine to cruise underwater at slow speeds for weeks at a time, instead of having to surface or snorkel every few days. The Type 218, as with contemporary German designs like the Type 212 and 214, uses hydrogen fuel-cells for this purpose, a more advanced and less noisy configuration than the Stirling heat-cycle AIP engine used on Singapore’s two Swedish-built Archer-class submarines which entered service in 2011 and 2013. The Invincible is said to have 50 percent greater endurance than the Archers, implying it can remain submerged four to six weeks before needing to surface. Fuel-cell AIP does have the disadvantage of being more expensive and is potentially volatile should the submarine sustain damage, however. AIP submarines still can’t sustain speeds of 30 knots and remain underwater indefinitely the way a nuclear submarine can. The Type 218 reportedly has top underwater speed of 15 knots, or 10 knots surfaced. But AIP-submarines cost one-fourth or less the price of a nuclear sub, and their limitations are not nearly as important when engaged on shorter-range patrols.
Germany has already exported chubby Type 214 export submarines to South Korea in Asia. However, Singapore sought a slightly larger, more advanced design to replace its old Challenger-class submarines, which Singapore first purchased from Sweden in the 1990s. The Type 218 boasts a sophisticated new combat system jointly developed by Germany and Singapore featuring computer-assisted decision-making algorithms. The resulting high degree of automation allows a crew of only twenty-eight to operate the sub, rotating on eight-hour shifts instead of more fatiguing twelve-hours. This could leave more room for intelligence-gathering specialists or special operations troops.

The Type 218SG can also carry a heavier weapons load, with eight tubes for launching 533-millimeter heavyweight torpedoes instead of the more typical six. While official details of onboard armament remain unavailable, in addition to heavyweight torpedoes, the Type 218 tubes could conceivably be outfitted with naval mines or anti-ship or land-attack missiles like the Harpoon and Tomahawk, or the German fiber-optically guided IDAS missile, which can hit both surface targets and slower-moving aircraft like sub-hunting helicopters.

In a statement to media, Singaporean defense minister Ng Eng Hen emphasized the submarine's usefulness for various peacetime operations, including curbing piracy, arms smuggling and human-trafficking. However, the Type 218s also give the island state an intimidating conventional deterrence capability: if Singapore feels threatened or compelled to join an international alliance in a crisis, its submarines could effectively deny access to the ultra-valuable strait. Even a numerically superior adversary would struggle to hunt down long-endurance submarines that can remain submerged for over a month at a time.

The Invincible’s X-shaped rudder also affords it greater maneuverability—useful for navigating the shallow, rocky Strait, which is only 1.5-miles wide at its narrowest point. The strait has many small inlets and islands, around which a submarine could settle onto the sea floor and wait in ambush, while remaining extremely difficult to detect. The Invincible’s improved ocean-going capabilities means it could also contribute to longer range patrols of sea lines of communication in the Indian Ocean, or to Taiwan, with which it has a defense partnership. More routinely, the Type 218’s advanced sensors and facilities will give Singapore significant intelligence-gathering capabilities, particularly for intercepting signals, deploying operatives, tracking the movements of Chinese diesel-electric submarines around the strait and building a “threat library” on their acoustic signatures. Such intelligence may be exchanged with United States and regional partners, with which Singapore has shared intelligence in the past.

For now the Invincible is set to begin sea trials while a crew commanded by Lt. Col. Jonathan Lim is training in Germany, preparing for commissioning in 2021. Meanwhile, her sister ships Impeccable, Illustrious and Indomitable are set to be launched in 2022, 2024 and beyond, respectively, with the latter eventually replacing Singapore’s Archer-class submarines. Source:

**SHIPYARD NEWS**

Singapore-listed Nam Cheong to build shipyard in Labuan

Kiamsam is poised to be a new economic growth catalyst for Labuan as Malaysia’s largest offshore support vessel (OSV) builder Nam Cheong Dockyard Sdn Bhd will invest RM60 million to turn the existing Labuan Halal Hub Complex there into a shipyard Federal Territories Minister Khalid Abdul Samad said the new shipbuilding sector was expected to generate
employment for more than 1,500 people and help produce skilled workers in the long run through a training centre to be built at the complex.

“It is an initiative from Labuan Corporation, which tendered out the complex to potential bidders through a request for proposals (RFP) in June this year...and Nam Cheong had given us the better RFP,” he said. He was speaking to reporters after witnessing the signing of a memorandum of understanding (MoU) between Labuan Corporation and Kuala Lumpur-headquartered Nam Cheong Dockyard for Nam Cheong to take over the 7.3-hectare complex and a briefing from Nam Cheong chief executive officer Leong Seng Keat.

A definitive agreement is expected to be inked by year-end. Nam Cheong Dockyard, the principal operating subsidiary of Singapore-listed Nam Cheong Ltd, will move its existing fabrication and ship building-related activities in Batam, Indonesia, and China to Labuan beginning Jan 1 next year. Khalid said the Labuan Halal Hub Complex, with its existing warehouse facilities as well as logistic support, is located by the seaside and is strategically positioned for a shipbuilding industry. “Nam Cheong, being a Malaysian company with a global reputation in shipbuilding, should be given the chance to relocate its business activities to Labuan. “We hope it will help to improve the local economy and the people’s wellbeing, as this (shipbuilding) sector will come alongside Labuan’s heavily-depended-on oil and gas sector,” he said. Source: Bernama

The AHTS **ELAND** from Edison Chouest Offshore- Louisiana/USA in the A-dry dock at **Damen Shiprepair** Curacao

**Photo : John Smit ©**

**Yangzijiang Shipbuilding profit slipped 10% to $136.23m in Q3**

Yangzijiang Shipbuilding’s (Yangzijiang) net profit dropped 10% YoY to $136.23m (RMB702.26m) in Q3 from $151.05m (RMB778.63m) in 2018, according to its financial statement. Revenue grew 1% YoY to $1.05b (RMB5.42b) from $1.04b (RMB5.37b) over the same period. Profit after tax and minority interests (PATMI) margin also have declined to 13% from 15%. Gross profit margin in the group’s shipbuilding business came at 14% in Q3 from 20% in Q3 2018 due to higher raw material and labour costs. Trading business had a gross profit margin of around 1.5%, whilst other shipbuilding related businesses such as shipping logistics & chartering and ship design services registered a gross profit margin of 38% in the same quarter, higher than 33% in the corresponding period. Furthermore, Yangzijiang’s core shipbuilding segment had generated revenue of $620m (RMB3.2b) in Q3, higher than the $520m (RMB2.7b) posted in Q3 2018. Trading
business recorded lower revenue of $291m (RMB1.5b) compared to $410m (RMB2.1b) over the same period. Revenue generated by other shipbuilding related businesses was at $36.08m (RMB186m) from $28.91m (RMB149m). Source: Singapore Business Review

ROUTE, PORTS & SERVICES

Kalmar’s eco-efficient Eco Reachstacker selected by Maktas, Turkey

Kalmar, part of Cargotec, is to supply leading Turkish equipment rental company Maktas Makinali Tasima (Maktas) with a total of six Kalmar Eco Reachstackers. The order was booked in Cargotec’s 2019 Q4 order intake, with delivery scheduled to be staggered through Q1 of 2020. Established in 1979, Maktas offers rental and sales of both new and used forklifts and other related lifting equipment as well as spare parts and maintenance services. Maktas will offer the new equipment to customers in combination with a comprehensive servicing agreement. The Kalmar Eco Reachstacker is an easy-to-maintain and eco-efficient solution that can reduce fuel consumption by up to 40% compared to older machines without compromising on productivity. It also features smoother acceleration, less cabin noise and lower emissions for an enhanced driver experience. The solution is becoming increasingly popular with customers around the world, driven by the need to reduce fuel consumption and reduce the overall impact of their operations on the environment. To date, more than 200 units have been sold. Jürgen Wurzer, Vice President, South Europe, Kalmar: “Maktas has a long and successful history as a Kalmar dealer stretching back more than two decades. We are delighted that they have selected the eco-efficient Kalmar Eco Reachstacker to support their business activities.” Ender Erkul, Founder and Owner, Maktas: “We have been working with Kalmar equipment for many years and it is known as a trustworthy, high-quality brand among our own customers. We chose the Kalmar Eco Reachstacker for its ability to deliver outstanding performance with significantly less fuel consumption.” Source: Kalmar

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European ports a key plank of China’s Belt and Road

Chinese President Xi Jinping cannot but be proud of genuine European interest in the Belt and Road Initiative (BRI), his flagship infrastructure program aimed at reviving the ancient Silk Road, improving connectivity and transport links across Eurasia and beyond.
While on a state visit to Greece on November 11, Xi said that China’s investment in the port of Piraeus was the biggest Belt and Road project. The Chinese president considered the Greek facility, which is majority-owned by China’s Cosco Shipping, “the head of the dragon” in the New Silk Roads strategy. Greek Prime Minister Kyriakos Mitsotakis was in sync with his illustrious guest. He emphasized that cooperation with China was essential to turn Greece into the most vital logistics hub connecting the Far East with Europe.

A number of European ports are busy working to become Belt and Road hubs. The fact that such a China-centric network of trade relations may threaten the Western-shaped international has not deterred many in Europe from doing business with Beijing. And that was even more evident after the European Investment Bank on November 11 granted a loan of €140 million to help Cosco expand and upgrade Piraeus port. The Chinese control or have stakes in a dozen European ports, including in Greece, Italy, Malta, Spain, France, Belgium, and the Netherlands. 90% of China’s foreign trade travels by sea, and all these countries want their chunk of the Belt and Road pie.

For instance, on November 5, Italy’s Trieste Port Authority signed a memorandum of understanding with China Communications Construction Company to create logistics and distribution platforms in the areas of Shanghai, Ningbo, and Shenzhen. These facilities will be linked to Trieste, but are expected to also service other Italian ports. The problem is that the BRI may make China’s trading and investment partners dependent on Chinese power and wealth. By controlling foreign ports, Beijing will ultimately control international transport routes – and so the world’s commerce. It is the modern and globalized revival of the ancient Chinese tributary system. Thus the New Silk Roads become subtle instruments of hegemony, with China wielding investment and development loans to subdue Belt and Road clients.

Unlike their allies in Europe, US leaders are persuaded that the Chinese mega-infrastructure project is actually an asymmetric response to the vast American network of military alliances and partnerships. At a recent hearing before US Congress, Carolyn Bartholomew, chair of the US-China Economic and Security Review Commission, said that China could use its financial interests in Asian, European, and African ports to control a significant fraction of its inbound supply chain for key commodities, as well as outbound trade routes for its export. She noted that in case of conflict, Beijing could exploit its control over these ports to hinder trade access to other nations. What Bartholomew did not say is that Chinese investors are modernizing European ports and creating jobs in a depressed economic environment. As a result, US friends in Europe are unwilling to block Chinese investment in their port facilities. Trump has several times threatened NATO allies in Europe with punitive measures if they acquire 5G broadband technology from Chinese telecom giant Huawei. But many European countries are betting big on Chinese cooperation exactly because they are trying to transform their facilities into “smart ports.” The possible integration of the EU plan for connecting Europe and Asia with the “Blue Dot Network,” an infrastructure scheme promoted by America, Japan, and Australia as an alternative to China’s, could help dissuade them from riding the Chinese dragon. Source: Asia News

Broad coalition from Greenpeace to Port Authority call for incentives for hydrogen investments

Green hydrogen is vital to the energy transition, but the development of hydrogen projects is currently too slow. That is why the government must make financial resources available for operating subsidies up to 2025 and quickly produce a roadmap for the development of green hydrogen up to 2030. The hydrogen coalition, a broad group of organisations from the business sector to environmental organisations, is making this call to the government. Hydrogen is essential if the Port of Rotterdam is to reduce CO2 emissions. Hydrogen is an alternative to natural gas and can be produced using green electricity and water. This makes it climate neutral. Hydrogen is taking an increasingly important position in the port’s...
three-step plan to be climate neutral within thirty years. Step two involves changes to the energy system through the use of electricity and hydrogen.

Various projects are underway in Rotterdam, including project H-vision to produce blue hydrogen, the development of a hydrogen network, a study into a 250 MW electrolyser from Nouryon for BP and the development of a 2 GW conversion park where electricity from offshore wind farms is converted into hydrogen. Source: Port of Rotterdam

…. PHOTO OF THE DAY …..

A great shot from the beach at Philipsburg - St Maarten showing cruising has returned to St Maarten as it slowly recovering from the devastating Hurricane of 2017 with seen from leeft to right the VOLENDAM, the SEABOURN ODYSSEY, the KONINGSDAM and the EXPLORER OF THE SEAS. Photo: Kandes Bregman ©

Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore

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