News reports received from readers and Internet News articles copied from various news sites.

The **CHEM MIA** inbound for Rotterdam passing **Slag Maasmond**

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

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EVENTS, INCIDENTS & OPERATIONS

Tugboat Evacuates Malaysian Stranded Ship From Chilika

The saga of the Malaysian ship which was stranded on Chilika’s Rajhans over the past one and a half months, ended on Sunday night. A tugboat which arrived on Odisha coast from Singapore was able to rescue and pull and evacuate Malaysian cargo ship ‘Jin Hwa 32’ during a high tide at around 10 pm. The tugboat had arrived at Rajhans morning and was pressed into evacuation process immediately. A 15-member team of experts was engaged in the activity. As the ship...
had run aground and submerged the evacuation process was not a tough job. The tugboat team failed twice but finally during the third attempt managed to pull the cargo ship. With this, the scare of oil spill looming over Rajhans culminated. The district administration and Coast Guard authorities breathed a sigh of relief as Jin Hwa 32 sailed into the waters.

Source: ommcomnews

The **OLYMPIC ELECTRA** outbound from the ROG terminal in Rotterdam Waalhaven passing Maassluis

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

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Western part of Singapore enters "unhealthy" range

Air quality in Singapore has entered “unhealthy” range with the 24-hour Pollutant Standards Index (PSI) reading reaching 106 in western part of the Island City today. In its 5pm update, the National Environment Agency (NEA) said the readings were ranging between 87 and 106 with the lowest in the eastern part of the republic. At 101 to 200 reading, the 24-hr PSI is in “Unhealthy” range. “When the PSI is in the Unhealthy range, reducing outdoor activities and physical exertion can help limit the ill effects from haze exposure,” NEA advised. NEA noted that it was monitoring the situation closely and would provide further updates when necessary. On Friday, the NEA had forecast that the 24-hr PSI to be in the high end of the Moderate range and might enter the Unhealthy range if denser haze was blown in. With the prevailing winds blowing from the south or southwest, this might bring increased haziness to Singapore, it said. The agency said the weather continued to be dry over most parts of the region, including Sumatra and Kalimantan. NEA said a total of 156 hotspots were detected in Sumatra, mostly in the central and southern parts of the island on Friday. Moderate to dense smoke haze continued to emanate from persistent hotspots there, and hazy conditions persisted in Singapore and some parts of Peninsular Malaysia, it said. In Kalimantan, a total of 1,043 hotspots were detected yesterday, it said. NEA said widespread smoke haze continued to be observed over many areas in Kalimantan, and some haze had been blown by the prevailing winds to western Sarawak and surrounding sea areas. For the next few days, there may be brief showers in Singapore but the weather over Sumatra and Kalimantan is forecast to remain generally dry, it said. Source: Bernama

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The **STENA BRITANNICA** outbound from Hoek van Holland heading for Harwich

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

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The Shannon Class relief fleet lifeboat **BRIDIE O’SHEA** officially launched on 09/05/19 seen alongside at the Southampton International Boat Show, the photo was taken from the Blue Funnel Cruises Ocean Scene on a private charter by the Thames Ship Society.  *Photo: Martin Penwright ©*
Philippines: China wanted to restrict foreign forces at sea

By JIM GOMEZ

The Philippine foreign secretary said Wednesday that China has sought to restrict the presence of foreign military powers in the South China Sea and foreign involvement in oil and gas projects in the disputed region under a pact it's negotiating with Southeast Asian nations. Foreign Secretary Teodoro Locsin Jr. said in an interview with ABS-CBN News Channel, however, that China has eased up on those demands, removing potential obstacles in the conclusion of the so-called “code of conduct” that it's negotiating with the Association of Southeast Asian Nations. China and the 10-nation ASEAN bloc have been negotiating the nonaggression pact in an effort to deter aggressive acts by Beijing and other claimant states that could spark a major armed confrontation in the disputed territories, which straddle some of the world's busiest sea lanes.

ASEAN and China have agreed to keep the negotiations confidential, although China's insistence that the proposed code should restrict foreign military presence and exercises in the disputed region has leaked out and been reported by some media outlets. At least two Southeast Asian diplomats have confirmed those Chinese demands to The Associated Press.

When asked about the code by the ABS-CBN News Channel, Locsin said the negotiations have been “very contentious for a while,” with China insisting that no “foreign military power should be having military presence in the South China Sea” and if “you want to develop oil and gas, they'll only be with us.” "The reports we're getting now, is this, China is mellowing. It's no longer insisting on the exclusion of foreign powers. It’s no longer insisting on this and that," Locsin said. "So I brought this basically to, you know, the enemies of China and some of our allies." There was no immediate comment from Chinese or U.S. government officials.

China has frowned on U.S. military patrols and exercises in the strategic waterway. China has been accused of delaying the start of negotiations for such a regional pact for years. Critics say it only agreed to commence formal talks with ASEAN after Beijing completed building seven islands in the Spratlys, the most contested area in the South China Sea. The proposed code could have potentially restrained China from undertaking such major constructions in the disputed waters, the critics say. Four ASEAN member states — Brunei, Malaysia, the Philippines and Vietnam — along with China and Taiwan, have been locked in the long-simmering disputes, which escalated when China turned seven disputed reefs into islands that could serve as forward bases to project China's military might against rival states.

Opponents have played down the significance of the code, saying China would never sign an accord that would undermine its interests. But Locsin said China's easing up on some of its demands showed that "there is a prospect of a fair, just and objective code of conduct in the South China Sea." Philippine President Rodrigo Duterte has told his Chinese counterpart, Xi Jinping, that completion of the code should be hastened amid tensions among rival claimants, Locsin said.

Duterte "told him, 'This COC is taking forever. Can we rush this? Let's get this out of the way so that we can avoid all of these tensions and we know who's right, who's wrong when something happens,'" Locsin said. "Xi Jinping said, 'Well, why not?'" Xi has expressed hopes the regional code could be completed in three years.

China and ASEAN officials recently said they have completed the first of three expected rounds of negotiations.

OSV DEMAREST TIDE (VU) underway to the Karish Oil Field near the Tanin Oil Field, offshore Haifa.

Photo: Peter Szamosi ©

Source: Hartford Courant
**Scrubbers and fuel profit share clauses**

From 1 January 2020, Regulation 14 of MARPOL Annex VI provides that the sulphur content in fuel oil used on board ships shall be reduced from a maximum limit of 3.5% to a maximum limit of 0.5% (the limit in emission control areas remains at 0.1%). Regulation 4 of MARPOL Annex VI permits equivalent methods of compliance provided such methods are at least as effective in terms of emissions reductions.

Whilst it is up to individual port state control and flag states to implement and enforce MARPOL Annex VI, the use of Exhaust Gas Cleaning Systems ("Scrubbers") is widely expected to be a legitimate option as an equivalent method of compliance.

The anticipated key financial benefit for Owners that have invested or are considering in investing in Scrubber-fitted vessels, is that there will be substantial savings in the cost of trading the vessels due to the expected price differential between fuels with a high sulphur content and ‘compliant’ fuels with a low sulphur content. For example, this week press reports suggest that the fuels currently being traded result in a price differential of about $150-$250 per mt between 0.5% sulphur fuels and high sulphur fuels and predict a price differential of over $400 per mt in 2020 (the differential between high sulphur fuels and 0.1% sulphur fuels is greater).1

Owners have various options available to them in terms of benefitting from the expected fuel differential for Scrubber-fitted vessels.

For example, if Owners are spot trading their Scrubber-fitted vessels, typically it is Owners that pay for the fuel so Owners will therefore benefit from the lower costs of burning high sulphur fuels. If Owners are time chartering their vessel, typically under a time charterparty Charterers will pay for the fuel so Charterers will therefore benefit from the lower costs of burning high sulphur fuel. In consideration for providing this benefit under a time charter, Owners may simply demand a higher charter rate or a ‘scrubber premium’ on the market charter rate.

Alternatively, there are a number of creative ways in which Owners and Charterers can share the benefit of the expected or actual fuel savings for Scrubber-fitted vessels. One of these ways is through implementing a fuel profit-sharing scrubber clause ("FPS Scrubber Clause") into the time charterparty. It has been reported in the press recently that these are being used with good effect by some owners to keep charter rates competitive.2

There are a number of different legal, operational and commercial factors which will have to be considered in negotiating and drafting FPS Scrubber Clauses and so it is unlikely there is a one-size fits all FPS Scrubber Clause that can be applied across the market. By way of example, the ongoing delay to an intended Bimco industry-standard scrubber clause is illustrative of the complexity and competing interests at play. For example, if owners are bearing the majority of the capital risk and operational risk of the Scrubber, then should owners be entitled to the majority of the benefit of the fuel differential?

In the event that the Scrubber is not operational for technical or regulatory reasons, who is responsible for providing compliant low sulphur fuel?

An FPS Scrubber Clause is an innovative way for Owners and Charterers to allocate the anticipated risks and benefits of complying with the implementation of MARPOL Annex VI from 1 January 2020 through the use of Scrubbers. James Kennedy and Fanos Theophani have been involved in the negotiation and drafting of FPS Scrubber Clauses and are well placed to advise and assist the market on these issues.

1 “Songa Container pioneers profit-sharing scrubber clause” Tradewinds 30 August 2019

Source: Clyde&Co
Dry Bulk Market: Capesizes on Correction Mode

Capesize
Overall it was a negative week for the Capesize market, with many routes losing ground. A limited amount of timecharter appeared, with most activity seemingly centred on voyage basis. However, a 176,000dwt vessel was rumoured fixed delivery China, mid-September, for a west Australian round at $30,000. The highlight of the week was on the C5 route, which initially lost ground, before bouncing back to around the $11.00 mark as the week closed, with talk of BHP fixing this level. For the C3 route, limited fresh information surfaced. However, the Newcastlemax, ‘Stamatis’, was linked to 190,000/10 iron ore, for early October dates at around $25.25- $25.50 level. For trans-Atlantic runs, a 182,000dwt ship was reported fixed for 160,000/10 coal, from Puerto Bolivar to Rotterdam for end September/early October dates, at $14.10, with an Iskenderun option at $15.30. Elsewhere, 130,000/10 iron ore, from Saldanha Bay to Hamburg, basis 1/10 October dates, was covered in the mid-low $13.00s.

Panamax
Another week without fireworks. The market drifted lower again, with only the Atlantic index returning to positive territory at the end of the week, mainly due to an increase in shorter Baltic trades and a tightening of tonnage on the North Continent. A modern Kamsarmax fixed at $25,000 from the Continent to Italy, redelivery Gibraltar. The Pacific round rate dropped over $1,250, the most during the week, with the paper market affecting sentiment, several vessels being reported as failed, and holidays in Asia at the end of the week. The futures market did recover towards the end of the week, but physical trade volumes had already dwindled by then. South America was not as active as usual, however, brokers felt levels were holding up quite well, especially for the better described units. Understandably there was little period market news again.

Supramax/Ultramax
The Baltic Supramax Index (BSI) had a weaker start to the week and the softening trend continued. The US Gulf remained relatively slow, but the rates stayed firm. Brokers reported no signs of recovery from East Coast South America and pressure remained on the tonnage open in Far East. A 64,000dwt vessel open early October in China was fixed on subjects for two years, with worldwide redelivery, at $12,250. From East Coast South America, a 55,000-tonner was fixed to Algeria with grains at $24,000. From the Mediterranean, a 56,000dwt ship, open Canakkale, achieved $13,500 for a trip to the US Gulf. A 61,000dwt vessel, open in the Gulf, was fixed to China at $31,000, possibly with concentrates. More stems were noticed going to Vietnam from Indonesia, with a 56,000dwt ship, open South China, and a similar-sized vessel open Thailand, both fixing in the mid $12,000s. North Pacific fixt ures were reportedly failed on an Ultramax new building at $14,000 and concluded in the $10,000s for a Dolphin 57 type, open North China, with redelivery in the Singapore- Japan range.

Handysize

The Baltic Handysize Index (BHSI) recorded the highest point since January 2014 at 692. However, the trend was paused on Thursday, declining a point. Like the Supras, rates from the Mediterranean/Continent region and East Coast South America softened. The Pacific remained slow throughout the week. On the period front, a 34,000dwt grabber, open Malaysia, was fixed for about seven to ten months in the mid $10,000s. A 28,000dwt ship, open in the Spanish Mediterranean, was fixed for a short period trading at a rate close to $11,000 with redelivery in the Atlantic. A 32,000dwt vessel was fixed from Milos for a trip to the Continent at $10,000, while a 35,000dwt ship was fixed for a trip from Santos to Brake at $18,250. In the East, a larger 44,000dwt ship was booked for a trip via Indonesia to CJK at $16,000 basis Singapore delivery. Source: The Baltic Briefing

The **BRITISH HERITAGE** handling cargo at Rotterdam Europoort

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

Coast Guard rescues man from plane crash in the Gulf of Mexico

by Megan Jones

The Coast Guard rescued a man after his plane crashed in the Gulf of Mexico around eight miles southeast of Southwest Pass, Louisiana on Sunday. Watchstanders at the Eighth Coast Guard District received a distress alert from an emergency locator following the crash at 11:46 a.m. U.S. Coast Guard 8th District Heartland says watchstanders received another alert from the Houston Air Route Traffic Control Center that a Southwest Airlines flight had sent a mayday call from an unknown aircraft. The Houston Air Route Traffic Control Center confirmed three helicopters received the same distress frequency near the emergency locator transmission's location. District watchstanders sent Coast Guard crews to search the transmitter's location for distress signs. Officials confirm that an MH-65 Dolphin helicopter aircrew from Coast Guard Air Station New Orleans, a 45-Foot Response Boat-Medium crew from Coast Guard Station Venice and an HC-144 Ocean Sentry airplane crew from Coast Guard Aviation Training Center Mobile were involved in the search. A helicopter crew arrived on scene at 1:04 p.m, according to the U.S. Coast Guard 8th District Heartland. They confirm the crew located the man in the water wearing a life jacket.

This is a great example of how being prepared can help the Coast Guard locate and rescue you if you need assistance,” said Lt. Cmdr. Brian Ward, an aircraft commander at Air Station New Orleans. “Wearing a life jacket and having an emergency locator device onboard, including an emergency position indicating radio beacon on board a vessel, greatly increases your chances of survival and being rescued. U.S. Coast Guard 8th District Heartland says he was the only person on the plane. The aircrew lifted the man and transported him to West Jefferson Medical Center in Marrero in stable condition. **Source: newschannel9**
The RET fast ferry **DE NI EUWE PRINS** at the pontoon in **Hoek van Holland Berghaven**

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

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

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**BULKNES** heading for Aberdeen Harbour Expansion site aided by tugs **CORR INGHAM** and **KITTI WAKE**

Photo: George Saunders ©
Korea’s Daewoo E&C in consortium bags $4.3bn LNG project in Nigeria

South Korea’s Daewoo Engineering & Construction Co (Daewoo E&C) in consortium with Italy’s Saipem and Japan’s Chiyoda has secured a $4.3 billion liquefied natural gas plant project in Nigeria. The consortium signed a letter of intent with Nigeria LNG Ltd for engineering, procurement and construction of the Train 7 facility at Nigeria LNG’s liquefied natural gas plant on Bonny Island, Nigeria last Wednesday, according to industry sources. Daewoo E&C’s share in the project is estimated at $1 billion. It will take part in the EPC project as well as carry out the front-end engineering design (FEED) work. An LNG train is a liquefied natural gas plant’s liquefaction and purification facility. The Train 7 project is to expand the existing Nigeria LNG’s existing LNG facility to ramp up its annual production capacity from its current level of 8 million tons. Daewoo E&C previously was the subcontractor of building five of Nigeria LNG’s six LNG trains. Daewoo E&C has worked aggressively to expand its global presence this year. Last month, it won a $70.35 million order to build a road in the southern Basra in Iraq. The road is part of Iraqi government’s project to build a container terminal in Al Faw New Port. The company also has submitted a bid to win two projects worth $1.4 billion in Mozambique, with results scheduled to be released by the end of this year. In the first half of this year, the Korean builder bagged new orders worth 6.4 trillion won ($5.3 billion) in total. Source: pulsenews By Moon Il-ho and Cho Jeehyun

Ramsgate’s steam tug Cervia is up for sale

The 350 ton vessel was built in 1946 as a seagoing tug for use as a fleet auxiliary. She is powered by a 1,000 HP triple expansion engine and is a rare survivor from the pinnacle of steam ship development. CERVIA is the last sea-going steam tug to survive in UK waters and she was also the last to work commercially, being in operation until 1983. Her last job was as port tug to the new cross-channel ferry service at Ramsgate, providing assistance to ferries in adverse weather conditions.

CERVIA was eventually ‘mothballed’ alongside the East Pier at Ramsgate Royal Harbour following a final re-fit for a towage contract in Norway, which never materialised.

CERVIA featured in “Rogue Male” starring Peter ‘O’ Toole and, as the “S.S. GREASY”, in the Monty Python film “The Curse Of The Claw” with Michael Palin. In 1985 Thanet District Council’s Harbour Master and his deputy, who had
considerable experience of historic ships, negotiated a loan of the tug and arranged for Cervia to be brought into the shelter of the inner harbour where she was moored in part of John Smeaton’s Historic Dry Dock. Later that month she was placed in the care of Ramsgate Maritime Museum, run by the East Kent Maritime Trust. The EKMT Trust was granted a Manpower Services Commission project to restore Cervia, managed and funded by a Thanet District Council agency.

In 2008 The Ramsgate Maritime Museum was closed. EKMT became defunct and the Cerva and museum was taken over by The Steam Museum Trust, under the trusteeship of Michael List Brain, after a lease was signed with Thanet council in 2012. The lease covered the clock house, Smeaton’s dry dock, 30 Military Road and related facilities. The lease runs until 2037. The museum closed again and then reopened in 2015 with volunteers on a seasonal basis. The Steam Museums Trust and The Ramsgate Society put forward proposals for the repair and complete restoration of The Clock House building; the reorganisation and curation of the Maritime Museum Collection by creating a modern heritage centre and exhibition space; the repair and restoration of the Smeaton Dry Dock, the steam tug Cervia and the historic boat The Sundowner; improvements to the Pier Yard car park, a pop-up cafe and bar and the creation of a business plan to secure the long term sustainable financial future for the project. This however was put on hold when Thanet council said it wanted to carry out its own feasibility study. It is understood The Ramsgate Society have recently approached Ramsgate Town Council about reviving the plans and there has since been a meeting with RTC and TDC to discuss heritage lottery funding, Ramsgate and the maritime museum. Ramsgate RNLI and fire crews were involved in an operation to keep the Cervia afloat in November 2018 after she started taking on water due to a ‘large hole’ that the crew sandbagged. According to the Charities Commission The Steam Museum Trust has failed to provide information on its finances within 10 months of the financial year end for 2018. If a charity misses its deadline, it receives a default notice. The Cervia is listed for sale with ‘price on application’ by Preston Services.
JN Port terminal operator, APM Terminals Mumbai, says it is now possible to submit Additional Service Requests (ASR) via its online Customer Service Portal. Replacing a manual system, this new automated process is claimed to be quicker, simpler and more transparent for customers.

Around 20 import and 20 export services can now be requested online, ranging from priority delivery, seal fixing and inter-terminal transfers to early or late gate receptions, empty container storage and break-bulk handling. According to APM Terminals requests for additional services are activated immediately, removing the need to allow for 24 hours processing. Payments for services are automatically added to the customer's account. Reaching out to the broader local shipping community last week, APM Terminals Mumbai's Commercial, Finance, IT and Operations teams held a two-day workshop with customers to highlight the various features of its Customer Service Portal including the new ASR feature. The workshop enabled the company to address customers' concerns and get direct feedback about additional online services they would find useful.  

Source: themaritimestandard

Pentagon steps up efforts to counter China's rising power

This US Navy file photo obtained on Sept 15 shows US Navy sailors riding a rigid-hull inflatable boat from the Arleigh Burke-class guided-missile destroyer USS Wayne E. Meyer during a drill as part of the Asean-US Maritime Exercise on Sept 5, 2019.

Maritime operations, missile tests, landing exercises: the Pentagon has been sharply stepping up its efforts to counter China’s growing military power, seen increasingly as a threat. On Friday an American warship approached the Paracel Islands, an island chain claimed by Beijing in the South China Sea, to affirm international "freedom of navigation" in the region.

The USS Wayne E. Meyer, a guided-missile destroyer, passed near the islands to contest Beijing's sweeping claims to the seas around the archipelago, which is also claimed by Taiwan and Vietnam. The Chinese claim would block "innocent passage" by other countries' ships and is "not permitted by international law," a US Seventh Fleet spokeswoman, Commander Reann Mommsen, said. Friday's was the sixth "freedom of navigation operation" - or FONOPS in naval jargon - this year, a clear acceleration in pace. There were a total of eight in 2017 and 2018, and only six during the entire Obama presidency. On Wednesday, the US Marine Corps announced it had conducted exercises on the Japanese islet of Tori Shima, hundreds of miles south of Tokyo, to practice landings on "hostile" shores and the seizure of landing strips. The exercises were clearly designed to highlight the ability of the American military to invade a disputed island and establish a supply base for aerial operations. "This type of raid gives the commanders in the Indo-Pacific region the ability to project power and conduct expeditionary operations in a potentially contested littoral environment," one of the officers...
in charge, Commander Anthony Cesaro, said in a statement. Such a forthright description, coming from a Pentagon hardly known for unguarded talk, reflects the fresh impetus Defense Secretary Mark Esper has given to the US policy of "strategic rivalry" with China and Russia. Esper, who chose Asia for his first overseas trip only weeks after being sworn in as Pentagon chief, has made clear that the US wants to rapidly deploy new missiles in Asia - possibly within months - to counter China's rising military power. On Thursday, acting US army secretary Ryan McCarthy, speaking in a Senate confirmation hearing, defended the development of such new missiles. He said the new medium-range conventional missiles Washington wants to develop - now that the US is no longer constrained by the Intermediate Nuclear Forces (INF) treaty, which the Trump administration abandoned last year - would "change the geometry within Southeast Asia."

"If we can get the appropriate partnerships, expeditionary basing rights with partners within the region," McCarthy said, "we can change the geometry and basically reverse anti-access, area-denial capabilities that have been invested by near-peer competitors" - jargon for pushing back against sovereignty claims by China and Russia. Last month the Pentagon chose the Pacific Ocean for its first test of a conventional medium-range missile since the end of the Cold War - effectively driving a nail into the coffin of the INF treaty, which banned the use of land-based missiles with ranges of 500 to 5,500km. And in late August, Washington formally established its Space Command, or Spacecom, a new unified command charged with ensuring US domination in space, where China has been increasingly active. Beijing rattled US military officials in 2007 when it launched a missile that located and then destroyed a Chinese satellite, in a dramatic demonstration of China's growing ability to militarise space. Source: Straitstimes

DP-2 ZWERVER II and DP-1 ZWERVER III alongside! The 2 largest and most powerful DP-multicat type vessels of the world.

Work to begin in late 2020 on Mobile ship channel widening project

by Lindsey Bullard

The Alabama State Port Authority announced that it has received federal authorization to deepen and widen Mobile's ship channel. The next step will be for the U.S. Army Corps of Engineers to create a design agreement with the State Port Authority to begin the pre-construction, engineering and design phase of the project. The proposed project would make room for larger cargo ships, deepening the existing bar, bay and river channels to 52 feet, 50 feet and 50 feet respectively. The project also includes widening the bay channel by 100 feet for three nautical miles to accommodate two-way vessel traffic, expanding the current turning basin. The State Port Authority says it's been working with its partner, APM Terminals, to expand the terminal over the past few years to meet growth. A $50 million expansion was completed in late 2017 and another $50 million expansion was launched in 2018. When completed in February of 2020, the Phase 3 expansion will extend the dock to allow room for two-vessel entry for those larger cargo ships. With completion of the Phase 3 expansion, the port and its partner, APM Terminals, will have nearly $500 million in container
intermodal assets to serve our customers. As demand dictates, we’re positioned to respond quickly to further expansion,” said James K. Lyons, director and chief executive officer for the Port Authority. The channel widening phase is expected to begin in late 2020. 

**MSC UMA** inbound with high speed to Antwerpen. Passing Kruse Veer Kruiningen. 

**CHENNAI HANDLES BIGGEST BOX SHIP**
DP World Chennai recently handled the 299m long **CMA CGM RHONE**. This is the largest container vessel to berth at a port in South and South East India, and the company says its arrival shows that the Chennai Container Terminal is helping to expand opportunities to grow regional trade. The 9365 teu capacity vessel arrived from Singapore with 2434 teu of imports and loaded 1345 teu of exports. The port authority, Chennai Port Trust, has deepened available draft to accommodate next generation vessels at the port and says it looks forward to receiving even larger vessels in future. **CMA CGM RHONE** is one of the 14 ships deployed on the North Europe Med Oceania (NEMO) service run jointly by CMA CGM and Hapag-Lloyd. NEMO is the only direct service to Europe from the South and East coast ports of India and calls into Chennai on its westbound leg, offering exporters direct connections to Mediterranean and European markets. Source: Maritime standard

The **CHRISTOS XXIV** outbound from Rotterdam passing **Bed & Breakfast De Waterweg** in Maassluis

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo!
Weatherford lands largest ever fishing and intervention contract

Oilfield service company Weatherford has signed an $87 million contract for fishing and intervention services with Brazilian oil company Petrobras. Weatherford said earlier this week that the four-year agreement with Petrobras was the largest fishing contract ever signed by the company. It also constitutes the largest single global award for this scope in the recent past, according to the company. “Weatherford is the global leader for fishing and intervention services which facilitated this contract win,” said Dean Bell, President of Well Construction for Weatherford. Bell added, “Customers trust us to get the job done right the first time. Our best-in-class crews and unequaled global support have experience that makes the difference between hours or days offline. Securing a contract of this magnitude further demonstrates our commitment to this vision and validates that our strategy is working.” Weatherford has provided fishing services to worldwide customers for over four decades. source: offshoreenergytoday

KLAZINA, with Maassluis ship yard owner Henk de Haas at the wheel passing Maassluis for a pleasure trip
Photo: Cees Kloppenburg Maritime Photo Maassluis www.maritimephoto.info CLICK at the photo & hyperlink in text!

Our rope ladders are available worldwide. Lengths from 1 meter up to..

Court date set for Emas Offshore’s judicial management
A judicial management application for Singapore’s struggling offshore vessel operator Emas Offshore will be heard by the high court of the Republic of Singapore later this month. Emas Offshore said on Friday that the application for the judicial management would be heard on September 23, 2019. The company added that shareholders should be in consultation with their financial, tax, or other advisers before taking any action. To remind, Emas submitted the application to the court on July 19, 2019. During the period between the judicial management application, and the placement under judicial management-or the dismissal of the application, the company will be protected by a moratorium. The moratorium will prevent any resolution or order for the winding up of the company and will prevent any steps to enforce any charge on the company’s property or goods in Emas’ possession. No other proceedings, no execution, or another legal process would be started or continued, and no distress could be levied against Emas or its property except with leave of the court. Source: Offshore Energy Today Staff

The 2017 built LBR bulker flag PORT VERA CRUZ anchored at Bunkering Area 4, Malta uplifting bunkers. 
Photo: Capt. Lawrence Dalli - www.maltashipphotos.com

Game-changing VIKING LifeCraft™ gets 100% approval

VIKING’s entire LifeCraft™ system has now obtained flag state approval as a novel life-saving appliance to be installed on passenger ships for the utmost safety in evacuation emergencies. VIKING Life-Saving Equipment A/S, the leading global safety products manufacturer and service provider, has announced the first flag state approval of its entire VIKING LifeCraft™ system, meaning the world-first inflatable and electrically powered evacuation solution is now cleared for installation on ships around the world.

The stamp of approval was issued by the Danish Maritime Authority (DMA) on August 23, 2019. This follows earlier approval of key components of the system, such as the Survival Craft™, as part of the innovative system’s development journey. Full commercial availability of the triple award-winning VIKING LifeCraft™ is set to follow within a few months of the breakthrough approval.

The VIKING solution has been approved as a novel life-saving appliance system - a well understood and accepted category in the maritime industry. The novel life-saving appliance designation reflects the dual nature of the VIKING LifeCraft™ system, which breaks the mold by making it possible to replace current lifeboat and liferaft evacuation options with a superior, hybrid solution. “The LifeCraft™ system goes far beyond the capabilities of existing evacuation solutions and I am very proud of my team and our achievements,” says VIKING CEO, Henrik Uhd Christensen.

Well-tested winner
While the VIKING LifeCraft™ system is a completely new and innovative product, it is based on well-proven technologies and extensive series of tests. And, while most maritime safety products and systems that achieved novel life-saving
appliance approvals to date have been adaptations or variations of conventional life-saving appliances, this is the first time a complete - and completely innovative - evacuation solution has fallen under this category.

“Everyone in the industry knows that novel life-saving equipment requires strict alternative design studies and documentation that can show their superiority to existing life-saving appliances,” says Niels Frænde, Vice President of Sales - Cruise & LifeCraft™, at VIKING. “We’ve certainly gone the distance with the new system, setting new standards for our design and testing activities throughout the process.”

**Innovative design**

The LifeCraft™ system has a capacity to save 812 people and consists of two main elements: Inflatable VIKING LifeCraft™ survival crafts, and a fully self-contained stowage and launching appliance that can either be placed on deck or built into the ship’s side. Every system is equipped with four survival crafts holding 203 persons each. With four independent electric engines at its corners, each survival craft is highly maneuverable and its ability to quickly turn 360 degrees is unmatched by conventional motor-propelled survival crafts. This design feature is just one of many innovations that showcases how the LifeCraft™ system exceeds the capabilities of existing evacuation solutions.

**Worldwide roll-out**

“We expected the final approval process to go every bit as smoothly as the previous novel life-saving approval, and it did,” says VIKING CEO, Henrik Uhd Christensen. “And this achievement comes at a perfect time, considering the amount of interest cruise shipowners are showing in getting this new evacuation solution installed and operational. Now they can take their plans for incorporating VIKING LifeCraft™ into both newbuilds and existing ships to the next level.”

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Iron ore faces a long, slow slide over the coming half-decade. Prices are poised to decline over the long term as the impact of weakening demand in biggest buyer China will more than offset gains in consumption seen in other emerging markets including India, according to Citigroup Inc. “Steel demand is no longer going to be what it was,” Ed Morse, global head of commodity research, said in an interview. “No combination of India, Brazil and any other emerging-market country, no matter how big, is going to replace what China did alone,” he said, referring to spike in demand from the nation’s “fixed-asset investment extravaganza,” between the 1990s to 2010. Iron ore’s fortunes — and those of the top miners in Australia and Brazil, including Vale SA and Fortescue Metals Group Ltd. — largely turn on the strength and trajectory of demand in China, which buys about 70% of seaborne cargoes. As Asia’s top economy slows and the government steers growth away from infrastructure and heavy industry to consumers, steel demand is expected to flatten, then ease, although there's no consensus on the timing of the shift. “We have been long-term bearish iron ore,” Morse said in Singapore. “It's a combination of unbelievably cheap, new raw material from Australia and Brazil, and a dampening of demand at the same time.” Benchmark prices will end this year at the mid-$90s a ton, before falling to $75 at the end of 2020, he said. Five years out, they are seen at $55 a ton — a level that's still well above current costs of production at the largest miners. Spot ore was last at $94.10 a ton, up 30% in 2019, according to Mysteel Global.
present, China dominates the global steel industry, even as output in India has been expanding at a rapid clip. In July, mainland mills pumped out 85.2 million tons of crude steel, or 54% of the worldwide total. Second-placed India made 9.2 million tons, or 5.9%. Brazil placed ninth, making 2.4 million.

BHP Group, the world's largest miner, said last month its base case is that Chinese steel production "has entered a plateau phase, with the literal peak to occur no later than the middle of next decade." In its latest quarterly outlook, the Australian government said China's steel output is expected to decline gradually, hurt by moderating consumption, more stringent environmental curbs and reductions in mill capacity. Production will ease to 926 million tons in 2021 from 940 million this year, it said. On Thursday, iron ore futures pushed back into the mid-$90s in Singapore, rallying as much as 4.3% to $94.83 a ton. The gains came as steel futures climbed, with U.S.-China trade tensions easing and mainland mill curbs crimping output ahead of a key national break. Source: Bloomberg
Britain’s decision to join a U.S.-led naval mission in the Gulf has delayed European efforts to set up a maritime force to ensure safe shipping in the Strait of Hormuz separate from American patrols, EU diplomats say. Britain and France proposed a European-led maritime force in July that was to be independent of the United States. They won support from Denmark, Italy and Spain, who were wary of an American mission for fear of making U.S.-Iranian tensions worse. The proposal was announced after Iran seized a British-flagged tanker in the Strait, in what was then widely seen as retaliation for the seizure of an Iranian tanker in Gibraltar by British marines. The British-flagged Stena Impero is still being held by Iran, although Tehran has signaled it could release it soon. The Iranian tanker was released from Gibraltar last month. France will make a fresh attempt on Sept. 16 to set up a mission to protect merchant shipping in the Strait, through which a fifth of the world’s oil passes, hoping to gather some 15 European countries in Paris to discuss a way forward. But diplomats involved in talks between EU capitals said London’s unexpected change of strategy to join a U.S.-led mission, taken by the new government of Prime Minister Boris Johnson on Aug. 5, has frustrated progress. “Many of us wanted to do this with Britain, out of European solidarity, and to avoid the U.S. maximum pressure campaign on Iran,” one senior EU diplomat said. “Now it’s all on hold because Britain sided with the Americans.” Britain, France and Germany, with support from the rest of the EU, are trying to save the 2015 nuclear accord between Iran and major powers, under which Tehran undertook to curb its nuclear program in exchange for the lifting of sanctions.
U.S. President Donald Trump pulled out of the Iran deal in May last year, dividing America from its European allies, who say the accord was stopping Tehran from developing nuclear weapons. Trump has since reinstated crippling sanctions on Iran.

Given Britain’s plans to quit the EU, London initially sought a mission that would not involve the European Union, NATO or the United States directly, but a looser coalition of European nations, including non-EU member Norway. Iran rejects the proposal and says foreign powers should leave securing shipping lanes to Tehran and others in the region. Saudi Arabia, Iran, the United Arab Emirates, Kuwait and Iraq export most of their crude via the Strait. A European mission could be run by a French command. France has a naval base in the United Arab Emirates. “It will be with European partners, who are interested in a European mission that doesn’t give the impression of being a coalition against Iran,” a French defense official said. Italy, Denmark, Spain, Norway, Belgium and Sweden could yet join France in a European-led mission. The Netherlands is assessing both U.S. and French proposals, but diplomats said it was inclined to join a European-led initiative. Any mission would still need parliamentary approval in some EU countries, including Denmark and the Netherlands. Source: Reuters (Reporting by Robin Emmott and John Irish; Additional reporting by Sophie Louet; Editing by Peter Graff)

The Dutch pilot tender LUNA outbound between the Hoek van Holland breakwaters enroute Maaspilot station

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

Nigerian ports handle 18.67 million MT in three months

Nigerian ports recorded a total cargo throughput of 18.8 million Metric Tonnes in the first three months of 2019, data from the Nigerian Ports Authority have revealed. The ports welcomed 1,045 vessels with Gross Registered Tonnage of 32.97 million tonnes. Two empty containers came in while the number of laden containers was 122,787 with GRT of 2.8 million MT. Empty containers that left the ports numbered 95,447 while laden ones were 28,162 with GRT of 486,978 tonnes. Out of this number, Twenty Equivalent-Units containers were 37,733. The major mode of trade for the quarter under review was by sea and the leading port of operation was Apapa port which accounted for N4.06tn or 89.6 per cent of total export transaction. This was followed by Port-Harcourt (3) Onne through which goods worth N298.6bn were shipped and Tin Can Island which recorded exports worth N109bn or 2.4 per cent. In terms of imports, Apapa Port also remained the leading port of operation with transactions valued at N1.3tn or 34.5 per cent. Port Harcourt (3) accounted for N882.3bn or 23.8 per cent while Tin Can Island accounted for N701.0bn or 18.9 per cent. Comparatively, the total cargo throughput for the full year of 2018 was 73.2 million tonnes. An average cargo throughput per quarter in 2018 was 18.2 million tonnes. While speaking about the increase in cargo throughput in the first half of 2018, the Director-General, Nigerian Maritime Administration and Safety Agency, Dr Dakuku Peterside, attributed it to a new adjustment in freight rates. He said the increase in freight rates benchmark was reviewed for three per cent levy billing to reflect prevailing realities in shipping based on the request of operators. Peterside added that the new benchmark had succeeded in fostering harmonious regulator-operator relationship and brought about positive trends in the industry leading to more
patronage. He explained that during the period under review, there was an increase in indigenous participation in Cabotage vessels manning, ownership building and registration as a result of zero tolerance on granting waivers. He said, “We have also witnessed an increase in total number of wholly-owned Nigerian vessels on the Nigerian Cabotage register.” Stakeholders have pitched the end of the year for increased cargo volume. According to them, this will be made possible by improved condition of the port access roads. The Apapa/Wharf access road has been rehabilitated and the area has seen improvement in traffic going and coming from the AP Moeller terminals. This has also reportedly resulted in a slight reduction in haulage cost inwards the Lagos Port terminal. The Managing Director of Ports and Cargo Terminal located at Tin Can Island and operated by Sifax, Mr John Jenkins, expressed the hope that the Tin Can Island axis would also witness improvement in traffic before December. Jenkins said Ports and Cargo terminal recorded total container traffic of 130,000 TEU between January and June 2019. He said with improved condition of the Tin Can Island road, which is currently under construction, the container traffic should increase to 290,000 TEUs by the end of the year. The National Coordinator, Save Nigeria Freight Forwarders, Dr Osita Chukwu, equally expressed hope that the volume of shipment would improve towards the end of 2019 and beginning of 2020 with complete rehabilitation of the port access roads. He said the major problem with Tin Can Island was the access road. Source: PUNCH

The OLYMPIC CHALLENGER inbound for IJmuiden Photo: Joop Marechal ©

The IMB NVOCC Register - protection against fraudulent bills of lading

Our Insight guest author is Pottengal (Muku) Mukundan, Director of the ICC International Maritime Bureau (IMB) and Director/CEO of its holding body ICC Commercial Crime Services, a specialised division of the International Chamber of Commerce. The IMB acts as a focal point for the industry in respect of trade fraud and believes that the prompt dissemination of relevant information is key to successful prevention and control. It has amongst its members many of the world’s largest banks, insurance companies, shipping companies and traders. We thank Muku for his introduction to the IMB Register – a business centered solution to decrease the incidence of fraudulent bills of lading.

1. The problem

The IMB’s own records indicate that Non Vessel Owning Common Carriers (NVOCCs) are the issuers of over 90 per cent of all suspect bills of lading identified in its database. Suspect bills of lading are those which have false content including the wrong vessel, dates, description of cargoes, container numbers, quantities or parties. They are presented to banks in order to commit fraud, money laundering, illegal capital flight and sanctions breaches. For the purposes of the IMB NVOCC Register, NVOCCs include charterers who issue bills of lading.

It is self-evident that the NVOCC bill of lading should reflect the terms authorised by the actual carrier. There are many NVOCCs who operate to a very high standard. But there are a large number of NVOCCs who operate unregulated with no meaningful standards of trade knowledge or care. The result has been that bills of lading issued by them and financed by banks pose a key fraud and money laundering risk for the banks and other stakeholders in a trade transaction.

2. The objective
The objective of the Register is to encourage a greater degree of accountability upon the NVOCCs. It is intended to increase awareness of the critical role played by the bill of lading in the trading chain and how it is relied upon by other stakeholders such as cargo owners, shipowners, banks and customs authorities. It highlights the fraud risk for NVOCCs and the importance of ensuring that the information they insert into the bill of lading is accurate and reflects the relevant information from the Master bill of lading or instructions issued by the actual carrier.

3. Key features of the IMB NVOCC Register
a) The Register will be open to all NVOCCs around the world.
b) Signing up to the Register requires the NVOCC to adopt the Code of Conduct set out in the Register.
c) NVOCCs are required to provide their full contact details including physical addresses and the names of two Directors (Designated Persons) who assume responsibility for the NVOCC following the Code of Conduct and to respond to queries from the IMB regarding bills of lading issued by them.
d) The Code of Conduct sets out a minimum standard of practice by the NVOCC in the issue and processing of bills of lading. The Code of Conduct will also require the NVOCC to promptly answer questions from the IMB regarding the bill of lading.
e) The NVOCC seeking registration with the Register will be required to sign this Code of Conduct, valid for a year.
f) The NVOCC is required to maintain key documents relating to the NVOCC bill of lading issued by them for a period of three years.
g) The identity of all registered NVOCCs will be displayed on a dedicated website set up by the IMB available to the banks. This website will not have information on the Designated Persons.
h) If the NVOCC is unable to satisfactorily explain a query regarding a bill of lading issued by them or there is evidence a bill of lading issued by them contains false information, it will be recorded as a “strike” in the IMB database against them. Two such “strikes” within a year will risk them being removed from the Register unless they can show that key staff have successfully gone through the on-line NVOCC Training course available at the ICC Academy and they have put practices in place within their organisation to ensure these errors are not repeated.

4. Conclusions
This is a business solution to a business problem, i.e creating an environment where the NVOCC sees it in their interest, without regulatory coercion, to comply with acceptable trade practice. As the Register gets established and banks and stakeholders recognise the value it brings, the NVOCCs will want to be on the Register to attract business and for their documents to have credibility with others in the trading and shipping chain.

Source: Guard

India: Exports down 6% in August as most major sectors falter
India’s goods exports contracted 6.05 per cent to $26.13 billion in August (year-on-year) with most major sectors such as petroleum products, engineering goods, leather and leather products, readymade garments, and gems and jewellery posting a fall. However, the trade deficit in August narrowed to $13.45 billion from $17.92 billion in August 2018 as the fall in imports during the month was much steeper at 13.45 per cent to $39.58 billion compared to the same month last year.

The fall in imports was sharpest for sectors including gold, petroleum, coal, chemicals and machinery, according to quick estimates released by the Commerce and Industry Ministry on Friday. “…such a contraction in exports is a reflection of uncertainties, sluggish global demand and rising tariff war. The softening of crude, steel and other commodities prices also pulled down exports,” said FIEO President SK Saraf. In July, exports had posted a small growth of 2.25 per cent to $26.3 billion. Listing out measures that could help exporters, Saraf said that domestic issues including access to credit, cost of funds, especially for merchant exporters, interest equalisation support to all agriculture exports, benefits on sales to foreign tourists, and quick refund of GST, particularly ITC refund, should be seriously looked into. Total exports for April-August 2019-20 were 1.53 per cent lower at $133.54 billion. Imports during the period fell 5.68 per cent to $206.39 billion. The overall trade deficit for April-August 2019-20 narrowed to $72.85 billion from $83.19 billion in the same period last year. Only eight out of 30 major product groups posted a growth in exports in August 2019. These include electronic goods, iron-ore, ceramic products and glassware, mica, coal and other ores, minerals including processed minerals, marine products, cashew, spices and tea.

Source: The Hindu Business Line

Malaysia a strategic maritime hub in Southeast Asia

Despite its relatively small size, Malaysia is a strategic maritime hub in Southeast Asia.

Two of the region’s main maritime corridors — the South China Sea and the Straits of Malacca — navigate through Malaysia’s territorial waters and exclusive economic zone. Maritime and shipping industry players said that these two corridors are vital for the trillion-dollar global shipping industry, as well as for the enforcement agencies of Asia-Pacific nations “So, too, is the airspace that connects international airlines to boost trade, commerce and tourism,” said an industry player. Transport Minister Anthony Loke said Malaysia is taking advantage of its strategic location to develop into a bunker (fuel supply for ships) hub. “We are embarking on developing the country for bunkering at the busiest shipping lanes in the world,” he said. However, owing to its multi-billion dollar resources, the South China Sea has often become a source of tension between Asean nations, China and even the United States. Defence and security analysts said maritime borders and assets have often become subjects of dispute among neighbouring countries. They supported the call by Prime Minister Tun Dr Mahathir Mohamad for regional leaders to exercise caution to prevent a flare-up and ensure continued peace and stability in the region. “Any tension in the South China Sea and the Straits of Malacca will not benefit anyone, especially stakeholders. There is more to lose than to gain. “We have to look at the larger picture and work together for mutual benefit,” said an analyst, adding that Malaysia did not take sides with any nation. At the recent East Economic Forum in Vladivostok, Russia, Dr Mahathir reiterated his call for superpowers like the United States and China to exercise restraint in the South China Sea. The United States plans to deploy missiles and more warships in the Asia-Pacific, which could cause China to reciprocate. Dr Mahathir had warned that all it needed was for an ‘accident’ to occur,
to spark a war that could destabilise the entire region. “We are in favour of the idea of a joint Asean initiative in having dialogues with giants like China, the United States, Japan, India and Russia. “Likewise, defence and security pacts and cooperation would do away with the need for nations to begin an arms race,” said the analyst. Defence and security procurement is an expensive affair and not conducive in the current global economic scenario. “It is better to promote defence and security diplomacy than become confrontational. “Look at what became of the Middle-East and other parts of the world when conflicts and war ensued. “This has caused a lot of suffering all around,” the analyst said. Malaysia, for instance, has the General Border Committee meetings, bilateral agreements with Asean neighbours and other nations, as well as the Five-Power Defence Arrangement (involving Malaysia, Singapore, Britain, Australia and New Zealand), which are effective in containing threats.

In recent times, Malaysia has increasingly become a port-of-call for commercial and naval ships at Kota Kinabalu in Sabah, Tanjung Pelepas in Johor and the facilities at Westport, the Boustead Cruise Centre in Pulau Indah and Port Klang in Selangor. “A lot has also to do with the cost-efficient chandler services provided by Malaysia, compared with its neighbours,” said a shipping agent. Source: New Straits Times

China’s index of export container transport remained flat for the past week, according to the Shanghai Shipping Exchange. The average China Containerized Freight Index (CCFI) stood at 823.83, the same as a week earlier, according to the exchange. The sub-index for Australia/New Zealand service led the increase with a week-on-week growth of 6.7 percent, followed by those for west coast America and the Persian Gulf/Red Sea routes, which edged up 3.3 percent and
2.1 percent, respectively, from the previous week. The sub-index for Japan and Mediterranean routes led the fall by both dropping 2 percent from the previous week. The CCFI tracks spot and contractual freight rates from Chinese container ports for 12 shipping routes across the globe, based on data from 20 international carriers. The index was set at 1,000 on Jan. 1, 1998. Source: Xinhua

Multi Modal Rail B.V. (MMR) launches rail service between Rotterdam and Ottmarsheim, France

Last week, the Dutch multimodal operator Multi Modal Rail B.V. launched a new container rail service between Rotterdam and the French town of Ottmarsheim. Starting with one round trip per week, the shuttle connection is expected to swiftly expand to two round trips per week. The train calls on each of Rotterdam’s major terminals. After being loaded in Rotterdam on Thursday, the shuttle departs from the sea port on Friday and arrives/departs in Ottmarsheim on Saturday. The train is back at Maasvlakte for unloading on Sunday morning. The shuttle service is offered as a complement to the two existing container rail services between Rotterdam and Strasbourg. MMR consequently maintains three scheduled services per week between Rotterdam and the Alsace/Haut-Rhin region. ‘It’s a fine addition to our existing connections with the region – basically, everything south of Colmar can be served more effectively via Ottmarsheim,’ says MMR’s General Manager Benjamin Hottier. MMR executes its regional approach from both hubs. Thanks to this combination of services, the company’s clients have better access to Alsace at lower costs: they can save on last-mile haulage costs while enjoying the favourable transit times offered by rail. MMR will be sourcing its trains from Logistic Intermodal Service B.V. (LIS). LIS promotes freight transport via rail.
A fresh prince of OPEC brings a change in Saudi oil diplomacy

OPEC has a new sheriff in town, Saudi energy minister Prince Abdulaziz bin Salman, who speaks softly but wields a big stick. Making his debut as co-chair of a key OPEC/non-OPEC committee Thursday but hardly a debutant to oil diplomacy and market management, the genteel Saudi prince used his powers of persuasion to extract public commitments from output quota dodgers Iraq and Nigeria to lower their crude production by a combined 230,000 b/d — a step in the right direction for the coalition’s efforts to shore up flagging crude prices. The days of the OPEC kingpin Saudi Arabia tolerating free riders appears over. Abdulaziz, the half-brother of powerful Crown Prince Mohammed bin Salman, has been tasked with the challenge of shepherding the market higher to prime the pump for a high stakes public listing of state oil giant Saudi Aramco, which could transform the kingdom’s economy. Brent prices, which have hovered around $60/b for the last few weeks, are well below the $85/b that the International Monetary Fund estimates is necessary for Saudi Arabia to balance its budget. Abdulaziz was anointed energy minister less than a week ago, replacing the highly regarded technocrat Khalid al-Falih, who fell out of favor.

But the prince, a fixture at OPEC meetings, has been embedded in Saudi oil policy for more than three decades, serving as a deputy to the long-serving oil minister Ali al-Naimi, Falih’s predecessor, before holding the role of state minister for energy affairs in recent years. Abdulaziz is known as a tough but deft negotiator who enjoys good relations with other OPEC delegations, including from Saudi Arabia’s chief geopolitical rival, Iran. “He has always been a consensus builder,” OPEC Secretary General Mohammed Barkindo said in an interview. “You can see he’s hitting the ground running. He has a knack for how to break impasses, bringing two opposite sides of the ball together.” Those skills were on display at Thursday’s Joint Ministerial Monitoring Committee meeting in Abu Dhabi, which he co-chaired with Russian counterpart Alexander Novak. Iraq has long been flouting its quota under the 1.2 million b/d OPEC/non-OPEC production cut accord, having unsuccessfully sought an exemption when the curbs were first negotiated in 2016. The country, which pumped a record high 4.78 million b/d in August according to OPEC, compared with its cap of 4.51 million b/d, had pleaded for understanding as it rebuilds in the aftermath of driving out the Islamic State.

But following the meeting, oil minister Thamir Ghadhban declared his commitment to OPEC’s cause of rebalancing the market and not only agreed to a 175,000 b/d shrinkage in Iraq’s production by October but said he would host Abdulaziz in the coming weeks in Baghdad to demonstrate his progress. Nigeria, which has ramped up its production with new field Egina coming online, likewise fell in line, with its new oil minister, Timpire Sylva, pledging to eliminate his country’s 56,000 b/d of non-compliance.

Of camel milk and Prozac
The prince brought a fresh, often jovial style to the JMMC proceedings, joking with reporters in the post-meeting press conference about his “vintage” status as a veteran OPEC emissary and camel milk drinking competitions that he said he would contest with Barkindo. At the World Energy Congress earlier in the week, he described his demeanor as “excessively spontaneous,” riffing at one point that pessimistic market forecasts from the International Energy Agency would drive him to a dependency on the antidepressant Prozac — if he believed the projections. It was a departure from the mostly wonkish press briefings held by Falih, who favored more central bank-like communications, signaling production policy in hopes of tamping down market volatility around OPEC decisions.

Abdulaziz, say people familiar with him, is likely to do less of that kind of talking, and the first sign of that was the canceling of the JMMC’s traditional chaotic pre-meeting press scrums where reporters would crowd around ministers for 10 minutes and parrot back their comments to newswires.

The second sign Abdulaziz would be different came at the press conference after the meeting, with a frank admission that Saudi Arabia and Russia, the two largest producers in the 24-country OPEC/non-OPEC coalition by far, had been dominating the group’s deliberations for too long. Several members had grown resentful of the Saudi-Russian axis, feeling squeezed out from the decision making, particularly when Falih and Novak would declare their policy alignment days or even weeks before the bloc would meet. Abdulaziz invoked a spirit of more comity and promised more transparency.

“Myself and my colleague, Minister Novak, have awakened to a new reality, which is that we are not being too inclusive,” he said. “And we should also never ever belittle the little contribution from wherever it may come.”

Not an easy path It made for great bonhomie at the JMMC meeting. But time will tell whether the prince’s new approach to Saudi oil diplomacy will achieve actual results. OPEC still faces significant headwinds — among them US-China trade tensions, slowing oil demand growth, rising competition from shale production and the prospect of sanctions relief for Iran, which could unleash hundreds of thousands of barrels a day that would undo a significant chunk of OPEC’s output cuts. OPEC’s own analysis arm on Wednesday forecast an oversupply of some 340,000 b/d in 2020 if the bloc’s production remains the same. In naming a new energy minister, Saudi Arabia is hoping that a different diplomatic tack will overcome these odds and get oil prices back to where they need them. Prince Abdulaziz’s work is just beginning. 

Source: Platts

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Polish border guards board Greenpeace ship, end coal protest

By MONIKA SCI SLOWSKA Associated Press

Armed, masked Polish border guards boarded a Greenpeace tall ship as it was trying to block coal from being delivered to the port of Gdansk, arresting activists and seizing the vessel, the group said Tuesday. Greenpeace said its activists had been holding a “climate emergency protest” to press Poland to phase out its heavy dependence on coal, a fossil fuel that...
contributes to global warming. Poland uses coal for 80% of the energy needs of its over 37 million people, according to official statistics from 2018. Video footage from Greenpeace showed the armed guards breaking a window to get into the captain's bridge on the Rainbow Warrior, a tall sailing ship, and shouting that everyone should drop to the floor. The boarding occurred about 11 p.m. Monday. Marek Jozefiak of Greenpeace said the ship’s captain and one activist remained detained Tuesday, along with the ship. Jozefiak, the coordinator of Greenpeace’s Climate and Energy campaign in Poland, expressed surprise at vehemence of the border guards’ actions against what he called a “peaceful action in defense of the environment.” He said for several hours on Monday, activists on the Rainbow Warrior and in smaller boats had blocked a shipment of coal from Mozambique from entering the northern Polish port of Gdansk. They also painted slogans like “Stop Coal,” “Poland Beyond Coal 2030,” and “No Future in Coal” on the cargo ship's side. Polish border authorities said 18 Greenpeace activists were brought into their local headquarters on Monday night. They said in all, 22 people had their documents checked and that two — the captain, a Spaniard, and an Austrian activist — remain detained on allegations of having violated safe seafaring regulations. Prosecutors will decide whether they can be released. In a statement, Polish border authorities said the boarding took place after the Rainbow Warriors’ captain repeatedly refused requests to let border guards come aboard. Source: indexjournal

NAVY NEWS

IDF’s naval-training personnel offer glimpse into world of advanced submarine warfare

The IDF’s submarines, bristling with advanced technology, can covertly gather intelligence on enemy activities, approach distant coastlines and strike targets with precision missiles, while remaining out of the reach of the enemy’s missiles and rockets.

by Yaakov Lappin, JNS, Israel Hayom Staff

The Israel Navy’s submarine training course is – much like the world of submarines itself – submerged in the lesser known world of military operations. A submarine is the most expensive platform that Israel can buy, and the Israel Defense Forces is about to expand its fleet to six German-made Dolphin platforms – half of them new-generation vehicles that can stay submerged for longer. These vessels, bristling with advanced technology, can covertly gather intelligence on enemy activities, approach distant coastlines and strike targets with precision missiles, while remaining out of the reach of the enemy’s missiles and rockets. According to international media reports, they are a key aspect of Israel’s nuclear deterrent and second-strike capability. Yet training the sailors who will serve onboard the secretive vessels is as vital for mission success as any of the submarine’s technological capabilities. “When we returned to dock after some sort of operation and read all kinds of headlines, we understood that there is great significance in what we did,” 1st Lt. I. (full name withheld), a commander of a navy submarine course, told JNS. He served onboard a Dolphin submarine for a year and eight months after being drafted in 2013. He then chose to attend a naval officer’s course to join the training personnel. The submarine training course is divided into two stages: A basic stage and a mission specialty stage. 1st Lt. I. initially commanded a team within the basic-stage course before going on to command the whole basic stage. He has overseen five training cycles so far, sending “generations” of sailors into the sea’s depths, where they conduct critical missions, the vast majority of which will never be known to the public. “The basic stage is the physically challenging part,” the officer said. “There are many marches and a series of tests to determine if the cadets are suitable for becoming submarine personnel. We check character traits, the ability to work in teams and the ability to work in a high-pressure environment.” Only half of the
cadets successfully complete the grueling basic stage. Some volunteer to leave after concluding that they are not suitable for this type of service, while others are told by course instructors that they will best realize their skills in other parts of the military.

Six months later, the remaining cadets split up into five specialty areas: technicians, machine operators, electricians, sonar and communications, and weapons operators. “The second phase is also a challenge,” said 1st Lt. I. At the end of the course, the cadets graduate and split up again into their operations teams onboard the submarines. “They have to continue training in the submarines on their own after a year and a month of acquiring tools and knowledge. They have to serve with people of different ages and roles, and not necessarily from their own course,” said the commander. “The two stages of the course prepare them for life in a submarine. The course is filled with uncertainty. They don't know how long their [simulated] missions will be. They don’t know what will happen in 10 minutes. We take away their phones on base. In a submarine, no one knows what will happen in 30 minutes, and the course reenacts that environment,” explained the officer. High-pressure situations are also re-enacted, in which cadets must complete tactical or technical tasks. “We get them used to dealing with this kind of pressure with the help of simulators that generate the pressure levels,” he added. “Those who've never been in a submarine can think it is a small crowded place, but slowly, one learns to master this environment. I can tell you that one of the reasons I became a commander in the course is the sense - and it is hard to accurately describe it - of satisfaction in seeing the next generation of fighters deploy,” said the commander. He described how submarine personnel must remain silent about their missions when they return home for breaks, even as they hear their friends openly share their military stories and experiences. “You can't talk about what you did, though the operations can influence things in all sorts of places. It is a little hard to transmit this to 18-year-olds, but in the end, this is what they understand,” he said. “They gain great satisfaction in what they do, even if it's not totally clear to them at that very moment.” The lieutenant noted that Israel is continuing to buy submarines, even though each one is worth “tens, if not hundreds, of tanks and tens of planes. In the end, it is a vessel with very unique capabilities compared to others in the military. The defense leadership has in recent years understood their significance, and they are purchasing more of these, while improving existing submarines. And the ambiguity around this issue is there for a reason. We want to keep our cards close to our chest. Not many units can bring these cards.”

“Teamwork is a central part of this experience” Pvt. A., a naval cadet who is currently in the basic stage of the training course, told JNS about the experience of entering such a secretive and singular military world. “In this course, one does not really know where he will end up, and this is the whole idea. It is not very well-known, and this is deliberate. It's about entering the unknown and climbing up from there,” he said. He described a highly demanding training period that presents a battery of physical as well as mental theoretical tests. “There is a very strong combination between the two. One minute we are in a lesson, the next we are in training,” he said. “Teamwork is a central part of this experience. It is emphasized in every aspect. We have to work closely in teams, so that we can sail optimally later on.” The stress on teamwork even finds expression in the dining hall, where cadets can only begin to eat after everyone has received food. During training missions, even if the task is not fully completed on time, the commander is most interested in “whether we worked as a team. This is the main thing,” said Pvt. A. “He wants to see whether we worked together and not each in his own bubble. This emphasis appears everywhere. Even when we run, the faster ones do not go ahead. We all run together.” Pvt. A. was drawn to the submarine-training course because, he said, he would never get another opportunity to be onboard such a vessel. “This is not a platform one sees anywhere else. Everything we learn here is different but fascinating,” he stated. “It is a whole world that opens up – one that most of the world doesn't know about because it’s not supposed to deal with it. Every new layer that opens up leaves us wide-eyed.”

Royal Thai Navy Ship arrives in India for Indo-
Thai CORPAT

Royal Thai Navy Ship HTMS KRABURI, a guided missile frigate and a naval maritime Dornier aircraft arrived in Port Blair on Friday for the closing ceremony of the 28th cycle of the Indo-Thailand Coordinated Patrol (INDO-THAI CORPAT), officials said. The latest iteration of the Indo-Thai CORPAT between the navies of the two countries, which seek to enhance bilateral ties and maritime cooperation, is being hosted from September 5 to 15. “Royal Thai Navy Ship HTMS KRABURI, a guided missile frigate commanded by Capt Bunpot Jaijunjong and a naval maritime Dornier aircraft of the 3rd Naval Area Command, Royal Thailand Navy, arrived in Port Blair on Friday for the closing ceremony of the 28th cycle of the Indo-Thailand Coordinated Patrol," officials said Commodore R Vinod Kumar, officiating Naval Component Commander, Andaman & Nicobar Command, welcomed the RTN delegation led by Rear Admiral Wittanarat Gajaseni, Deputy Commander, 3rd Naval Area Command. The Planning Conference for the CORPAT was conducted on September 5 at Phuket, Thailand. INS KESARI, an amphibious landing ship tank (Large), commanded by Commander Mukesh Tayal, along with Indian Naval Maritime Patrol Dornier aircraft, participated in the CORPAT from the Indian Navy. During the sea phase of the CORPAT from September 6-12, units of both the navies undertook coordinated maritime patrolling in their
respective sectors of the International Maritime Boundary Line, the Navy said in a statement here. The 28th cycle of Indo-Thai CORPAT seeks to underscore India’s peaceful presence and solidarity with friendly and harmonious countries towards ensuring good order in the maritime domain and to strengthen existing bonds between India and Thailand. 
Source: KND RCJ

SHIPYARD NEWS

The 95 mtr 2000 Oceanco build superyacht INDIAN EMPRESS now back at Oceanco Zwijndrecht facility for refit as project NEOM Photo: Arie Boer ©

Ferguson's shipyard wins share of £1.25 billion Royal Navy contract

By Paul John Coulter

The company is part of a consortium led by engineering giant Babcock that has been named preferred bidder for the lucrative Ministry of Defence work. The contract is for five new Type 31e frigates for the Royal Navy, capped at a maximum of £250 million per ship. Each vessel will be assembled at the Babcock dockyard in Rosyth but the
manufacturing work will be spread out across the UK to sites, including Ferguson Marine. It is the first big boost for the Port Glasgow yard since it entered administration four weeks ago. The Scottish Government assumed control of the Newark facility in a deal with administrators to save 300-plus jobs and seek a buyer for the business otherwise it will be nationalised. Concerns had been raised about Ferguson’s role in the MoD contract because of the current situation but finance and economy secretary, Derek Mackay, last week quelled those fears. Following the announcement of the preferred bidder yesterday, Mr Mackay said: "I have spoken with Babcock to assure them they have the full support of the Scottish Government. "Once the final details of the contract are announced, we look forward to discussions on the role that Ferguson Marine could play alongside other suppliers in Scotland." Detailed design work on the vessels is due to begin by the end of this year with manufacturing beginning in 2021 and the first frigate expected in the water by 2023. The UK Government has committed to buying five of the warships but it is hoped orders will be placed by foreign navies, with the 'e' in Type 31e standing for 'export'. Babcock's 'Arrowhead 140' design beat competition from a Cammell Laird-BAE Systems consortium and another led by Atlas Elektronik UK, of which Ferguson's was also part of. The government says the work will support 2,500 jobs across the UK. Archie Bethel, chief executive of Babcock, said: "Arrowhead 140 will offer the Royal Navy a new class of ship with a proven ability to deliver a range of peacekeeping, humanitarian and war-fighting capabilities whilst offering communities and supply chains throughout the UK a wide range of economic and employment opportunities." The preferred bidder was announced by prime minister Boris Johnson at a shipping conference in London. Mr Johnson said: "This is an industry with a deep and visceral connection to so many parts of the UK and to the union itself. "My government will do all it can to develop this aspect of our heritage and the men and women who make up its workforce - from apprentices embarking on a long career, to those families who have worked in shipyards for generations." The contract is expected to be formally awarded later in the year. Source: greenocktelegraph

**ROUTE, PORTS & SERVICES**

The Boskalis TSHD **WILLEM VAN ORANJE** anchored off Gibraltar  
Photo: Francis Ferro ©

**M/ V “SARA” refused access to the Paris MoU region**

Paris MoU reports that the M/ V **SARA** (IMO 9259020) was detained in port Monfalcone (Italy) on 3 September 2019. This is the third detention in the Paris MoU region within the last 24 months. The ship flies the flag of Saint Kitts and Nevis which is grey on the current Paris MoU WGB list. Therefore under the provisions of section 4 of the Paris MoU, Article 16 of EU Council Directive 2009/16/EC, the ship will be refused further access to any port and anchorage in the Paris MOU.
region, except a port and anchorage of the ship’s flag State. This refusal of access will become applicable immediately after the ship is authorized to leave this port and anchorage. As this is the first refusal of access order the period of the refusal of access will be 3 months. Your attention is drawn to the provisions of Section 4.4 of the Paris MOU, Article 21.6 of EU Council Directive 2009/16/EC1, which allow access to a specific port and anchorage in the event of force majeure or overriding safety considerations, or to reduce or minimize the risk of pollution or to have deficiencies rectified, provided that adequate measures to the satisfaction of the competent authority of such State have been implemented by the company or the master of the ship to ensure safe entry. Source: portnews

De Boer dredging ‘s PETER operating in Vlissingen outer harbour
Photo: Wim Kosten - www.maritimephoto.com (c)

What constitutes a smart port?
By: Andre Wheeler

There has been much commentary around the development of smart port technology and the new era of the digital supply chain. Enabling port activities via progress in digitisation has progressed the development of automation, greater supply chain visibility and efficiency through the digitalisation of manual work systems. There are several great initiatives in pursuing this dream, particularly through the development of blockchain and other port automation platforms currently being introduced in the likes of Singapore and Rotterdam.

Almost daily we read of the digital revolution as supply chain visibility and transparency is enabled through IoT and data. There appears to be a collaborative effort with the realisation that the new world supply chain is not based on knowledge but on data. The more data one receives enables development of algorithms that leads to more efficient automation and eventually to AI. It is not by accident that see this pursuit of data points has seen the emergence of shipping digital consortia, such as the Global Shipping Business Network (GSBN) and TradeLens.

As these consortia strive for the holy grail of an integrated digital shipping platform, tensions between the main players have grown as well. Large gaps have emerged as we learn that there are no common standards between shipping lines in terms of basic planning tools. For example, there are several differing definitions of when a vessel has ‘arrived’ - driven to some extent by measurable KPIs that dictate what is measured. Some measure a vessel as having arrived once it enters a port’s authority area whilst others measure it only when the vessel is at the wharf. How can you get ‘smart ports’ with such discrepancies in measurement standards?

However, this debate and development largely ignores the significant shift currently underway in supply chain and logistics management. This shift is being driven by the rolling out of China’s Belt Road Initiative. As a reminder, the BRI is not just an infrastructure connectivity strategy. It is a means by which China is restoring the old Silk Road that includes integrating maritime and land-based transportation and logistics routes. The inland Belt and the maritime Road converge on key port infrastructure through a co-ordinated pairing of maritime/port/land transport routes.

This convergence of transport modes has highlighted the major weakness in digital initiatives towards smart port technology. In the first instance, much of port automation / maritime digital development is taking place within the
context of a transhipment facility i.e. large container vessels arrive, offload and smaller volumes shipped elsewhere. The BRI however, introduces a greater focus on gateway ports, in which the port connects to inland transport hubs / dry port as well as end markets. These gateway ports in turn have driven the changes in shipping wherein larger container vessels do not offer the once many economic advantages associated with ‘port to port’ shipment, as markets move towards first and last mile considerations where other costs have a profound effect on final product cost.

This changed structure has led to the realisation that there is a lack of seamless connectivity coupled with poor infrastructure that will challenge smart port and associated trade and logistics development. Connected networks of maritime ports and terminals with inland hubs will service major distribution and economic hubs throughout the Middle East, Central Asia and Eastern Europe. It will boost the demand for specialised logistics, such as cold storage, custom warehouses and on demand transportation services.

Whilst the shipping world focussed on the development of blockchain, China introduced the co-ordinating element of the BRI, commonly referred to as the Digital Silk Road (DSR). The concept was introduced in March 2015 and reinforced in Xi Jinping’s speech to the BRI forum in 2019. Since its inception, the DSR has extended beyond simply rolling out fibre optic cable and now includes cables, network equipment, technology and facilitating software in the form of 5G networks. In a sense Huawei and ZTE Equipment are the new leaders in developing e-commerce trade platforms. These developments are facilitated by China’s alternative tracking system, namely BeiDou, that has upgraded the BRI into a multimodal and multi-dimensional supply chain and logistics ecosystem.

So, what does this mean for supply chain and logistics service providers? The smart port of tomorrow that wants to engage trade with China is going to need an integrated and seamless technology base that will allow movement of product and containers from vessel to port to land based transport. The holy grail of this model is to reduce the total cost of the supply chain through optimal asset utilisation, lower inventory costs through efficient cargo management and visibility of the entire value chain from manufacture to end user. Current models and initiatives do not address this, and it can be argued that the development of independent IT silos is leading to greater congestion within ports. The maritime sector needs to protect itself from popular commentary around the geopolitics of the DSR and focus on how to position itself within the new framework. It needs to address issues such as operating ports on more than one IT operating system and platform. Integrating these will make for the smart port of the future. Source: Splash 247

Jotun transforms turnaround times for storage tanks with a new TankFast solution

Jotun, one of the global leaders in paints and coatings, says it is launching TankFast, a range of tank linings formulated to allow tanks to return back to service quicker than ever before, with excellent chemical resistance capabilities in the refinery, petrochemical and chemical industry.
“To optimize earnings our customers need to ensure tanks are fully operational,” comments, Miles Buckhurst, Global Concept Director - HPI, Jotun. “Even with spare tanks, storage and transportation flexibility and profit potential are diminished when one or more has to be taken out of service. At Jotun we have recognized that the industry needs to keep tanks in service, and our answer is TankFast, allowing tanks to return to service faster than ever before while retaining the optimal level of protection. We see this a clear win-win for our global customer base within these highly competitive segments – segments where peak efficiency and productivity are absolutely critical to success.” TankFast consists of a range of specially tailored products, such as Tankguard SF, allowing for wet-on-wet application, and Tankguard Plus, allowing for up to 50% faster paint application and curing – giving significantly shorter shutdowns, getting tanks back into service quicker than ever before. “The business case for these products is crystal clear,” Michelle C. Ystad Eriksen, Global Marketing Manager – HPI, adds. “If we consider, for example, a large refinery with a capacity of 400 000 barrels per day – if that has the possibility to return tanks to operation after two days instead of a week then it can refine an additional 324 million litres of crude oil. This is the power of TankFast.

“It demonstrates that the choice of tank linings isn’t simply a maintenance issue, it’s a core business decision, with real impact on bottom lines. We’re looking forward to helping our customers realize this potential.” Jotun is an acknowledged leader in providing protective coatings to the chemical and oil & gas industries. The firm, which is headquartered in Sandefjord, Norway, has supplied innovative, high performance solutions to customers in these specialized markets for more than three decades. Source: port news

.... PHOTO OF THE DAY .....
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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