The BHP RAstar tug IRON WHISTLER on her way to the next job in Port-Hedland.

Photo: Capt Bas van Hoorn ©
Rotterdam Offshore Group provides services (24/7) to the maritime and offshore industry. The company has a strong reputation for finding innovative solutions for complex jobs. The ideas and activities of shareholders are complementary, so a complete portfolio can be offered to clients. Rotterdam Offshore Group has an open sea accessible, strategic and ISPS location in the main port of Rotterdam. There are lay-by facilities for (marine, sea-going and Jack Up) vessels up to 300 m length, 80 m breadth and 9.5 m draft. Rotterdam Offshore Group offers heavy lift crane capacity and a large yard area of more than 22,000 sqm with a fully equipped workshop.
Business services

1. De- and mobilisation: For offshore vessels such as PSV, OSV, Seismic-, Dredging-, Jack-Up Wind Turbine Installation Vessels, (crane) barges and platforms.
2. Conversions, yard repairs or maintenance: For merchant and offshore vessels at our jetties with support of our workshop. **Left**: The new office was opened by **Allard Castelein**
3. Port and voyage repairs or maintenance: With trucks, floating and mobile equipment, all kind of projects can be executed in the Rotterdam- and adjacent Ports or during the voyage.
4. Heavy-lift and floating cranes: Max 1400T. Supplier, sales/rental, and storage of equipment: Used in offshore exploration such as cranes, winches.
5. Supplier, sales/rental, and storage of equipment: Used in offshore exploration such as cranes, winches.
6. Construction work: For any kind of vessel, barge, platform in the offshore and marine industry.
7. High end On Site Mechanical Services: Alignments, vibration and 3D measurements, 3D scanning and on site machining.

8. Salvage and decommissioning: Complex and multi-disciplinary projects delivered safely and within budget.

9. Manpower supply and crew change services: Safety oriented and experienced personnel.

10. Warehousing, transport, storage and inventory control: planned space for the storage and handling of equipment and materials.

No party in the port of Rotterdam is complete without the 73 years old singer Leendert "Leen" Huijzer born 23 March 1946), better known by his stage name Lee Towers, He was discovered in 1975 as "The Singing Crane Mechanic", while laboring as a dockworker in Rotterdam. His music has charted in the Netherlands' music charts very successfully from the early 1970s up until the present day. He is well known in the Netherlands for bringing large theatrical performances to his fans in the style of Las Vegas
ROG, your partner for Dockside and On-site services

shows. He holds a record in the Netherlands for performing the most concerts for a single artist at one single venue. Since the 1980s, Lee has held 50 gala performances at Ahoy Rotterdam, a multi-purpose arena, which now hosts a bronze bust of him at the entrance. His best-known hits are "You'll Never Walk Alone" (which is also a favourite on the terraces of Feyenoord's De Kuip), Olympic Games (which he recorded for the "Let The Games Begin" LP which was to coincide with the 1992 Summer Olympics) and "I Can See Clearly Now". In 2006, he was awarded a Society Award along with Bridget Maasland. He was awarded the title "Ambassador of Rotterdam Port" as well as becoming "Ambassador for Feyenoord Football Club 2005." He has received many other awards for his charity work and music achievements. On 1 November 2011 Towers returned to "Ahoy" for "One Night Only", a special concert commemorating his 35 years in the entertainment business, as well as his 51st Vegas-style concert in the venue, in front of 12,000 fans. The new ROG office is very spacious with enough working and meeting places and on the top floor a fully licensed bar.

USCG urges caution ahead of Tropical Storm Barbara’s arrival to Hawaii

Tropical Storm Barbara is forecast to continue to rapidly weaken to a remnant low or tropical wave through the weekend, and the Coast Guard reminds waterway users and beachgoers to exercise caution throughout the islands, especially along the east side of the Big Island, the U.S. Coast Guard said in its news release.
This is the first named storm of the season predicted to affect Hawaii. Storm impacts frequently precede the arrival of any storm in the form of storm surge and rain. While wind speeds are closely monitored and reported, nearly 90 percent of all deaths associated with hurricanes are from water — storm surge, high surf, and inland flooding.

Barbara is forecast to cross the 140 W meridian as a weak tropical storm or remnant low Saturday morning and is expected to reach the Big Island of Hawaii as a remnant low-pressure system or tropical wave Monday morning, bringing trade winds of 28 to 35 mph and tropical rain to the windward side. The remnants of Barbara may cause rain, localized flooding, and storm surge. Small craft advisories for the usual trade wind areas and potential high surf warnings for east-facing Big Island coastlines, including the port of Hilo, are anticipated. Storm surge is the abnormal rise of water generated by a storm's winds. This hazard is historically the leading cause of hurricane-related deaths in the United States. Storm surge and large battering waves can result in significant loss of life and cause massive destruction along the coast. Storm surge can travel several miles inland, especially along bays, rivers, and estuaries. Flooding from heavy rains is the second leading cause of fatalities from landfalling tropical cyclones. Widespread torrential rains associated with these storms often cause flooding hundreds of miles inland. This flooding can persist for several days after a storm has dissipated. Barbara should pass the main Hawaiian Islands by Tuesday, however, rip currents, flooding, and heat may remain threats. The Coast Guard will provide safety messaging and port condition updates as necessary for this and future storms. All commercial harbors are currently open, and their status is available at https://homeport.uscg.mil/port-directory/honolulu. The Coast Guard is one of several Federal agencies that respond to actual or threatened natural disasters or emergencies. The Captain of the Port Honolulu is responsible for the safety and security of the ports within a zone that includes the islands and atolls of the Hawaiian island chain and American Samoa. The COTP will oversee actions that are intended to safeguard the port against damage that may be caused by heavy weather. In concert with state partners steps are taken, and critical risk factors are considered: before, during, and after heavy weather for terminals, facilities, vessels, and marine operations. ‘NOAA’s Central Pacific Hurricane Center announced in May a 70 percent chance of above-normal tropical cyclone activity during the Central Pacific hurricane season this year. For the season forecasters predict, 5 to 8 tropical cyclones for the Central Pacific hurricane basin. This number includes tropical depressions, named storms, and hurricanes. A near-normal season has four to five tropical cyclones, and an above-normal season has six or more tropical cyclones. This outlook is a general guide to the overall seasonal hurricane activity in the Central Pacific basin and does not predict whether any of these systems will affect Hawaii. The hurricane season began June 1 and runs through November 30. Source: portnews

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**Underwater stern tube seal repairs**

Damaged stern tube seals may cause severe oil leaks. By replacing the seals on-site and underwater, Hydrex avoids down time as seal repairs can be performed during cargo operations.

We do this by creating a dry working environment around the shaft with our flexible mobdocks. They fit all sizes of seal assembly and can be mobilized quickly to locations around the world.

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Phone: +32 3 213 53 00 (24/7)
E-mail: hydrex@hydrex.be
www.hydrex.be
KONGSBERG propeller Blade Air Emissions technology enables a silent sea

Kongsberg Maritime has successfully adapted a propeller concept used in naval applications and is now offering the same operational and environmental benefits to commercial shipping customers. While the naval sector has been using KONGSBERG Blade Air Emissions technology for a number of years, with several navies deploying it to limit vessel signature, the process is now being applied to commercial ship propellers to reduce the effect of underwater radiated noise on marine life. By machining a channel into the leading edge of the propeller blades, the Blade Air Emissions concept significantly reduces cavitation-induced noise and erosion risk. The Blade Air Emission concept, applicable to conventional fixed pitched and controllable pitched propellers, applies the results of extensive research undertaken at the KONGSBERG Hydrodynamic Research Centre (KHRC) in Kristinehamn, Sweden, to offer a more silent propeller to the commercial marine market. Robert Gustafsson, Senior Hydrodynamicist, KHRC, said: “Propellers optimised with the Blade Air Emission system have for some time been used on naval vessels to reduce and distort vessel signature. Following the success of the system we can now roll out the concept to the wider shipping industry as a way to reduce propeller noise and erosion risk.” Propellers accept cavitation to optimise vessel performance and efficiency, but by carefully balancing the amount of air circulated around the blades, Kongsberg Maritime can optimise the negative effects of cavitation without adversely affecting ship efficiency. According to Gustafsson there is an equilibrium. “With too much air, the underwater radiated noise increases, and propeller efficiency reduces. There is a sweet spot. We can optimise the propeller using this concept to achieve the optimum noise reduction without affecting propulsion performance.” Göran Grunditz, Manager, KHRC, said: “We see huge benefits in the commercial world for the Blade Air Emission technology. While there are financial advantages in reducing the cost of repairing or replacing propeller blades damaged by cavitation erosion, the concept minimises substantially the underwater radiated noise from a ship’s propeller, which in some cases can be 180dB “This is a major environmental problem and is already being considered at a regulatory level. It affects the migratory, reproduction and feeding patterns of marine life, such as dolphins, whales and other species. It also causes high levels of stress for marine life.” “We are offering the industry a more silent propeller for the benefit of the environment and the ship operator. It’s a real game-change in propeller design,” said Grunditz. Source: Kongsberg Maritime

Grimaldi Group completes installation of Corvus Energy ‘mega batteries’ in groundbreaking retrofit projects

Corvus Energy says that the company has completed the installation of a 5,5 MWh battery energy storage systems (ESS) for each of the two Ro-Pax cruise ferries “Cruise Barcelona” and “Cruise Roma” owned and operated by Italian Grimaldi Group. The ‘mega batteries’ will allow the Grimaldi cruise ferries to turn off the diesel engines and operate solely on battery power and with zero emissions for up to four hours during port stay. “The Corvus energy storage system is an important component in our vision for sustainable shipping,” says Andrea D’Ambra, Energy Saving Technical Department
at Grimaldi Euromed, a Grimaldi Group company which operates PCTCs (Pure Car & Trucks Carriers), ro/ro and passenger ferries in the Mediterranean Sea and Northern Europe.

The GRANDE DETROIT at Vlissingen pilot Station  Photo: Peter Andriessen ©

“An ESS this massive had never before been retrofitted onboard a cruise ferry vessel. It’s clear now that if shipowners are willing to go green, the technology exists,” says Roger Rosvold, Senior Vice President Sales at Corvus Energy. “We are extremely proud to be chosen to supply such a groundbreaking installation.” “The Grimaldi Group is a highly skilled and experienced shipowner. We are impressed with their commitment to reduce emissions from their operating fleet and their in-depth knowledge on what can be done,” Rosvold continues. “Good collaboration and close partnership are key in developing new and innovative solutions to accelerate the adoption of green technology. At Corvus, we will continue to drive technology further by pushing boundaries for the use of batteries.”

The two projects started with technical teams from Grimaldi and Corvus Energy sailing aboard Cruise Barcelona to evaluate the optimal electrical and mechanical integration of an energy storage system. With the assistance from the Grimaldi on-site team, this challenging project has been successfully completed on budget, on time and on spec. Ronald Hansen, EVP Service & Aftermarket at Corvus Energy comments, “When we work closely together with the shipowner to clearly understand their operational needs, we can give better advice on the optimal ESS solution.”

Grimaldi’s D’Ambra concurs: “We were impressed not only with Corvus’ battery technology and safety features, but also with the company’s knowledge and competence on mechanical, electrical and power systems for the maritime industry.”

As the leading manufacturer of energy storage systems for maritime applications, Corvus Energy provides battery power to more hybrid or all-electric ferries than all other providers of energy storage systems combined. Corvus offers the innovative Orca ESS solutions portfolio and has unsurpassed experience from 200+ projects, totaling over 200 MWh and more than 2 million operating hours. Corvus Energy provides high power energy storage in the form of modular lithium ion battery systems. Its purpose-built, field-proven battery systems provide sustained power to hybrid and all-electric heavy industrial equipment, including large marine propulsion drives. Source: portnews
SAR Katwijk 2019 event was held last weekend in the likewise named village at the North Sea Coast. Different helicopter SAR units were present at the event demonstrating their SAR capabilities throughout the day. Here the arrival of the AgustaWestland AW189 SAR helicopter operated by Bristow Group for HM Coast Guard in the UK; parked in foreground a Dutch Defence Helicopter NH90 (Nato Frigate Helicopter) and on the right flying an Aerospatiale 365N3 Dauphin operated by Noordzee Helicopters Vlaanderen for SAR duties for the Dutch Coast Guard -

Photo : Roel Ovinge Fotografie © https://www.roelovinge.nl

**Carnival cruise ship crew member falls overboard**

By Linda Robertson

A crew member on a Carnival Cruise Line ship sailing back to Miami fell overboard Thursday. A search and rescue operation is under way. The Carnival Victory was en route from Cozumel and 30 miles northwest of Cuba on the last leg of a four-day cruise when the 37-year-old male crew member was seen going overboard, according to the U.S. Coast Guard. “The ship’s command immediately returned to the location where the crew member was last seen and initiated search and rescue activities, which are ongoing,” according to a Carnival spokesperson. “All appropriate authorities, including the United States Coast Guard, have been notified.” The Coast Guard dispatched an Ocean Sentry airplane and diverted the cutter Charles Sexton to the area. An alert was sent to other ships in the area. Source : Miamiherald

The general cargo vessel “SWAMI” inbound for Rotterdam Photo : Cees van der Kooij ©
Tankers: Strait of Hormuz, Oil Prices and Marine Insurance Premiums

Tanker owners are having to deal with a multitude of external factors having an impact on rates and trading. In its latest weekly report, shipbroker Intermodal said that “the global shipping industry is facing numerous challenges at a time when geopolitical turmoil has escalated in view of the recent tension in the Middle East. The latest attacks on vessels and the downing of a US drone have profoundly advanced the cost of shipping oil from the Middle East. The Joint War Committee of Lloyd’s Market Association insurance body has reported in May, the addition of Persian Gulf and surrounding waters along with the Gulf of Oman to the list of areas under risk of “Hull War, Piracy, Terrorism and related perils”. The risks on stake have urged insurance companies posing high insurance premiums on maritime companies that operate through the Strait of Hormuz. Accordingly, war risk underwriters are charging additional premiums for vessels trading in the Middle East Gulf and the Gulf of Oman”. According to Ms. Katerina Restis, Tanker Chartering with Intermodal, “as known, it is the privilege of the insurers to invoice premium to shipowners, who may then endeavor to pass it on to charterers if the market situation and charter terms warrants so. For example, after the incidents, for an Aframax calling one port in the MEG, the premium could range from USD 40 to 50k. Thereafter, underwriters instead of insuring the entrance in the area are providing owners an offer basis the specific voyage to be performed in the area which may then be further negotiated”. Restis added that “almost 30% of all crude oil supplies shipped pass through the thin canal of the Strait of Hormuz. Many argue that the threat to commercial shipping is obvious and hasn’t been seen in the region for decades. As reported by the chairman of Intertanko, “if the waters are becoming unsafe the supply of the entire Western world could be at risk”. Historically, escalations that disrupt MEG oil supplies are infrequent and thus as analyzed freight rates could increase due to owners avoiding the region. As known the oil-supply countries in the MEG area including Kuwait, Saudi Arabia, Iraq and Iran are accommodating close to 20% of the world’s oil demand that passes through the Strait of Hormuz”. She also noted that “the oil markets have overall remained relatively calm, although the fact that there was a second series of incidents since May, has definitely intensified concerns. During the days of the incident prices for Brent crude rose almost 4% to $61 a barrel, a level still much lower though compared to the $72 a barrel in mid-May. Thus, we
did not view great increase in oil-prices and one of the reasons is that traders are possibly betting that the fiery tensions will not burst into a full-scale conflict. Additionally, worries on global growth on the back of the trade war together with US shale oil production growing at a fast pace have also kept the oil price increase in check. The OPEC meeting at the beginning of this week came at a significant and unstable time for the oil market and as a further extension of the cuts did take place as it was anticipated by most investors, it will be interesting to see how strong the support on prices will be going forward”, Restis concluded.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

The VOS SHINE arriving from Amsterdam in IJmuiden note the new logo on the hull, the offshore support vessel will be renamed in HARVEST SHINE and start working in Australia As a new dynamic and forward-thinking provider in the field, Harvest Technology are dedicated to utilising new technologies to develop advanced fit-for-purpose offshore solutions that drive efficiency, excellence and results. Harvest Technology is led by a high-performance management team having a reputation for strategic vision and leadership with marine and subsea industry experience spanning more than 60 years. Photo : Tjaltje Plug ©

Hapag-Lloyd tests ship-painting robots

Traditional manual work is increasingly being replaced by automated processes, such as self-driving Automated Guided Vehicles in container terminals. Thanks to robots, the quality of ship painting can also be improved and the docking time shortened. Hapag-Lloyd is currently testing the process with nine ships. Keeping barnacles, mussels and algae off the hull – the subject of fouling is as old as shipping itself. Fouling dramatically increases drag, which results in high fuel consumption and makes it harder to achieve climate targets. So, it’s a question that repeatedly arises: How can fouling be efficiently and reliably prevented over a period of five years, when a vessel will have to go into a shipyard anyways for its regular classification survey? “Finding an antifouling agent that works for two years isn't a problem,” says Jan-Evan Lütje, a shipbuilding engineer in Hapag-Lloyd’s Technical Fleet Management. “But it’s important to have smooth surfaces without fouling in the third, fourth and fifth years, too, as it ensures high performance and low fuel consumption.” To make this happen, there are two decisive factors: a smooth surface and the paint application itself. After all, the better the hull is cleared of its old layers of paint, the more evenly the new layers of paint can be applied to the part of the hull below the water line. For the best-possible application of paint, the individual layers must be applied exactly at right angles to the surface, as this is the only way to minimise the overspray – i.e. the spray mist that makes the surface next to the section being worked on rough. “Both are a problem with traditional application by hand, as the staff in the shipyard varies considerably in terms of experience and qualifications,” Lütje explains. In shipyards in Hamburg, Marseilles and most recently Singapore, Hapag-Lloyd tested the so-called Hull Treatment Carrier (HTC) coating on a total of nine ships. The system from the Austrian manufacturer Palfinger is made up of several automated units that travel along the side of the ship’s hull while it is in dry dock. Its job is to remove the old layers of paint from the hull with extremely high water pressure and then to evenly apply new paint. The machining heads of the HTC system can reach up to 77 percent of the approximately 9,300 square metres of surface area per ship. The shipyard staff works by hand on the bulbous bow, below
the bilge keels, at the propeller apertures, and on the flat bottom. The HTCs can each apply around 600 to 800 square metres of paint per hour, which means it only takes a few hours for one coat of paint. Thanks to robots, overspray is no longer an issue. The thickness of the applied layer of paint is also much more uniform. And it might also be possible to lower the amount of paint that is used. “We can ensure a certain level of quality with automated application systems, and the system is less harmful to the environment,” Lütje says, concluding: “The performance indicators show that the smoother surface results in both lower fuel consumption at the start and a greater resilience to fouling over the entire 60 months.” Source: Hapag-Lloyd
Dongara Marine's growing reputation as a supplier of high-quality custom vessels for harbour service roles has been underlined with the delivery of its second work boat for operation in the world's largest bulk port. Jetwave Stanley Point has been operating in Port Hedland since shortly after builder Dongara Marine completed it in late April this year. Owner Jetwave Marine Services approached Dongara Marine after learning of the Western Australian boatbuilder's first Bulldog Class work boat which was delivered to the Pilbara Ports Authority (PPA) in mid-2018. While the PPA primarily uses its vessel for harbour maintenance activities in Port Hedland and Dampier, Jetwave Marine Services wanted a similar design but customised for work as a lines boat. It also had a preference for diesel inboard and waterjet propulsion rather than the outboards used on the PPA's vessel. The naval architects at Southerly Designs modified their original design to provide the expected capability and a formal proposal was made. Jetwave Marine Services's MD Michael Hansen said multiple factors led to the choice of the Dongara Marine offer after going to market via tender. "We sought and received bids from a number of builders offering various designs, but ultimately determined that the Dongara Marine offer provided us with the best combination of performance, quality, and after build service," he said. With a length overall of 10 metres and beam of 3.2 metres, Jetwave Stanley Point is slightly longer and wider than the original Bulldog Class but retains the tried and tested 'punt' style hullform with modified forward sections. The former provides for stability, deck area, and carrying capacity while the less flat bow shape reduces resistance and improves head seas performance.

The dimensional variation reflects and enables the propulsion change, including providing for an open transom with duckboard to both protect the waterjet and enable lines to be efficiently handled over the stern. Other features that reflect the vessel’s use for lines handling include:

- A towing crucifix rated to five tonnes;
- The ability to develop 1.2 tonnes of bollard pull (which was confirmed on trials); and
- Designed, built, and equipped to ensure there are no external fittings or other potential catch points for ships lines.

Jetwave Marine Services is also using the vessel to transfer personnel within the port, and thus Jetwave Stanley Point was placed into AMSA NSCV 2D survey for up to six passengers and two crew. Even though speed was important, Dongara Marine fabricated the vessel with scantlings that exceeds the NSCV minimum requirements.

"We know from our own experience as professional mariners that robustness and longevity are extremely valuable to operators, especially for boats like this that work in close quarters harbour situations and demanding environmental conditions," explained Dongara Marine's Managing Director Rohan Warr. "For that reason we almost exclusively used six millimetre aluminium plate for the structure."

Despite the resultant weight penalty, the utility vessel has a maximum speed of 32 knots and can comfortably and cruise at 24 knots. Power comes from a single Yanmar diesel driving a HamiltonJet HJ322 waterjet.

Jetwave Marine Services’s Operations Manager, Michael Warren, said he was impressed with both the boat and Dongara Marine's capabilities and approach.

"The quality of workmanship, and performance of the vessel are equally impressive," he said.

"We pride ourselves on being reliable and customer-orientated, and it’s clear that Rohan and the team have a similar approach. They have been really pro-active from the outset, really listening and responding to our needs. We will be working with them again very soon."

"In fact, during the construction of Jetwave Stanley Point it became obvious to us that Dongara Marine's capabilities and quality of service could also benefit us in other ways, and we have already contracted them for a number of significant refit and maintenance jobs on our other vessels," he added.

A North West based company offering offshore and port service vessels plus quay-side support across Australia, Jetwave Marine Services has grown rapidly since being formed a little over a decade ago. It currently operates a fleet of some 20 vessels including tugs, utility vessels, barges, multi-cats and port service vessels.

Michael Hansen said the new vessel, which is named for a geographic feature in Port Hedland, was reflective of the company's commitment to the port and its users.

"Jetwave Stanley Point is the first of four new assets making their way to our Port Hedland operations," he said. "We are committed to expanding the depth and breadth of the services we provide there, and pleased that other Western Australian family-owned company such as Dongara Marine can be part of that."

Specifications

Name of vessel: Jetwave Stanley Point
Type of vessel: Lines / personnel transfer boat
Survey: Australian Maritime Safety Authority (AMSA) – National Standard for Commercial Vessels (NSCV)
Class 2D - Non-Passenger vessel for partially smooth water operations
Port: Port Hedland, Western Australia
Year of completion: 2019
| **Date of delivery:** | April 2019 |
| **Owner:** | Jetwave Marine Services |
| **Operator:** | Jetwave Marine Services |
| **Designer:** | Southerly Designs |
| **Builder:** | Dongara Marine |
| **Construction material:** | Aluminium |
| **Length overall:** | 10.0 metres |
| **Beam:** | 3.2 metres |
| **Draught:** | 0.6 metres |
| **Main engine/s:** | 1 x Yanmar 6LY2A-UTP, 270kW |
| **Gearbox/s:** | 1 x Twin Disc 5050 SC |
| **Propulsion:** | 1 x HamiltonJet HJ 322 waterjet |
| **Maximum speed:** | 32 knots |
| **Cruising speed:** | 24 knots |
| **Bollard pull:** | 1.2 tonnes |
| **Fuel capacity:** | 600 litres |
| **Sounder / plotter:** | Lowrance |
| **Radios:** | 2 x Icom VHF |
| **Electronics supplied by:** | Geraldton Marine Electronics |
| **Crew:** | 2 |
| **Passengers:** | 6 |

The **PIONEER** inbound for BUKA 1  
**Photo:** Ruud Coster ©

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**Lloyds, Mitsubishi to build LNG plant**

by Alena Mae S. Flores

Dubai-based Lloyds Energy teamed up with Mitsubishi Corp. of Japan to put up a 1,200-megawatt liquefied natural gas power plant in the Philippines, according to the Energy Department Energy Secretary Alfonso Cusi said Lloyds Energy was preparing the documents for its permits to proceed with the planned merchant LNG power plant.
“Lloyds Energy, together with Japan Mitsubishi, will put up a 1,200-MW LNG power plant...Lloyds is for the merchant power plant whose feedstock is LNG. It is not LNG farm,” Cusi said “They're working on their papers. They're going to submit it to us. That is the product of our negotiation when we went to Japan during the trip of the President that I think was something like end of May, early June. That's just a product of our discussion with the Japanese and Lloyds Energy,” the energy chief said. Source: manilastandard

ExxonMobil introduces its 0.50% sulphur marine fuels range

ExxonMobil says it has introduced EMF.5™, its range of Engineered Marine Fuels developed ahead of the International Maritime Organization’s (IMO) global 0.50 percent sulphur cap. All the fuels in the range are specifically engineered to help vessel operators comply with the 2020 regulations without compromising on quality. All EMF.5 fuels announced to date are compatible with each other, provided that bunkering, storage and handling best practice guidance is followed. The fuels also offer safe and efficient compliance with the IMO 2020 regulations. In addition to meeting the ISO 8217-2017 specification, EMF.5 fuels have also passed ExxonMobil’s rigorous fit-for-use assessments, allowing customers to bunker the high quality, compliant options they need ahead of the IMO 2020 deadline.

This combination of characteristics will help ensure that vessel operators can continue to operate their main engines, auxiliary engines and boilers safely and efficiently when they switch to 0.50 percent sulphur fuels, as the negative, operational and financial consequences of a major product quality problem could be very significant. ExxonMobil has also developed a newly formulated 40BN cylinder oil, Mobilgard™ 540, which is specifically designed to work with low-sulphur fuels. The new lubricant will be available across the company’s global port network and via its extensive distribution network. “Compliance should not come at the expense of fuel quality, and our EMF.5 range delivers assurances on both to the marine industry,” said Luca Volta, marine fuels venture manager at ExxonMobil. “By including our 0.50 percent sulphur fuels in our branded marine offer, we are delivering the additional security that vessel operators want, and need, every time they bunker.” “The increasing variety of fuels entering the market raises the potential of quality and compatibility challenges,” said Mike Noorman, head of fuels technology at ExxonMobil Research and Engineering Company. “We have developed proprietary methods for modifying fuel composition to improve quality characteristics, such as combustion, stability, waxing and compatibility. Therefore, purchasing ExxonMobil’s EMF.5 fuels can help allay these concerns at a time of great change for the industry.” ExxonMobil, the largest publicly traded international oil and gas company, uses technology and innovation to help meet the world’s growing energy needs. ExxonMobil holds an
industry-leading inventory of resources and is one of the world’s largest integrated refiners, marketers of petroleum products and chemical manufacturers.
Navy rescues stranded passengers of ferry at sea

The Sri Lanka Navy rescued a group of passengers on a ferry which was stranded at sea while operating between Karappan and Analativu in Jaffna last night (05th July), the Navy media unit said today. The passenger ferry experienced a breakdown, 1.5 nautical miles off Karappan. The Navy was informed of the incident and an Inshore Patrol Craft and a dingy attached to the Northern Naval Command were deployed to offer assistance. The Navy rescued eight passengers, the ferry owner and its assistant. Source: menafn

Outgoing ferry boss: Time to break up islands network

THE business veteran who was part of the team which bought out Western Ferries 21 years ago has called for the Scottish ferry network to be split into bundles to boost competition as he steps down as chairman of the Dunoon-based firm. Alistair Ross, whose background in the whisky trade led him to join the Western board in 1974, said the reliability of the islands’ lifeline services would be improved if there were more operators to rival CalMac. His comments follow a special investigation by The Herald into the challenges facing the ferry service, which revealed that crucial services are being continually undermined by an ageing fleet, insufficient capacity and a chronic lack of vessel flexibility. Asked how he believes ferry services could be improved, Mr Ross, who became chairman of Western in 2002, said: “In my opinion the first thing that has to be done is to break up the bundle, because there are in fact geographical fits. I mean you have got Orkney [and] Shetland at the top, you’ve got Stornoway, Lewis, Harris, Benbecula, [and] the Uists, you have got the Oban-Mull-Islay connection, and you have got the Clyde, which would be Rothesay, Dunoon and Arran. “Just split the bundle up and allow companies in with the opportunity to get their own boats, because at the moment when the contracts go out, it’s the same old MacBraynes boats, it’s the same crewing level, it’s the same timetables.”

Mr Ross, who said it would require a “strong” transport minister to force through such change, echoed calls made recently by maritime experts and islanders for routes to be served by a bigger fleet of smaller vessels. Supporters say this would provide for more frequent sailings, arguing that smaller vessels require simpler terminals and are less costly to run from a crewing perspective.
Mr Ross said: “Of course, all these big boats they build at £50 million, they are time limited. Because the [crew] live on board the ship, they can only work so many hours in the day, whereas all our staff in Western Ferries live at home in Dunoon. If the Rest and Be Thankful (A83) is shut, we can pull out crews and we can work four boats 24 hours a day if we wanted, whereas they are totally inflexible.” Mr Ross questioned the need for busy routes such as those serving Islay, Arran and Mull to be subsidised by the Scottish Government, and argues savings could be made if the ferries did not have to provide restaurants and living quarters for crew. He noted that privately-owned Western has invested £30m in vessels and infrastructure in its Gourock to Dunoon car and passenger foot route. Mr Ross, whose son Gordon is Western’s managing director, said: “We have catering facilities at all – our job is to get people from A to B as quickly as possible.”

“Roy Pedersen (maritime expert) knows that, we all know that the boats are too big. What people want are smaller boats [and a] more regular service. “They don’t want two boats a day, they want a boat every two hours so that they can move around. If a big boat breaks down, you have no cover.” Mr Ross, who is originally from Elgin, began his career in 1958 with Scottish Malt Distillers (later DCL). In 1964 he moved to Inver House Distillers, then owned by US firm Pucker Liquor Industries, before moving to Islay to run Bowmore Distillery in 1968. By 1974 he was in charge of Bowmore’s subsidiaries in Glasgow, looking after warehousing and blending, and it was then his association with Western formed. He exited the industry in the late ‘80s after Bowmore was acquired by Suntory, with the Japanese firm acquiring Morrison Bowmore outright in 1994. Mr Ross, who lives on Islay, informed the board of his decision to retire yesterday. Asked how he feels about retiring, Mr Ross, who will turn 80 next year, said: “I’m a bit sad, actually, because I have thoroughly enjoyed it. I was thinking, in fact, an oxymoron would be celebrating retirement. It is an oxymoron because I’ve loved being the chairman of Western Ferries. I’ve been very proud, in fact, to have been involved in Western Ferries.”

Source: Herald Scotland

The LOCH SEAForTH enters the port of Ullapool. After unloading and reloading, she leaves for Stornoway within the hour. Photo: Adam Louwen ©
Port of Rotterdam Authority and State of Rhineland-Palatinate demand greater speed in improving Rhine corridor efficiency

German Transport Minister Volker Wissing visited the Port of Rotterdam as part of a three-day delegation trip to the Netherlands. Wissing and Emile Hoogsteden, Vice President of the Port of Rotterdam Authority, emphasised the importance of the Rhine Corridor and its ports for the transport of goods to Rhineland-Palatinate and Europe as a whole. The freight corridor from Rotterdam to Genoa is one of the most crucial European logistics axes and is also enormously important for the transport of goods to and from Rhineland-Palatinate. The Port of Rotterdam, the State of Rhineland-Palatinate and its port operations have been working closely together to improve hinterland transport from the Port of Rotterdam, which was also the case at the latest meeting of Wissing and Hoogsteden in Rotterdam.

"With the expansion of Europe’s largest seaport and the doubling of container throughput, the capacity of hinterland transport must also be increased," said Transport Minister Wissing and Port Vice President Hoogsteden. As both emphatically noted, "to ensure supply for the population and companies along the Rhine, we need an efficient waterway and greater speed in carrying out transport projects along the Rhine corridor." “The low water levels of 2018 have revealed the urgent need to expand the role of the Rhine as the central European transport and logistics axis,” Wissing added. “It is therefore important that the German federal government quickly implement the project to optimise unloading along the Middle Rhine (Abladeoptimierung am Mittelrhein).” German Transport Minister Andreas Scheuer finally included this unloading optimisation project in the Master Plan for Inland Navigation (Masterplan Binnenschifffahrt) proposed in May 2019, and announced the hiring of new personnel for expansion and planning. "It is a first step in the right direction," said Wissing, who also welcomed Scheuer’s announcement of additional measures to make the Rhine more efficient. It is equally important to upgrade rail infrastructure. According to Hoogsteden, this not only concerns the construction of an alternative route to the Middle Rhine Valley but also extension of the Betuwe line between Oberhausen and Emmerich in North Rhine-Westphalia.

The Dutch customs patrol vessel KOKMEEUW navigating the Oude Maas

RNLI lifeguards start summer patrols at West Bay and Lyme Regis

LIFEGUARDS will keep a watchful eye on west Dorset’s beaches this summer, keeping swimmers safe.

RNLI lifeguards have returned to West Bay and Lyme Regis in time for peak season, where they will carry out daily patrols. Thousands of people are expected to descend on the area during the summer holidays and warm weather will draw many to the beaches. To keep beachgoers safe along the Jurassic coast, lifeguards will patrol from 10am to 6pm every day until the peak season ends on September 1. The RNLI lifeguards patrol the beaches to offer advice, supervise those in the sea and rescue people who find themselves in difficulty. To keep yourself safe and informed, it is recommended that you speak to a lifeguard on arrival at the beach to find out about the conditions and hazards on that particular day. Alice Higgins, RNLI lead lifeguard supervisor for the area, said: "It is great to see people outside and
enjoying the Dorset coastline in the summer months but it is also important that people stay safe while doing so. "Whether you are local or visiting on holiday, we always urge beachgoers to visit an RNLI lifeguarded beach and swim between the red and yellow flags so that they are supervised while in the water. RNLI lifeguards also keep people safe on the shore by responding to first aid incidents and helping lost children. "One particular danger to be aware of is using inflatables at the beach. These become very popular in the summer months but they are normally designed for pools rather than sea conditions. If you do use them at the beach, make sure that you remain close to the shore and that children are closely supervised. Never use inflatables when the orange windsock is flying or when the wind is blowing offshore as these conditions could drag them out to sea." For more information, visit rnli.org

McDermott, Cameron LNG announce agreement regarding LNG project in Louisiana

- McDermott International, Inc. has announced it and its joint venture member Chiyoda have reached an agreement with Cameron LNG related to the construction of its LNG liquefaction project in Louisiana.

The agreement includes the following key components:
Provides the opportunity for incentive bonus payments for achieving construction and commissioning milestones on specified dates for Trains 2 and 3
Aligns the start dates for any schedule-related liquidated damages to be consistent with the current schedule
Fully aligns and strengthens the commitment of CCJV to complete the project in accordance with the current schedule

"Over the past year, we have further strengthened our relationship with Cameron LNG and our leadership, oversight, execution, forecasting and reporting on the project. In the last few months, the joint venture project team has made tremendous progress, including first liquid and first cargo from Train 1," said Samik Mukherjee, Group Senior Vice President, Projects. "We are extremely pleased with the agreement, which is a testament to the progress and the strong performance of our project team. It was crafted with the full support and collaboration of Cameron LNG to optimize the timing and cost-effectiveness of the remaining work – and it does so in a way that we believe will benefit all involved parties."

The favorable financial impact of the agreement is incorporated in McDermott’s previously issued guidance for 2019. Since the initial award in 2014, McDermott and Chiyoda have provided the engineering, procurement and construction for the Cameron LNG project. The project includes three liquefaction trains with a projected export capacity of more than 12 MMtpa of LNG, or approximately 1.7 Bcfd. As previously disclosed, the project was approximately 90% complete as of the end of the first quarter of 2019. The company expects initial production from Trains 2 and 3 in the first quarter of 2020 and the second quarter of 2020, respectively. Source: Worldoil

The DIAMANT awaiting loading woodpulp in Husum, Sweden. Photo: Bert Barlagen ©

Arctic sea route opens for the summer with first Yamal LNG cargo

The VLADI MIR RUSANOV at Rotterdam Maasvlakte. Photo: Kees Torn © CLICK at the photo!

A liquefied natural gas (LNG) tanker carrying a cargo from the Yamal LNG plant has spent this week making its way through Arctic waters north of Russia towards Asia, marking the first voyage of the 2019 summer season across the
Northern Sea Route. The **VLADIMIR RUSANOV**, an Arc7-classed LNG tanker that can plough through semi-cleared waters, left the Sabetta port on June 29 and is in the Chukchi Sea close to the Bering Strait, Refinitiv Eikon shipping data showed on Friday. The route is frozen for most of the year but is being increasingly used during the summer as ice clear quicker and for longer as the climate changes. Vessels are now able to cross the route without the use of ice-breakers to clear their path. Independent Russian gas producer Novatek began operations at Yamal, in northwest Russia, with the aim to ship some of the LNG eastwards with its Arc7 tankers. Last year, as the terminal was ramping operations it began in December 2017, four such tankers were sent eastwards. For Novatek, the route is attractive because it gives a much more direct access to the world's largest LNG consumers in Asia. For other shipping companies, the route has the potential to cut the costs and time to access Asian markets. PetroChina, the international arm of Chinese state energy firm CNPC, is a 20 percent stakeholder as well as customer of Yamal, with French oil major Total holding another 20 percent stake. Novatek is expected to take a final decision to build Arctic LNG 2, another liquefaction and export facility next to Yamal, very soon after selling stakes to Total, two Chinese and two Japanese companies. The Northern Sea Route is attracting other shipping firms: Maersk, the world's largest container shipping company, sent a test vessel along the route last summer while Dubai government-controlled DP World said last month it wanted to run ports along the route. Climate change activists lament the use of route however, because fear it will spoil pristine environments while encouraging shipping, a contributor to greenhouse gas emissions. Source: Reuters (Reporting by Sabina Zawadzki; Editing by Jon Boyle)
French intelligence warship Dupuy-de-Lome sails through the Bosphorus in Istanbul, Turkey, on April 10, 2014, en route to the Black Sea. The **Dupuy de Lome**, a large French Navy signals intelligence gathering ship, has entered the Black Sea, according to Interfax sources. As reported last Saturday, the USS Carney equipped with cruise missiles, HMS Duncan and Canadian frigate HMCS Toronto entered the Black Sea to take part in the U.S.-Ukraine Sea Breeze 2019 military exercises. Dupuy de Lome has entered the Black Sea for intelligence operations multiple times – in 2006, 2010, 2014 and 2015. Radio- and electronic intelligence systems installed on the ship allow detection, direction finding and technical analysis of various sources within the range from 300 MHz to 90 MHz. Besides, the ship can intercept, find the direction and tap the signals of communications systems (including satellite) within the range from 30 kHz to 100 kHz. The equipment of the ship is able to intercept modern types of transmission including messages on e-mail and phone conversations. The 12-day Sea Breeze 2019 exercise, involving Ukraine, the U.S., a dozen other NATO allies and a few other nations, began Monday in the northwestern part of the Black Sea. It will involve 32 warships and 24 aircraft.

The US Navy replenishment tanker **USNS RAPPAHANNOCK** in Brisbane during the Exercise Talisman-Sabre involving ships from Australia, US and New Zealand. **Photo: John Wilson ©**

**Russian seamen who died in mysterious navy submarine accident are buried**

New questions about secret Russian submarine's mission before deadly fire.
What exactly was the Russian sub doing at the bottom of the ocean before the deadly fire broke out? Florida Congressman Michael Waltz, Republican member of the House Armed Services Committee, weighs in. The 14 Russian seamen who died in a fire on one of the navy's research submersibles earlier this week were laid to rest in St. Petersburg on Saturday. The sailors were killed in the blaze on the unnamed submarine in the Barents Sea on Monday. Officials withheld details of the tragedy, citing the utmost secrecy of the vessel's mission. The Defense Ministry said the sailors were killed by toxic fumes from the fire. Some others survived the fire but the military hasn't said how many. Officials didn't name the nuclear-powered vessel, but Russian media reported that it was Russia's most secret submersible, the Losharik. People lay flowers at the graves of the 14 crew members who died in a fire on a Russian navy's deep-sea research submersible, next to the graves of crew members of Kursk submarine, right, at the Serafimovskoye memorial cemetery during a funeral ceremony in St. Petersburg, Russia, Saturday, July 6, 2019 The 14 seamen were buried at a cemetery in St. Petersburg, which was cordoned off by the military. Media weren't allowed to attend a vigil at the local church or the burial which was attended by top military officials and naval officers. Journalists were able to visit the cemetery after the ceremony was over. The 14 fresh graves were dug out next to the resting places of some of the crewmembers of the Kursk submarine, which sank during naval maneuvers in 2000, killing all 118 seamen onboard in Russia's worst submarine disaster. Some of the relatives of the 14 seamen stayed on at the cemetery plot, putting up candles or sharing a moment of silence with friends and family.

source: FOX news

SHIPYARD NEWS

Sanmar Lays Keel for TundRA 3200 Tugs

Sanmar Shipyards of Turkey, held a keel-laying ceremony for the first of two TundRA 3200 ice breaking tugs for Finnish operator, Alfons Håkans Group. According to a press release, Jarkko Toivola (Director/Vice President) and Tero Hänninen
(Project Manager), representing Alfons Håkans Group, and Orhan Gürün (Chairman of the Board) and Hasan Çakmak (Technical Director) on behalf of Sanmar Shipyards were present at the occasion. Robert Allan (RAL) was selected as the designer of new ice-breaking tugs for Alfons Hakans, a major tugboat owner and operator in Finland. RAL worked closely with the operator and the shipyard to develop the customized design for the first of Class 32 meter variant of the successful TundRA series tugs The new TundRA 3200 tugs will be powered by two Caterpillar 3516C main engines, each driving a Kongsberg (formerly Rolls Royce) US 255 CP Z-drive, delivering a bollard pull in excess of 65 tonnes. These new tugs will operate year-round in the Baltic Sea and particularly in the Northern Baltic Sea which is covered with heavy ice during winter. The TundRA series of tug designs are specially developed for operations in a full range of ice conditions and are uniquely designed for each specific ice class and set of operating conditions. The vessels are expected to enter service by late 2020, said the release

Croatian court delays bankruptcy for troubled shipyard

After many creditors withdrew distraint proceedings, the Commercial Court in Rijeka decided on Thursday to postpone the bankruptcy of Croatia’s debt-ridden shipyard “3. Maj” until Aug. 1. Seven days ago the shipyard’s account was blocked for 156 million kuna (23.8 million U.S. dollars). After some of the creditors pulled back, the blockade now amounts to 86 million kuna (13.1 million U.S. dollars) Judge of the Commercial Court in Rijeka Ljiljana Ugrin urged Croatian Electricity Industry and the Croatian government to engage in the process of revocation of the enforcement order, so that “3. Maj” could continue with unfinished shipbuilding contracts. Assistant Minister of Economy Zvonimir Novak said at the hearing that the Croatian government would take a decision on intervention in a few days, in order to pay workers’ salaries and continue with the building of the ships At this point, the shipyard in Rijeka must complete the construction of four vessels. The contracting parties, including Canada’s Algoma, Sweden’s Stena and Marflet Marine Internacional have shown interest in finding a way for resuming the work. The shipyard of “3. Maj” was founded in 1892 and in 1956 it concluded the first export contract. It was a leading shipyard during Yugoslavia days until debt crisis began to emerge in 1990s. Source: Xinhua

Dubai's DP World acquires OSV firm Topaz for $1bn from Renaissance

Oman's Renaissance targets growth in services and FM businesses which are "less capital-intensive" following sale
Dubai’s DP World has fully acquired offshore support vessel (OSV) firm Topaz Energy and Marine Bermuda from Muscat Securities Market-listed Renaissance Services and Standard Chartered PE Affirma Capital for $1.1bn. Topaz operates a fleet of 117 vessels in the Caspian Sea, Mena, and West Africa regions. As of 31 March, 2019, the company – which employs more than 2,500 people – had a contract backlog of $1.6bn and recorded consolidated revenues worth $349m in the 2018 financial year. DP World’s acquisition of Topaz is in line with its strategy to invest in marine logistics companies with high revenue visibility, a consistent track record, and strong customer relationships. Prior to Topaz’s acquisition by DP World, Renaissance Services held 86.5% of the firm’s shares through its investment in Topaz Jafza, with the remaining 13.5% owned by Standard Chartered PE Affirma Capital. Renaissance Services said in a missive to the Muscat bourse that it was entitled to receive a settlement from Topaz of an outstanding $78.6m (OMR30.2m) shareholder loan following the acquisition. Commenting on the acquisition, group chairman and chief executive officer of DP World, Sultan Ahmed Bin Sulayem, said: “This acquisition complements the operations of our P&O Maritime Services business, which maintains over 300 vessels globally.” Renaissance Services’ chairman, Samir J Fancy, added: “We acquired a small regional OSV player almost 15 years ago and transformed it into a global leader. “This transaction sets a solid platform for growth in our services solutions and facilities management businesses, which are less capital-intensive.” Source: constructionweekonline

Hundreds protest dredging waste dump off Great Barrier Island

By: Will Trafford

Hundreds of people marched up Auckland's Queen St today in protest of a plan to drop 250,000 cubic metres of waste dredging material off Great Barrier Island each year. The protesters oppose a decision by the Environmental Protection Authority (EPA) to allow dredging sediment from the widening of shipping lanes in Auckland's Waitemata Harbour to be dumped off Great Barrier Island. Coastal Resources Limited (CRL) has been awarded a 35-year consent to drop the 250,000 cubic metres of dredging sediment every year off the coast of the Hauraki Gulf island. The dredging of Waitemata Harbour is designed to accommodate more cruise and container ships and establish the Viaduct Village for the 2021 America's Cup. The first batch of CRL sediment to be dumped would be 70,000 cubic metres extracted for the America's Cup village The group of more than 200 protesters carried placards up Queen St today, stopping in Aotea Square. Great Barrier Island resident and descendant of the local iwi, Kelly Klink, said there was an economic injustice to the consent, as well as an environmental one. "All of that income will come into Auckland and we will end up getting all of their rubbish out in our
waters. It's our home," Klink said. The new CRL dredging consent is a fivefold increase of the existing 50,000 cubic metre permit the company holds. The protesters dismissed claims by CRL and the EPA that the dumping of waste would have a negligible impact on the marine environment. "They say it won't but there's big current out there, it's going to drift up and down the coast," one Tryphena resident said. The protesters claim there are multiple alternatives to the dumping of dredge sediment off the coast, including sending it to landfill or using it to reclaim land that has fallen away due to erosion. The Society for the Protection of Aotea Community and Ecology and local iwi Ngātiwai are appealing the decision by the EPA on grounds the drop will affect their protected rights to the area. "It's going to be devastating on our customary rights to gather kai moana, because the ecosystems are going to be destroyed. Our mokopuna will not be able to carry on their customary rights," Klink said. The High Court at Wellington is due to hear the group's appeal on July 22.

Source: nzherald

see also: https://www.youtube.com/watch?v=1R4Hb0S7lkc#t=101

Ship detained in Leith port over unpaid wages

A cargo ship has been detained in Leith port in Edinburgh for non-payment of wages to Russian sailors on board. The Maritime and Coastguard Agency (MCA) confirmed it had found “several deficiencies” with the Cook Islands-flagged Alexander Tvardovskiy. The vessel was also missing valid international safety management (ISM) and ship security (ISSC) certificates. It will remain in Leith “until the seafarers' wages are paid and other identified deficiencies are rectified”. An MCA statement added: “The MCA is working closely with the owner and the ship’s master to address the various issues raised by the inspection. “The vessel will not be allowed to sail until the MCA has re-inspected the vessel and is satisfied that the deficiencies have been rectified.” It is not the first time the Alexander Tvardovskiy, which was formerly flagged in Russia, has encountered trouble in UK waters. In August 2012 the 90m-long ship collided with dredger UKD Bluefin and another general cargo vessel, Wilson Hawk, off Immingham in North East Lincolnshire. Source: BBC

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China: Clearance process at ports to be optimized

China will further optimize the business environment in ports to spur cross-border trade, officials from the General Administration of Customs said. Hu Wei, deputy director of the administration, said during a news briefing that continuous efforts to shorten the clearance process have yielded fruitful results. The number of documents needed under the import and export regulations has been cut from 86 to 46, out of which 42 can be verified online, Hu said. “By the end of this year, apart from certain confidential documents, all the documents required for imports and exports will be applied and processed online a year ahead of the schedule proposed by the State Council,” he said. Hu said improvements in the port business environment has boosted the volume of foreign trade, with steady growth seen in January to May, amid an optimizing trade structure. According to GAC data, in the first five months of 2019, the total trade in goods amounted to 12.1 trillion yuan ($1.76 trillion), up 4.1 percent year-on-year. Ports in Tianjin, Hainan and Shandong clocked trade volume growth far ahead of the national average, Hu said. “Tianjin saw annual trade volume rise 46.5 percent at its water transport port,” he added, saying the dramatic growth was the result of the local government’s efforts to improve the
business environment at the ports. “According to a report by the World Bank, in 2012, the average time needed for imports and exports in China was nine days and seven days, and it was relatively longer than those in developed countries,” said Pan Helin, a senior researcher at public policy think tank Pangoal Institution, adding that longer time needed meant more risk, more uncertainty and higher cost. Pan said in recent years the government has poured continuous efforts to facilitate trade and addressed it, from the Government Work Report in 2017 to the 20 measures to improve the business environment in ports announced in 2018. “Such policies have largely increased the efficiency in clearances, optimized business environment and facilitated trade,” he said. Bai Ming, a senior researcher at the Chinese Academy of International Trade and Economic Cooperation, said to encourage companies to explore the international market, a good environment and political support is needed, such as the previous measures on export tax refunds and adjustments in value-added tax. Source: ECNS

.... 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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