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**RNLB 17-37 WILLIAM BLANNIN arriving back at Buckie 15/02/23**  
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## **West coast strike risk grows as no-strike clause lapses**

A NO-STRIKE clause in the old US west coast union deal lapsed in June when the contract's three-year extension came to an end, making a full-blown strike a greater risk, reports Hellenic Shipping News Worldwide. If the two sides fail to reach a new labour agreement, the repercussions could be far-reaching, said the report. Shipping delays, disruption of the supply chain, and increases in the cost of shipping could all be the result of a strike. The ILWU (International Longshore and Warehouse Union) has previously gone on strike, which resulted in the west coast ports being closed for 10 days, disrupting trade flows and costing southern California's economy an estimated US\$8 billion. This also resulted in ships waiting for more than a week before they can enter the port, causing a heavy delay for shippers. In addition, Asian exports diverting their shipments to the east coast experience longer transit times. The amount of time it takes for an average shipment to reach the west coast from China is 25 days while it takes 38 days to reach the east coast.



The **FJORD** spotted at Eerland shiprepair in Rotterdam Waalhaven with the markings [www.koole.eu](http://www.koole.eu) at the hull and in process of getting the Red colour Koole funnel **Photo : Erik Zijlstra (c)**

## **Proposed IMO ship number scheme extension: Share your views**

A study is being conducted of the possible impact of a proposal to increase the number of digits used in the IMO Ship Identification Number Scheme (identification scheme) from seven to eight.

To assess the potential impact of such a change on stakeholders across the maritime sector and to enable further discussion of the idea, S&P Global, as managers of the Scheme on behalf of IMO, are seeking responses to a short survey. The consultation exercise runs until April 2023. IMO is keen to encourage anyone who has a view to share it.

Each ship registered under the identification scheme is allocated a unique identifier made up of the letters "IMO" followed by seven digits either at the time of build or when first included in the register. As well as being permanently and visibly marked on a ship's hull, the number must be noted on a ship's certificates, and on plans, manuals and other documents required by IMO conventions to be carried onboard vessels constructed on or after 1 July 2005, as stipulated in MSC/Circ.1142 – MEPC/Circ.425.

The identification number allocated to a ship remains unchanged throughout its life, even in case of a change of flag, name, ownership or type. Numbers given to ships no longer in service or existence cannot be re-used.

The identification scheme was introduced – initially on a voluntary basis – in 1987 through the adoption of Resolution A.600(15), to enhance maritime safety and pollution prevention and as a way of countering maritime fraud. Its scope was subsequently amended to expand its application to small ships, including fishing boats.

In its current seven-digit format, there are approximately 900,000 number combinations. By the end of September 2022, just over half of those had been assigned. It is estimated that enough identification numbers are still available to cover the needs of the maritime community for the next two decades. Any future change to the number format will not impact upon existing IMO Ship Identification Numbers already issued. To complete the S&P impact assessment survey, click [HERE](#). It should take around four minutes. Accompanying FAQs about the IMO Ship Identification Number Scheme can be found [HERE](#).

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## ANTARCTICA WILDLIFE SPOTTED FROM HAL'S OOSTERDAM



All Photo's : Cor Vermeer (c)





**Capt Rens van Eerten** Master of the **OOSTERDAM** received a standing ovation in the Lido from the guests onboard the **OOSTERDAM** for his and the navigation team onboard for the efforts to show the guests the Wildlife in the Antarctic during the visit to the archipelago during the present cruise which **made this cruise for the guests an unforgettable one! Thank you Capt Rens and team !!**





**MS OOSTERDAM** is a cruise ship of Holland America Line, a division of Carnival Corporation & plc. As the second addition to Holland America's Vista class of ships, **OOSTERDAM** is sister to MS **NOORDAM**, MS

**WESTERDAM**, and MS **ZUIDERDAM**. The ship's name is derived from the Dutch translation for the eastern compass point, and is pronounced "OH-ster-dam." **OOSTERDAM** was christened by Princess Margriet of the Netherlands. The ceremony took place in Holland America Line's founding city, Rotterdam on 29 July 2003. The event was held over three days of celebrations marking the company's 130th anniversary. The joint flagship of the fleet, MS **ROTTERDAM**, joined **OOSTERDAM** "bow-to-bow" in welcoming her to the fleet. The machinery spaces aboard Oosterdam are vast and extend along two of its lowest decks for the most part of the vessel. MS **OOSTERDAM** is powered by a CODAG propulsion system encompassing five (three 16-cylinder and two 12-cylinder) Sulzer ZAV40S diesel engines (built under license by Grandi Motori Trieste, now owned by Wärtsilä, in Trieste, Italy) and a GE LM2500 gas turbine making it one of only a handful of merchant vessels that is powered by such an arrangement. It is propelled by two 17.62 MW (23956.53 ps), 160rpm synchronous freshwater-cooled ABB Azipod propulsors. Its two engine rooms are separated by a watertight bulkhead division. Each engine room has its own fuel, lubricating, cooling and electrical distribution systems and is fully independent of the other. The ship's potable water is produced by three large Alfa Laval multi-effect flash evaporating desalination plants.



Passing Harwich inbound for Parkeston Quay on 15/02/2023 is new building "**EDDA BOREAS**". She was only completed on 9th February by Astilleros Gondon. **Photo : Derek Sands (c)**

## TS Lines ends Vancouver string, repurposes fleet for intra-Asia

TAIWAN's intra-Asia carrier TS Lines has revealed it has ended its North West 1 service that connected China with Vancouver, reported London's Loadstar. TS Lines began the service in October 2021 and discontinued it last November, and is now re-focusing on its core intra-Asia services. Last week, Greek broker Intermodal reported that TS Lines had sold 2019-built 1,096-TEU **TS SHANGHAI** and **TS YOKOHAMA** and the 2006-built 962-TEU **TS MOJI** to a European buyer for US\$40 million. A source at TS Lines confirmed the sale and that it would not be chartering the ships back.



The [TS SINGAPORE](#) transiting the Singapore Strait

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

**CLICK at the photo & hyperlink in text to view and/or download the photo(s) !**

The buyer has been identified as German tonnage provider HR Schiffahrt, and brokers said there was talk that TS Lines had also put the 2007-built 2,553-TEU **TS MANILA** up for sale. TS Lines will also terminate its Asia-Europe and Asia-US east coast services, jointly operated with China United Lines and SeaLead Shipping. "As we're taking delivery of a dozen newbuildings this year and considering that asset values have been falling, we decided to sell a few ships to adjust our fleet size," said a company source.

## Lankhorst First for Deepwater Deployment and Recovery Ropes

**In an industry first for deepwater deployment and recovery systems, Lankhorst Offshore**



announces the development of a new DNV Endorsement of Qualification Plan End-to-End rope splice for its LankoDeep rope. In the event the LankoDeep needs to be spliced offshore by certified personnel, an End-to-End splice can be made quickly, allowing offshore handling operations to continue uninterrupted, safe in the knowledge that the integrity of the LankoDeep rope is assured. Until now there has been no DNV qualified splicing method for deepwater deployment and recovery systems. Developed in-house, the LankoDeep rope splicing procedure, which is being certified under DNV Technology qualification management and verification DNV-SE-0160, significantly improves the viability of deepwater deployment and recovery projects. LankoDeep is based on Dyneema DM20 XBO optimized for cyclic bending. It is made up of 12 strands where each strand comprises a three-strand rope. This construction, combined with the proprietary yarn coating reduces internal heating and abrasion. Designed

from the outset for deepwater lowering and recovery projects, LankoDeep offers significant operational and environmental benefits compared with steel wire ropes. Ropes are easier to handle and allow engineers to lift and deploy the maximum load without the need to factor in the self-weight of steel wire. "Neutrally buoyant LankoDeep allows operators to maximise the lifting capacity of their crane during deepwater deployment and recovery. With the introduction of the new DNV Certified End-to-End splice we're considerably increasing the utility of LankoDeep, ensuring deployment and recovery operations run smoothly," says Sergio Leite, Sales Director, Lankhorst Offshore. For more information on Lankhorst Offshore and deepwater deployment and recovery, visit [www.lankhorstoffshore.com](http://www.lankhorstoffshore.com).

## Eastern Pacific Shipping and Value Maritime install first-of-its-kind fully integrated carbon capture solution onboard MR tanker M/T Pacific Cobalt



The pioneering project is a first for ocean-going vessels to date and aims to pave the way for industry-wide adoption. Eastern Pacific Shipping (EPS) has announced the successful installation of Value Maritime's (VM) Filtree system onboard its managed vessel M/T Pacific Cobalt in Rotterdam, the Netherlands. The Filtree system, which filters sulphur and 99% of particulate matter, includes VM's Carbon Capture & Storage (CCS) module that can capture up to 40% of CO2 emissions from the vessel's main and auxiliary engines.

The CO2 is captured in a special chemical that is stored in an onboard tank that during the retrofit has been recoated and converted for this purpose. The tank now provides sufficient storage space to capture more than 200 tonnes of CO2 in a single voyage. Once the tank is full, the chemical will be pumped out in port and delivered to end users, such as greenhouses or synthetic fuel producers, who will be able to release the CO2 on demand. The CO2 can also be placed into carbon sequestration networks. The chemical will then be returned to the vessel for reuse and to capture more CO2. EPS CEO Cyril Ducau stated, "2023 marks a critical year for the shipping industry. For us to hit IMO 2050 and net zero targets, we need to start moving the needle significantly now. To ensure that we are able to make a significant difference, we have been developing a portfolio of solutions across various vessel types. Advanced decarbonisation technology, like the CCS system from Value Maritime, offers a concrete solution that can

be implemented on existing vessels. The result is an immediate carbon emission reduction while removing the need to wait for the development and rationalisation of alternative green fuel infrastructure."

Value Maritime Co-Founder & Director Maarten Lodewijks says, "Indeed, 2023 is the year of change for sustainable shipping. EPS is leading the charge of shipping companies that have already started the transition to a greener fleet. Thanks to them, we have now succeeded in bringing our filtering and carbon capture technology to the tanker market. A special thanks should go to the installation team who completed this project within a narrow window and with the utmost professionalism." The installation of the prefabricated



gas filtering system commenced in mid-January 2023 in Rotterdam. It took 17 days to complete and was managed jointly by EPS's and VM's sea and shore staff.

## HMM creates digital system to track and move empty containers

HMM (formerly Hyundai Merchant Marine), South Korea's flagship carrier, has designed an online system to locate and exchange empty containers, reports London's Loadstar. The company has applied to patent its HMM Container Interchange Platform (HIP). "HIP is a self-developed service to quickly exchange HMM's containers with other companies to resolve the container imbalance by region," said HMM. The imbalance of container supply across regions remained a chronic problem, despite freight levels and port congestion having normalised, said HMM. Backhaul shipments returning to Asia from Europe/North America are smaller than headhaul shipments, so empty containers pile up in Europe and North

America. And, as container processing was delayed during the height of the Covid scare, there were contracts cancelled because domestic export companies could not find empties. Although the logistical bottlenecks have eased as global consumption and cargo volumes decreased, major ports and liner operators are still focusing on recovering containers by imposing demurrage fees if empty containers are not collected or returned on time. In normal circumstances, shipping lines instruct logistics companies to return empty containers to depots. However, during the early wave of the pandemic, when there were insufficient yard workers to unpack them, certain ports found themselves overflowing with empty containers. Said HMM: "When we look through our service areas, not every location has sufficient container stock at all times. Shipping lines often experience an imbalance of containers between different regions. In that regard, we expect our container exchange platform will be beneficial to relocate our assets to container-deficient locations more efficiently." HMM said exchanging empties in each region with other liners through HIP would speed up container relocation. **Source :** Schednet

## LISA Summit 2023 in Groningen



This year's [LISA Summit](#) will take place in Groningen, The Netherlands, starting May 16th. Similar to previous editions, 30 shipowners and 30 suppliers are able to join.

### Invite only

Everyone is invited by a trusted party, either a client or a supplier. It sets the scene for amazing discussions and connections. There is sufficient time to connect, to share practical challenges, product experiences and best practices.



### Intimate

A typical trade exhibition hosts hundreds of exhibitors and thousands of visitors. And that's great. LISA Summit has a different way to achieve similar or better results. It allows suppliers to break through the noise and connect with

superintendents, fleet managers and technical directors. To make sure there is sufficient time to engage with everyone, the number of participants is limited.

#### Recommended suppliers in LISA Community

To enable recommended suppliers to become visible to the participating shipowners, all high valued suppliers are now listed in the LISA Community. If you also want to be seen and recognised, the LISA Community offers the opportunity to get a Company listing as well.

#### How to join

If you haven't received an invitation, but are interested to join or get a Company listing, then schedule a call with the event organisers via [this link](#) to learn more about the application process.



The **BOKALIFT 2** arriving in a misty Rotterdam Photo : Adrie Lokker (c)

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## Het sociale gezicht van de haven

In de Rotterdamse havenregio komen mooie samenwerkingen tot stand om de huidige arbeidsmarktkrapte aan te pakken. Dit is ook hard nodig om de continuïteit van werkgevers te waarborgen, voor de Europese marktpositie van deze regio en niet in de laatste plaats om te verduurzamen. Het benoemen van het probleem blijkt altijd makkelijker dan de oplossing te bieden. Een jong nieuw bedrijf pakt de handschoen op om een deel van het tekort aan technuten, maritieme- en logistieke professionals in de Mainport op te lossen door de persoonlijke en intensieve begeleiding van gekwalificeerde nieuwkomers in Nederland.

#### Van woorden naar daden

‘Het is onze missie om nieuwe Nederlandse burgers (Oekraïners en statushouders) naar werk te begeleiden. Niet zomaar een job, maar een baan waarin zij hun professionele achtergrond, kwaliteiten en kennis kunnen inzetten bij werkgevers die dat nodig hebben’ aldus sociaal ondernemer Max Sips (oprichter van Port of Opportunities). Dit ligt in lijn met het advies van het CPB (Centraal Plan Bureau) dat adviseert om nieuwkomers direct in een regio met baankansen te plaatsen die aansluiten bij diens vaardigheden. (Bron: Policy Brief – Investeren in de arbeidsmarkt integratie van statushouders).

In samenwerking met lokale gemeenten wordt gekeken hoe een snelle binding van nieuwkomers aan de lokale arbeidsmarkt praktisch kan worden vergroot, bijvoorbeeld via een duaal traject met werken en leren. Port Of Opportunities regelt in afstemming met de betrokken gemeenten direct werk en een praktische vak- of taalcursus.

**'Geen broodbaan maar droombaan'**



Als gevolg van de oorlog is de stijging van nieuwkomers vooral te zien uit Oekraïne, maar ook vanuit onder andere Syrië, Turkije en Afghanistan zijn er nog teveel vakmensen op MBO en HBO niveau niet aan het werk. Voor een deel komt dit doordat zij nog bezig zijn met hun verplichte inburgering. Oekraïners mogen dan wel als voordeel hebben dat zij die verplichting niet hebben en direct op een werkvergunning kunnen rekenen, maar helaas is er voor hen nog niet veel structureel geregeld om de taalbarrière te slechten. Door gebrek aan netwerk en de juiste begeleiding kiezen onze nieuwe medeburgers vaak uit noodzaak voor 'brood op de plank' in plaats van werkgeluk met een vaste baan op hun eigen kennisniveau. Deze startup heeft

zelf ook een Oekraïense nieuwkomer aangenomen. Het team heeft in de opstartfase, in de afgelopen 6 maanden, 24 succesvolle droombanen kunnen realiseren. "Onze persoonlijke aanpak is de enige manier waarop wij het willen doen en dit voelt ook goed bij de werkgevers" benadrukt Sips. Met de medewerking van een groeiend aantal maatschappelijk betrokken werkgevers krijgt de haven steeds meer een sociaal gezicht'.

**Delen van succes**

'Het is bijna een jaar geleden dat de wereld werd opgeschrikt door de inval van Rusland in Oekraïne. Een groeiend aantal mensen vindt via Port of Opportunities een duurzame baan en steeds meer mensen raken geïnspireerd door de mooie matches die tot stand zijn gekomen. Met de recente lancering van de website en door het verzorgen van interactieve vraag-en-antwoordsessies via de sociale mediakanalen bereiken we steeds meer potentiële werknemers'. Sips benadrukt dat de komende maanden steeds meer belangrijke info voor nieuwkomers beschikbaar komt, waaronder nog meer ervaringsverhalen van de mensen die een baan hebben gevonden. Ook wordt het aantal talen uitgebreid.



the tanker **IONIC ASPIS** loading at Hound Point on the Forth. Unusually, she headed off to the States.

**Photo : Jim Prentice (c)**

**HMM 2022 profit soars 88pc to US\$7.9 billion as sales rise 35pc**

SOUTH KOREAN flag carrier HMM posted an 88 per cent year on year net profit in 2022 to US\$7.9 billion drawn on \$14.5 billion in revenue, an increase of 35 per cent. HMM, formerly known as Hyundai Merchant Marine) is the latest carrier to report a highly elevated 2022 result, but warned the "unfavourable market conditions," that led to a collapse in container shipping spot rates through the fourth quarter will continue in 2023. HMM saw an eight per cent increase in volume in the fourth quarter, despite slowing demand in major markets, but admitted that it faced tougher conditions in the coming year. "The freight rates in most key trade lanes have been under downward pressure since H1 2022, led by a slowdown in demand and the ease of supply chain strain," said the company. "Unfavourable market conditions are expected to continue due to widespread inflation and weak economic growth, putting pressure on demand." Despite a 3.5 per cent drop in volume to 3.68 million TEU, the sharp increase in net profit was built on the average rate per TEU for the year of \$2,881, an increase of 12.2 per cent. HMM revenue in the fourth quarter was down 20 per cent year on year at \$2.7 billion, with operating profit falling 53 per cent to \$999 million. Net profit in Q4 plunged 48 per cent to \$1 billion. The supply-demand imbalance will continue to drag down rate levels through the first half, with the National Retail Federation (NRF) expecting H1 US imports to fall almost 20 per cent year over year as "worried" consumers dial back their purchasing in a slowing economy.



The **Holland Shipyards** built **PRINSESSE INGRID ALEXANDRA** departed from the builder for her maiden voyage  
Photo : Arie Boer (c)

## Brisk start to the year for containership scrapping

By: Sam Chambers

Twice as many containerships have already been scrapped this year compared to the whole of 2022 with liners and tonnage providers anxious to prune their fleets amid plummeting rates and an uncertain outlook for the global economy. The latest count shows 15 boxships have been sent for recycling so far this year, compared to just seven in 2022. Mediterranean Shipping Co (MSC), the world's largest containerline, has sent its first ship for scrap since 2017, the 1986-built **MSC FLORIANA**, while Wan Hai has earmarked 10 ships for recycling, with six of them now sent for scrap. January was the busiest month for container demolition sales since July 2020, according to VesselsValue, with more scrap candidates emerging in February.

"The pace of scrapping needs to pick up further before it makes a material difference on the overall fleet numbers," analysts at Linerlytica noted this week. Since 2012, the annual average capacity removed by demolition has been 265,000 teu according to brokers Braemar. With those numbers Braemar estimates in a new report out this week a backlog of 530,000 teu of "catch-up" covering the past two years of near zero demolition "We are expecting a spike in demolition in

2023/24," Braemar analysts noted. Container vessels aged 20 years or more now represent 23% of the fleet, providing plenty of demolition candidates. Source : Splash 247



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## MAR Marine extends dredging capabilities with a new Damen CSD500



**Damen Shipyards Group** has delivered a **Cutter Suction Dredger CSD500** to MAR Marine & Building Contractor L.L.C., a UAE-based contractor. The dredger has been shipped from Damen Dredging in the Netherlands to Dubai. For its first project, the dredger will be utilised at the Al Hamriyah Port expansion project.

The CSD500 has been named MAR 22. Upon its delivery in Dubai, Damen's client, a leading contractor in the region, played a vital role in the reassembly of the modular dredger. "We are happy to welcome the MAR 22 to our marine equipment fleet," Mr Paul Abou Rjaili, Operations Manager at MAR Marine states: "We are further reinforcing our dredging equipment and capabilities, and this customised dredge exactly matches our requirements for the upcoming Al Hamriyah Port Expansion project."


### **Customised standard stock dredger**

The standard dredger has been fitted out with additions boosting its dredging efficiency such as anchor booms, a spud carriage system, as well as the possibility to both enlarge and decrease the cutter depth. Moreover, practical additions include an accommodation unit located underneath the operating cabin, plus a navigation and communication package. After assembly afloat alongside quay the CSD500 is ready to start its maiden dredging job at the Al Hamriyah Port expansion project, where it will remove 650,000 m<sup>3</sup> of soil. With plenty of other marine works planned in the region for the coming years, this is just the start of things to come. "This dredger demonstrates clearly the benefits of Damen's standardised shipbuilding philosophy," says Pascal Slingerland, Damen Shipyards Sales Director. "Although built in series,

which offers rapid access to proven technology, the dredger has been customised significantly in order to meet the requirements of MAR Marine & Building Contractor L.L.C's requirements."



**FAIRPLAY 24** assisting crude oil tanker **THUNDERCAT** (2008/108,941 dwt) leaving Rotterdam Waalhaven, bound for Tallinn, Tuesday 2/14 late afternoon. **Photo : Frits Loomeijer (c)**




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## 2023 Marine Fuel Market Predictions

The drive for decarbonisation we witnessed in 2022 has continued into 2023, demonstrating the shipping's industry positive strides in the fast-paced transition towards a more sustainable future. In the absence of a 'silver bullet' for shipping's commercial fleet, choosing the right evolutionary pathway for vessels will require a sophisticated and tailored approach that brings together the expertise of knowledgeable partners. The industry is making positive strides towards the

scaling up of low and zero-carbon fuels, but the existing bunkering infrastructure needs some work to ensure availability and supply at the right price. It is therefore likely that ship owners will use LNG or drop-in fuels in the foreseeable future as a transitional step towards full decarbonisation.



The **ROLLDock STORM** loaded with the brandnew ferry **LEIKANGER** arrived from Singapore at the Everingen Anchorage (Westerschelde) for bunkers before heading for Norway **Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com)**

### **Transitional options**

LNG is a valuable fuel in today's mix with its ability to immediately reduce emissions – compared to fuel oil – and comply with current regulation – for example the IMO's Global Sulphur Cap – as well as its global availability and scalability. It opens the door to carbon-neutral options – such as bio-LNG, synthetic LNG and ammonia – which will be crucial in the near future and more trials in this area are to be expected.

However, the impact of Russia's invasion on Ukraine saw substantial price rises, and weak demand from China – due to their stringent lockdown restriction – which stemmed the growth rate of the fuel. Despite this, research from DNV shows that “against all odds, 2022 turned out to be almost on par with the record year of 2021 for LNG-fuelled ship orders.” 81% of all vessels ordered with alternative fuels last year will run on LNG.

As prices become more competitive, and cleaner variants – such as bio-LNG and synthetic LNG – become available, the outlook will become even more positive for LNG.

It is important that the maritime industry has the tools and partners to safely manage the uptake of LNG as the marine fuel supply chain transforms. All LNG vessels require a back-up fuel supply system in the absence of port availability or any issues with the existing LNG system to ensure the safety of the crew, passengers, cargo and the asset, as well as avoiding unnecessary downtime and associated costs. Fuel supply units are therefore crucial in securing a steady supply of pilot fuel to a vessel's engine and to safeguard operations as backup for the LNG/LPG system. While LNG and biofuels will be the main focus in the short term, the development of other fuels will continue at pace, including methanol and ammonia, as well as different sorts of biodiesels.

### **Future fuels**

Methanol as a marine fuel is growing in prominence due to its ability to be a carbon-neutral fuel when produced from renewable sources or captured carbon. It is also easy for crew members to handle and store and has a reliable combustion. Proving its growing presence in the market, last year saw an increase in global newbuild orders for dual-fuel green vessels and 43 newbuilds are expected to use the fuel in 2023, according to the China Association of the National Shipbuilding Industry (CANSI).

We expect the coming year will see more methanol powered engines on order and more partnerships focused on upscaling methanol as a marine fuel. At Auramarine, we have already developed a fuel supply unit to support the uptake of methanol, and received significant interest among ship owners, operators, OEMs and shipyards. Another fuel that will

gain more traction this year is ammonia – which can be considered zero-carbon if produced from renewable sources. But with the lack of infrastructure to support the fuel's large-scale uptake, further research and development is required. Throughout 2023, we will see more developments in ammonia as a marine fuel, including our own development of a fuel supply unit to ensure ship owners have flexibility going forward.

#### Asia's marine fuels market

As well as the transition to cleaner fuels, a regional transition is also underway in the shipping industry, which is likely to accelerate in 2023.

The Asia marine fuels market is projected to grow in 2023 – not only driven by global awareness of the acute climate challenge but also regulatory changes and pressure from cargo owners, charterers and the financial community. When looking at China's marine fuels market in particular, it is expected to grow to around 4.5% next year due to high trade activities with major global economies. Specifically, its biofuels market is likely to see strong growth between now and 2031. The key driver here will be the growing need for cleaner fuels in cities and ports to reduce GHG emissions.

Over in Singapore, its biofuels market is expected to reach five million mt/year by 2030 on the back of the development of the Maritime and Port Authority of Singapore's (MPA) quality standard for biofuel blends, which will further increase biofuel bunkerings in the next year. I have also experienced for myself the momentum behind Asia's developments in alternative fuels and technologies. As we grow continue to grow our presence in Asia, we are ensuring our customers have the solutions required for their decarbonisation pathway. With all this in mind, we see the shipping industry starting to take decarbonisation action. With a flexible, fuel-agnostic approach, ship owners and operators can be assured that we have the right solutions for whichever pathway they choose. The key piece to the decarbonisation puzzle will be carefully considering the unique needs and requirements for each vessel, keeping an open mind, and working with knowledgeable partners to find the right strategy for your fleet. Source: **By CEO John Bergman at fuel supply system pioneer Auramarine**

## Increased cooperation eases shipowners' sanctions exposure

FIVE expert panelists say that sanctions that prohibit shipowners from lifting or transporting Russian oil are tolerable if they turn to shipping other commodities, reports Ventura, California's gCaptain. The five experts, all attorneys, spoke at the recent 29th annual Hellenic-American/Norwegian-American Chambers of Commerce Shipping Conference. Sanctions increased workability results, in large part, "from the maturation of dialogue between the Office of Foreign Assets Control (OFAC) and the shipping industry," said Blank Rome Philadelphia law firm partner Matthew Thomas. OFAC is the US Treasury Department unit that administers and enforces economic and trade sanctions. Over the last year, the US government and the EU have imposed sanctions against Russia in retaliation for its invasion of Ukraine in February 2022. OFAC's constructive dialogue simplified carrier compliance when the agency recently agreed to reduce required data collection. Mr Thomas said an ongoing OFAC/carrier cooperation allows the agency to better focus on policing willful sanctions "cheaters" or violations. The American (P&I) Club's management firm COO Dan Tadros stated some compliant carriers inadvertently get caught in the regulatory net because "sanctions are still confusing and create a lot of havoc with owners and P&I clubs. OFAC mandates that P&I clubs mutual insurance associations that provide carriers with third-party risk protection withdraw coverage for sanctions violators. To eliminate the risk of a sanctions violation, P&I clubs are denying requisite coverage to carriers whose cargo could be subject to heightened OFAC scrutiny.



KOTUG's **K.J.GARDNER** arriving in Rotterdam-Lekhaven Photo : Frans Bleikslout ©

## Newbuilding Ordering Activity Slows Down

There wasn't too much movement in the S&P or the newbuilding markets this past week. In its latest weekly report, shipbroker Allied Shipbroking said that it was "a very quiet week for Newbuilding orders, with only one notable deal coming to light. Advantage Tankers have contracted three Suezmax tankers from the Daehan yard in South Korea. This will bring their Suezmax fleet to 10 vessels and the total fleet to 26 vessels. For the shipbuilder, this order represents the second of the year and brings the total for new orders to 4 vessels. This is roughly in line with the pace at which orders were placed last year, in which we recorded deals for a total of 16 vessels. More containership orders could be incoming, with some reporting that South Korean HMM is getting closer to ordering a series of methanol dual-fuel ships, despite the considerable decrease in containership earnings. This would make for another vote of confidence for alternative fueled container vessels by a key market player, in addition to orders by MSC and CMA CGM of recent weeks".

In a separate report this week, shipbroker Banchemo Costa added that "Hyundai Mipo received an order for 4 x MR2 from Nissen Kaiun. Vessel are priced around \$45.3mln each and deliveries are expected during end 2024 and 2025.

Eastern Pacific exercised options for 2 more 7,000 ceu units at China Merchants and they will be built by Jinling facility while the previous six are under construction at Nanjing. Vessels to be delivered during 2025 and will be fitted with 7X62DF TIER III dual fuel engines".

Meanwhile, in the S&P Market this week, Allied said that "last week moved very close to the week before, with a similar number of transactions occurring in the secondhand sales market. In the dry bulk sector, we saw a minor uptick in the smaller sized vessels, with Handysizes starring in the type of vessels changing hand. Still, amidst a stagnant freight market, current appetite in dry bulkers remains anemic. In the tanker market, developments have also been quite stable, with a similar activity to the week prior. In terms of ship types being sold, there is a smaller number of VLCCs, with a respective increase in the medium-sized vessels, specifically Aframax and Suezmaxes. Pre-emptive buying appetite for smaller vessels, such as product tankers, has been subdued versus previous weeks, as the embargo on Russian clean oil products has come into effect".

Banchemo Costa added that "despite the level recorded in the spot market there is a growing sentiment in the drybulk second hand market especially for modern, eco type and quality tonnage. A Greek interest related to United Maritime was rumoured behind the purchase of 2 Japanese Kamsarmax built early 2010s and a Japanese Panamax built 2013 during the week: the total amount invested was in the low \$60s million. The Ultramax sector was busy, again, for modern eco type tonnage with Norden selling the NORD POTOMAC 63,000 dwt built 2016 Imabari (scrubber and BWTS fitted) for a price in the region of \$28mln. Similarly the **SPRINGFIELD** 64,000dwt built 2020 Cosco (scrubber and BWTS fitted) got

sold at \$30.5/30.75mIn. The tanker market was fairly busy too for vintage tonnage with Chinese and Middle Eastern based buyers. SEAHERO 306,000 dwt 2006 built Daewoo (BWTS and scrubber fitted) was reported sold to Middle Eastern buyers at \$56mIn and the **ARZOYI** 299,000 dwt 2002 built Hitachi sold at \$26.7mIn to Chinese buyers. Hectic week in the LR1 segment which saw the sale of JUNIOR G 70,000 dwt 2005 built Universal to Middle Eastern buyers at \$21mIn, while a slightly higher price was achieved for an en bloc deal of the **HAFNIA COLUMBIA** 75,000 dwt 2007 built Dalian (BWTS fitted) and **HAFNIA KRONBORG** 75,000 dwt 2007 built New Century (BWTS fitted) to Asian interest for high \$22mIn each". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



**TRANS EXETER** 14.02.2023 passing Calshot-Southampton Sailing for Italy.

Photo : Richard Jolliffe (c)

## ILWU Canada wants Ottawa to reject Roberts Bank Terminal 2

THE International Longshore and Warehouse Union Canada (ILWU) has written a letter to Prime Minister Justin Trudeau to reject the Roberts Bank Terminal Two, reports Singapore's Splash 247.

In the letter, ILWU offers congratulations to the government for hosting "the successful COP15" and for other recent achievements but notes that the government is "deliberating the Vancouver Fraser Port Authority's controversial Roberts Bank Terminal 2 new island mega-project proposal that in many ways flies in the face of these landmark achievements and goals."

RBT2 plans involve constructing an artificial island in what the ILWU refers to as the "ecologically sensitive" Salish Sea. The union letter notes that, in 2018, Environment and Climate Change Canada (ECCC) "characterised the environmental impacts of RBT2 as permanent, irreversible and continuous." The letter says that ECCC reiterated in October 2022 that attempts at mitigation had not reduced risks to shorebirds, salmon, killer whales and Indian crabbing grounds. The ILWU's "other significant concerns" related to the project include "sliding timelines and ballooning costs," the proposed level of automation and "subsequent job losses" and "the borrowing of huge amounts of capital by the port authority, which it is currently not permitted to do."The union acknowledges that "Canada's west coast will eventually need additional marine container term

## MSC commits to achieve 100% electronic Bill of Lading adoption by 2030

MSC was one of the earliest adopters of the eBL. The MSC eBL solution was launched in April 2021 after a two-year pilot project in India, according to the company's release.

The technology enables eBLs to be transmitted in minutes, compared to days or weeks, leading to significant cost savings, faster payment processes and reduced administration for users. The switch to eBLs also directly reduces the carbon footprint of all parties involved. Offered via the blockchain-based WAVE BL platform, MSC eBL is fully secure. Documents are encrypted on upload and data is secured using automatic verification and authentication, so there is no risk of documents ending up in the wrong hands. Blockchain-based transfer of data also helps to eliminate the risks of document forgery, theft or loss, as compared to the transportation of paper-based BLs. The 100% eBL Commitment has

been signed by the eight other ocean carrier members of the Digital Container Shipping Association (DCSA), representing a significant step forward in the digitalization of global container trade. **Source : PortNews**

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## NAVY NEWS



**ARA ALMIRANTE BARTOLOME CORDERO (P-54)** is the fourth and final Gowind-class offshore patrol vessel constructed for the Argentinian Navy. The French shipbuilder Naval Group launched **ARA ALMIRANTE BARTOLOME CORDERO** on 21 September 2021 at Lanester. The ship was delivered to the Argentine Navy in April 2022. The ship sailed from France to Argentina in May/June 2022 and she was commissioned at the Mar del Plata Naval Base in July. In November 2022, the ship carried out a relief and resupply mission to maritime traffic surveillance and control posts located on the islands of Tierra del Fuego and Isla de los Estados. **Photo : Cor Vermeer (c)**

## Final flight for HSC-22 from Naval Station Norfolk to First Flight, just like its first flight

by: Walter Hildebrand, Jimmy LaRoue



The final flight of the Helicopter **Sea Combat Squadron 22 'Sea Knights'** took place Wednesday at Naval Station Norfolk, with its last flight replicating its first. The flight, which marked the end of 16 years of dedicated service as an integral component of Naval Rotary Wing Aviation, went to First Flight, N.C. in the Outer Banks, flying to the Wright Brothers Memorial monument before returning for the last time. The squadron has operated the **MH-60S 'Seahawk'** helicopter, the Navy's multi-mission, rotary-wing work-horse, as well as the **MQ-8B/C 'Fire Scout'**, an unmanned aerial vehicle well-suited for Intelligence, Surveillance and Reconnaissance in the maritime environment. Commander Aaron

"Dempsey" Berger is the last in the line of 14 commanding officers who have led the squadron. "The first flight of HSC-22 was down to First Flight, where the Wright brothers did their first flight, so we took the last flight and we flew down to First Flight," Berger said. "We got a picture with the monument and it was HSC-22's last flight, and we thought it was well-worth making the trip down there." It was a bittersweet final trip, but the squadron's reputation will not soon be forgotten. "We show up, we execute, we're on-time, with a smile on our face," Berger said. "And when asked to do something, we leave with 'yes.'" **Source : Wavy**



The Intrépida class fast attack crafts **P-85 INTREPIDA** and **P-86 INDOMITA** moored in Port of Ushuaia The **Intrépida class** was built by Lürssen for the Argentine Navy in the early 1970s. The ships are based on Lürssen's **TNC 45 design**. As of 2021 **INTREPIDA** was reported active and participated in a sea exercise with the destroyer **SARANDI**, the corvettes **ESPORA, SPIRO, ROBINSON** and **GOMEZ ROCA** and with aircraft from Argentine naval aviation. Both vessels were reported active on exercises in 2022 **Photo : Cor Vermeer ©**

## The US Navy's struggle to keep ships in fighting shape is leading sailors to 'cannibalize' more parts from other ships

**By : Michael Peck**

**Shortages of spare parts is driving US sailors to take more and more parts from other ships.**

The US Navy is so short of spare parts that crews are increasingly taking a drastic step: Cannibalizing parts from some ships to keep other ships going.

The result is more ships that are down for maintenance and unable to perform their missions, according to a report submitted to Congress by the Government Accountability Office. The spare parts shortage only exacerbates an already dismal Navy maintenance situation, with overburdened and understaffed shipyards unable to perform necessary overhauls on schedule. Navy officials told the GAO that "surface ships have experienced an increasing number of cannibalizations over the past few years. There are many contributing factors depending on the specific equipment or ship system, but most are due to increased demand for material that is not readily available." The GAO examined 10 classes of ships that accounted for 153 of the Navy's 292-strong battle force. Out of those 10, nine suffered from increased cannibalization between 2015 and 2021, with littoral combat ships the worst affected. For Nimitz-class aircraft carriers, which make up almost all of the US carrier fleet, scrounging used parts has been "driven by combat systems-related equipment," the GAO said. "Many of these parts are older and no longer being produced by manufacturers so they are hard to obtain." Only the new America-class amphibious assault ships, of which only two are in service, experienced a decrease in cannibalized parts by 2021. The study listed a cascade of causes for the shortage of spare parts: "Parts obsolescence, diminishing

manufacturing sources, and material shortages are common issues." In addition, the COVID-19 pandemic disrupted supply chains.

Nor does industry have an incentive to make parts for older equipment. Navy officials told the GAO that "manufacturers for these parts require demand to continue to produce the parts, and it is not economically feasible for them to remanufacture until they receive this demand." One possible cause that the study did not have a chance to examine was lack of Navy planning for unexpected maintenance. "We know from some of our other work on maintenance that the Navy has had a significant problem with unplanned work," Diana Maurer, director of the GAO's Defense Capabilities and Management Team, told Insider. If a ship comes in for scheduled repairs, and an unexpected problem is discovered, the right parts may not be available. Congress has sometimes blocked the retirement of ships that the Navy doesn't want anymore. One consequence is that spare parts must still be found for those aging vessels.

Swapping parts between automobiles is nothing new for backyard mechanics. Likewise, militaries have long cannibalized equipment during operations when spare parts may not be available. But routinely swapping spares to keep large numbers of complex weapons operational is not a viable solution. For example, a 2022 GAO study of aircraft sustainment found that multiple types of planes — including B-2 stealth bombers and C-17 cargo aircraft — required cannibalization of some planes to keep others flying.

In the case of the C-17, "when a part was cannibalized, it often added a day or two to the total time an aircraft was not mission capable," Air Force officials told the GAO. A 2001 GAO report found that cannibalized parts created higher workloads for mechanics and lower morale for personnel who have to make these improvised fixes work. The new report marks the first time GAO has tried to assess how often Navy surface ships are sufficiently maintained to fulfill their missions. The problem is that unlike for military aircraft, the Navy hasn't tracked the mission-capable rate for ships (though it may do so in the future).

This forced GAO investigators to determine mission readiness by aggregating several indirect indicators, including cannibalization rates, steaming hours at sea, and ships reporting that they couldn't perform their missions. Of the 10 ship classes the GAO analyzed, eight saw increased category 3 and 4 casualty reports, which mean a vessel cannot perform some missions. The most trouble-prone was the Wasp-class amphibious assault ship, which experienced 18 category 3 and 4 reports in 2011 — and 43 in 2021. Steaming hours have also declined for Navy ships, though by how much isn't clear, as the Department of Defense has classified the data. Not surprisingly, lack of parts and fewer steaming hours have contributed to rise in costs per steaming hour, making it more expensive to keep a ship at sea. Interestingly, fewer steaming hours for Navy ships may indicate a lack of money as much as it points to maintenance problems. Navy officials told the GAO that "steaming hours are an indication of the financial health of the fleet and allocation of steaming hours is driven by budgetary concerns and the cost of fuel."

Either way, the maintenance situation appears to be getting worse. In September 2022, a senior Navy maintenance officer admitted that on-time maintenance for surface ships in 2022 had declined to 36% from 44% in 2021. "We are going in the wrong direction with regard to on-time delivery," said Rear Adm. Bill Green, fleet maintenance officer for US Fleet Forces Command. While Navy maintenance problems are obvious, solutions are not. In particular, ensuring production of spare parts for older ships, aircraft, and other platforms presents a chicken-and-egg challenge: Manufacturers won't keep production lines without sufficient demand, and legacy weapons generate less demand as they are replaced by new systems. "If there are only 10 ships in a particular class, and they're really old and the Navy keeps saying they want to retire them, why would a manufacturer want to stay in the business of making parts for them?" Maurer said. **Source :** [businessinsider](#) - Michael Peck is a defense writer whose work has appeared in *Forbes*, *Defense News*, *Foreign Policy* magazine, and other publications. He holds a master's in political science. Follow him on [Twitter](#) and [LinkedIn](#).

## Makin Island Conducts Medical Operations with CSG11

**From Seaman Joshua Martinez, USS Makin Island (LHD 8)**

SOUTH CHINA SEA - Amphibious assault ship **USS MAKIN ISLAND (LHD 8)** and **USS Nimitz (CVN 68)** of Carrier Strike Group 11 (CSG 11), conducted integrated medical operations Feb. 11, 2023, in the South China Sea.

**Makin Island** and **Nimitz**, with over 100 Corpsman, conducted movement of a litter-bound simulated patient with traumatic injuries from Nimitz to Makin Island for surgical care. In addition to surgical care, the exercise included face-to-face turnover with the medical enroute care team from **Nimitz** with the **Makin Island** medical department, transfer of simulated blood products critical for treatment in resuscitative surgical care, and transition to post-surgical care in Makin Island's Intensive Care Unit (ICU). Following the drill, a debrief occurred with both medical teams from the **Makin Island** and the **Nimitz**. This training was enhanced by the expanding walking blood bank program which provides detailed

screening of volunteer donors from ships' crews to provide an extensive source of valuable blood for trauma resuscitation and surgery.

In addition to day-to-day responsibilities of medical care and readiness of 2,500 Sailors and Marines, one of the critical missions of Makin Island is as a casualty receiving and treatment ship (CRTS) tasked with supporting combat casualties during marine combat operations. The CRTS medical department is outfitted with four operating rooms, 15 ICU beds and 44 hospital beds in addition to extensive laboratory, x-ray and pharmacy facilities designed to stabilize and support complex traumatic injuries.



**USS MAKIN ISLAND (LHD 8)** transiting the Singapore Strait Westbound

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

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Coordinated maritime engagements and operations in the South China Sea are part of the U.S. Navy's routine presence in the Indo-Pacific. Since arriving in the U.S. 7th Fleet region in late November, CPR 7 units have participated in multiple unilateral operations with Association of Southeast Asian Nations (ASEAN) countries such as Indonesia, Singapore, and Sri Lanka.

**Makin Island Amphibious Ready Group (MKI ARG)** with embarked 13th Marine Expeditionary Unit (MEU) and **Nimitz Carrier Strike Group (NIMCSG)** are conducting joint expeditionary strike force (ESF) operations, representing unique high-end war fighting capabilities, maritime superiority, and power projection, demonstrating the U.S. commitment to our allies in the Indo-Pacific region. Participating Nimitz CSG units include aircraft carrier **USS Nimitz (CVN 68)**; Ticonderoga-class guided-missile cruiser USS Bunker Hill (CG 52); Arleigh Burke-class guided-missile destroyer USS **Decatur (DDG 73)**, **USS Chung Hoon (DDG 93)**, and **USS Wayne E. Meyer (DDG 108)** of Destroyer Squadron (DESRON) 9; and the squadrons of embarked Carrier Air Wing (CVW) 17.

7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with Allies and partners in preserving a free and open Indo-Pacific region.

## SHIPYARD NEWS

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**MCS BOREAS** going in to **Damen Shipyard Den Helder** drydock. Photo : Geert Woord ©

### Political controversy mars Hyundai Heavy's celebration of Gunsan shipyard revival

Last Friday's ceremony to celebrate the sending of the first block from Hyundai Heavy Industries' (HHI's) reopened shipyard in Gunsan, North Jeolla Province, has drawn attention due to the abrupt replacement of the event's emcee, rather than because of its importance for the southwestern region's economy. When the shipbuilder first began preparing for the ceremony, an announcer from Jeonju MBC was asked to emcee the event, which would be attended by President Yoon Suk Yeol, Minister of Trade, Industry and Energy Lee Chang-yang and North Jeolla Province Governor Kim Kwan-young.

A day before the event, however, the announcer was replaced by a freelance announcer from Ulsan, who had previously emceed multiple events hosted by HHI and its parent, HD Hyundai. Jeonju MBC raised questions about the firm's decision, mentioning Yoon's previous conflict with the broadcaster's Seoul headquarters. The presidential office had banned an MBC reporter last year from boarding the presidential jet, claiming that the broadcaster had damaged the national interest by reporting fake news.

In response, presidential spokesman Lee Do-woon reportedly told Jeonju MBC that the presidential office was irrelevant to the replacement, as the decision had been made by HHI. Amid the controversy, the ceremony was held on Friday afternoon as planned. HHI said that two 112-ton blocks for container ships were shipped to its Ulsan headquarters from its Gunsan shipyard, which resumed operation last October, five years after the shipbuilding industry recession caused its shutdown in 2017. The blocks will be used to build 15,600-TEU container ships in Ulsan, and the Gunsan shipyard will produce 100,000 tons of blocks this year to generate 180 billion won (\$141 million) in revenue, according to the shipbuilder. "We will make efforts for the Gunsan shipyard to revitalize the Korean shipbuilding industry and the regional economy," HD Hyundai Chairman Kwon Oh-gap said. The presidential office also said in a statement that the reopening of the Gunsan shipyard will revitalize the regional economy, which has been sluggish since the closure of a GM Korea factory there. After several local news outlets reported the sudden replacement of the event's emcee, however, Yoon and the

presidential office faced public criticism, prompting people to focus more on the political controversy than on the economic effect of the shipyard's resumed operation. **Source: The Korea Times**

## **Leading Chinese shipbuilder holds 27% of PCTC market**

Chinese shipbuilders are making inroads in the emerging pure car and truck carrier (PCTC) market, with a leading shipbuilder accounting for 27 percent of global sales, the Shanghai Securities News reported on Tuesday. State-owned giant China State Shipbuilding Corp (CSSC) obtained nearly 50 percent of all PCTC orders in January, the report said, citing data from UK-based Clarkson Research. Chinese ship-makers won all the orders in January, including 17 vessels with total deadweight tonnage of 510,000 tons and 152,000 parking spaces. Since 2021, CSSC has received orders for 35 PCTC vessels with car-carrying capacities of 7,000 to 9,200, with a global market share of 27 percent, the report noted. In the market for large PCTCs, CSSC leaped from playing catch-up to being a first-ranked runner, according to the report. PCTCs became a market darling as China's auto exports exploded in 2022 to more than 3.11 million vehicles. Carmakers buy these vessels to beef up their logistics chains and export their cars. China's shipbuilding sector has seen marked progress in the past two years. On February 10, the world's largest newly built containership MSC Irina, which can carry 24,346 standard containers, left its dock for a sea trial in Suzhou, East China's Jiangsu Province. China's first domestically built cruise ship H1508 is nearly 87 percent finished and is expected to be afloat in May, which will be a milestone in China's self-sufficiency drive, according to the South China Morning Post. Insiders said the progress made in such specialized and advanced ships is of special importance to China in the process of industrial upgrading and scaling up the global industrial and supply chain. Building and fitting out such ships requires top-tier products from a wide range of categories, driving the upgrading of those sectors as well.

"The lead in PCTC reflected a strong recovery trend in the Chinese shipbuilding industry in the post-virus world," Wu Minghua, a veteran Chinese shipping analyst, told the Global Times on Tuesday. With the total orders, deliveries and type of vessels far exceeding its competitors, the Chinese shipbuilding industry has demonstrated its evolving adaptability and ability to absorb new technologies – the most important feature in the past decade and the main reason for foreign orders, Wu said. **Source: Global Times**

## **ROUTE, PORTS & SERVICES**



## **Signal Mutual names APM Terminals North America for prestigious Industry Safety Leadership Award**

Signal Mutual, the largest federal longshore and harbor workers' compensation insurance provider in the United States has named APM Terminals North America as the recipient of the company's 's Industry Safety Leadership Award for the 2021-22 year.

Signal's award criteria is based on the premise that most employee injuries are preventable and the most important way to reduce claims is by preventing them through safety. A strong safety culture and program prevents accidents and injuries from occurring and minimizing the severity of accidents that do occur. Specific criteria for the award includes having an effective and healthy Safety Culture that has clear leadership visibility and engagement (i.e. regular site walks with employee observations and engagement); other visibility/engagement leading indicators implemented that enhance safety culture and performance. "This award is a tribute to our entire team, including our Labor Partners. We have used leader-led gembas to talk with our team to constantly look for any potential gaps in our standard operating procedures as a way to prevent risk. This ongoing dialogue identifies issues we need to focus on and prevent. The process confirmation

is seen in the safety record generated and represented by this award. We will continue to work hard to continuously improve our terminal safety efforts, " said Leo Huisman, Head of APM Terminals Americas. Three out of four APM Terminals U.S. terminals are insured with Signal – APM Terminals Elizabeth, New Jersey; APM Terminals Pier 400 Los Angeles, California; and South Florida Container Terminal, Miami, Florida. Signal's leadership, safety consultants and claims adjusters visit these locations several times a year. (APM Terminals Mobile, Alabama is insured by a separate company, ALMA, and has won the ALMA Safety Award for the second year in a row.) Signal's award announcement reads: "Your outstanding safety performance is a credit to your company and employees and serves as a model to the entire Signal Mutual family of companies. It is through the dedication to safety by companies like yours that employees are kept safe while at work and return home to their families each day." There are over 200 Signal members – and all members are maritime employers subject to the federal longshore and harbor workers' compensation act. The members include terminal operators, stevedores, mechanics, shipbuilding and other maritime employees. **Source: APM Terminals**

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## **The inaugural Greenport Congress Oceania, hosted by the Port of Newcastle, Australia opened on Wednesday 15 February 2023**

Kumarah Kelly, CEO, Awabakal Local Aboriginal Land Council, greeted the assembled audience of over 160 delegates at the Newcastle Exhibition and Convention Centre (NEX). Kumarah welcomed everyone to the country on behalf of her grandmother, an elder of Australia, as an acknowledgement of the traditional owners and custodians of the lands.

Craig Carmody, CEO, Port of Newcastle, commented in his welcome address, "If a port as big as ours in coal can change, this idea that transition is too costly is absolute nonsense. We're creating new business opportunities at the port while we can afford to do so, with a plan, not in a crisis. For us, it's not a nice to do, but a must do. Our business strategy is 50/50 by 2030 and that is 50% of our revenue must come from non-coal sources. Today our split is 31% from non-coal trade. We know it's not going to happen overnight but we are committed." Sharon Claydon, MP, Federal Member for Newcastle, Australian Government, remarked, "Newcastle has powered the world for generations with our region's coal and the port's diversification will ensure we continue to do so for generations to come with renewable energy. Our region is poised to take full advantage of the new energy industries and the jobs of the future."

Fiona Robinson, Country Market Director, Ramboll, gold sponsor of the first Greenport Congress in the Southern Hemisphere, stated, "We need to bring the best of this industry together to transition to a greener future." The first keynote panel session discussed options for ports to combat climate change. My Therese Blank, Head of Oceania Market, Regional Ocean Management at A.P. Moller – Maersk, said "Collaboration is key for greener fuels. 75000 tonnes availability of methanol is the target in the next year for Maersk."

This session featured presentations on the topic of Renewable Energy – Journey to Net Zero, moderated by Christa Sams, Senior Manager, Environment, Port Authority of New South Wales. Presentations were given by Matthew Bowdler, Principal Sustainability Advisor, Pilbara Ports Authority; Simon Byrnes, CCO, Port of Newcastle; Jonathan Abrahams, Head of Maritime Advisory, Advisory Australia Maritime, DNV Australia Pty Limited.

Simon Byrnes discussed establishing a dedicated precinct for all forms of energy and associated technologies, the multiplier effect it will have at the Port of Newcastle as a global gateway as well as a catalyst for employment, growth and diversification." The two afternoon sessions discussed the topics of 'Net Zero Carbon Cruising' and 'Collaborative Communities'. Philip Halliday, CEO and Director, Port Authority of NSW, gave a presentation on, 'Shipping Decarbonisation: Renewable Shore Power' and observed, "Port Authority of NSW will provide 100% renewable shore power for cruise and bulk terminals at White Bay and Glebe Island by 2024. Port Authority of NSW is investing \$60 million in renewable shore power in the region, reducing ship carbon emissions by 14000 tonnes per year or the equivalent of planting 70000 trees." After an informative day of learning and networking on the first day of GreenPort Congress Oceania, delegates attended the conference gala dinner at Merewether Surfhouse. With sweeping 270 degree views up

and down the coast the packed dining room was filled with delegates rubbing shoulders and establishing new friendships and professional contacts.

As the first host port of GreenPort Congress Oceania Port of Newcastle is committed to driving the principles of sustainability throughout its operations, internal culture and the way it engages with customers and communities, diversifying its trade into areas such as hydrogen. It is the first port in Australia or New Zealand to become a member of the International EcoPorts network and have been working across the Pacific region to advocate for the benefits of the EcoPorts initiative. The Greenport conference provides decision makers from the port community – port authorities, terminal operators, shipping lines, logistics operators – with a meeting place to both learn about and discuss the latest in sustainable development and environmental practice to enable them to effectively implement the changes needed to reduce their carbon footprint and to be more sensitive to environmental considerations. **Source: Port of Newcastle**

## **.... PHOTO OF THE DAY ....**



The Dutch tug "HUSKY" plowing the bottom of the Port of Maasluis to assist the present ongoing dredging operations in the port **Photo : Cees van der Kooij ©**

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