

## LEAD STORY:

IMO chief pledges to reverse casualty reporting deficit

## WHAT TO WATCH:

BIMCO addresses \$5bn fund 'misunderstandings'

## OPINION:

Shipping heads hesitantly into a year of uncertainty

Lloyd's List Executive Meeting to bring together leaders and analysts

## ANALYSIS:

Shipping confidence at 18-month high

## MARKETS:

A dry end to the year for the bulkers market

Forwarders making 'dramatic' progress with digital sales

## IN OTHER NEWS:

US renews waiver on Cosco tanker unit hit by sanctions

Shell confirms charter deals for eight LNG carrier newbuildings

ONE launches new service into Vietnam

Tanker master jailed over Singapore gasoil theft

APM to sell Rotterdam terminal

Golden Ocean ex-chief Vartdal will join renewable energy company

## IMO chief pledges to reverse casualty reporting deficit



THE INTERNATIONAL MARITIME Organization's secretary-general Kitack Lim has vowed to reverse within the next two years the failings of IMO flag states in delivering casualty investigation reports.

"My personal aim is to have more than 80% of very serious casualties being investigated and reported on by 2022," Mr Lim told Lloyd's List.

Flag states are obliged to submit reports to the IMO for very serious casualties, defined as those where there is loss of life, severe environmental damage or total loss of vessel.

However, an investigation earlier this year found that member states have not submitted reports for about half of the very serious casualties that have happened over the past five years.

"At the moment our regulations and guidelines are not very stringent, not very specific [in] encouraging member states to do that," Mr Lim acknowledged.

Flag states have to submit the investigation reports to the IMO's Global Integrated Shipping Information System, known as GISIS.

Sharing casualty reports is meant to benefit industry, offering lessons for seafarers, operators and stakeholders across the board. The hope is learning to prevent repetition and mitigate future risks.

The lack of reports is not a new problem, nor has the IMO's leadership been unaware of it; Lloyd's List conducted a similar investigation last year with largely the same results.

Following his reappointment as secretary-general for another four years Mr Lim had pledged to tackle the issue.

“All my life I have been dealing with safety issues. That is why I want something more from IMO,” Mr Lim said.

He wants the IMO to be more proactive and added that the organisation will review its current legal system and how to improve its existing mechanisms.

“When it comes to remaining cases of serious accidents, we are considering to issue correspondence requesting member states — to ask them — to submit their reports,” he said.

Revised taxonomy in GISIS is currently being tested for easier investigation reporting an analysis. Meanwhile, the IMO sub-committee on Implementation of IMO Instruments, known as III, also discussed this past summer a strategy proposed by the secretariat to improve reporting rates.

“The sub-committee has standing correspondence and casualty analysis working groups with experts in casualty analysis, who review all casualty investigation reports and make recommendations on further action needed,” he said.

As of April, Indonesia had the most absent reports, with 30 missing. However, major flag states are also showing serious under-reporting. Some of them are openly admitting more work needs to be done.

The chief operating officer of the Liberian Registry recently said that the IMO casualty investigation needs to be updated. Panama’s new director-general of merchant marine also recently argued there needs to be a “total revision and update of the marine casualty investigation department”.

Mr Lim said that one of the key functions of the organisation is to help member states in times of need. Accidents happen, he said. The questions are how to move to handle the accident and how to conduct the investigation in the case.

“I want IMO to get involved with serious accidents to help and provide information and help facilitate investigations among more than two member states,” he said.

Mr Lim is also targeting closer co-operation with the European Maritime Safety Agency, which has its own database with casualty reports from EU member states.

IMO head of implementation of instruments support Brice Martin-Castex said that collaboration with Emsa on sharing casualty reports has been going on for the past five years, but changes in taxonomies by both Emsa and the IMO has made it more difficult.

But he said the two organisations are working together to establish direct transfer of relevant data.

“When you are a national administration the last thing you want is to have duplication of reporting,” he said.

Mr Martin-Castex believes part of the issue has to do with countries facing domestic procedures before being able to submit reports, such as them being in a different language than the ones IMO accepts.

“I do not believe the accident is not investigated. I believe the issue is with the reporting,” he said.

When a there is plane casualty, an initial report is filed within a month, with the final report to be produced within a year, according to Civil Aviation Authority rules.

Back in 2015 IMO delegates on the III sub-committee considered the casualty reporting practices of the International Civil Aviation Organization.

Their conclusion at the time was that “there is no pertinent lesson to be learnt from the submission and dissemination of accident reports under the ICAO’s Convention or how accident reports are handled by the ICAO Secretariat, compared with the relevant provisions of IMO instruments and the procedures being followed by the Secretariat”, according to the meeting report.

But four years later Mr Lim says he wants his industry to learn from aviation.

“We are going to investigate into the system of aviation and compare that of IMO and then we take a certain indication,” he said.

He argued, however, that maritime industry is considerably more complex than aviation, with different levels of vessel ownership, managers involved, flag states and different responsible jurisdictions. The legal complexities are thus different and so are the liability layers.

While the necessary legal procedures unfold, flag states appear as if they are hesitant to submit reports to the IMO, Mr Lim said.

## WHAT TO WATCH

# BIMCO addresses \$5bn fund 'misunderstandings'

BIMCO has responded to what it sees as 'misunderstandings' concerning a new industry-wide proposal for the creation of a \$5bn international fund to help finance maritime decarbonisation research and development.

Shipping's biggest associations, including BIMCO, have table a proposal for an independent research and development body, known as IMRB, backed by a mandatory \$2 per tonne of fuel oil payment from shipping companies.

The associations had sought to differentiate their fund proposal from a market-based measure to curb emissions. They clarified in their proposal that it is not meant to delay the introduction of a potential market-based measure and even suggested that it could offer the blueprint for its eventual development.

Since the unveiling of the proposal earlier this week, however, congratulatory messages have also come with the focus on the value of the mandatory \$2 payment.

Trafigura said that the \$2 is unlikely to be enough to incentivise change in the industry to change operations and environmental NGOs also pointed out it is about 40 times lower than the current carbon trading prices in the European Union.

BIMCO deputy secretary-general Lars Robert Pedersen has sought to reiterate that the \$2 is solely purposed for this R&D endeavour.

"We fully agree that the \$2 per tonne of fuel is way too small to act as an incentive to change behaviour in the industry," he told Lloyd's List. "This is why the IMRB proposal is not a market-based measure, or carbon price if you like."

Instead, it is a contribution by all industry players to the joint effort of making available the solutions which can decarbonise the industry, he added.

Mr Pedersen said uptake of these solutions may well be an issue when they become available simply because they will be expensive.

"A future carbon price may thus be needed to drive uptake and we agree that such a measure will likely require a much higher price tag," he said.

IMO members will consider a market-based measure as a potential "mid-term measure", according to the agreed implementation timeline of the initial greenhouse gas strategy. Mid-term measures are those that would be finalised and agreed sometime between 2023 and 2030.

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## OPINION

# Shipping heads hesitantly into a year of uncertainty

THE shipping industry's pathological optimism will no doubt colour its collective thinking for 2020.

Where others see slowing globalisation, increasing protectionism and a falling trade-to-GDP ratio, maritime minds focus on the slivers of opportunity that present themselves.

Squint carefully through rose-tinted varifocals and you will see modest trade growth improvements, a more manageable supply side with a shrinking orderbook and yard consolidation on the horizon. The Lloyd's List sectoral market outlooks, which will

be published over the coming days here on Lloyd's List, this year represent a mixed bag, but the sanctions, scrubbers and sulphur scenarios that have been fuelling fortunes and forwarding thinking this year are not going to stop just because the calendar year has clicked over into 2020.

Anticipation of higher freight rates has been keeping many a beleaguered operator going in the fourth quarter this year and the likely effect of retrofit queues, continuing political challenges and, for tankers at least, a sulphur cap boost, should make for a positive story, for some, into 2020.

But this is a short-term view, cherry picking the most positive elements of what is yet to come.

Those prepared to look a little longer-term and accept a more objective, clear-eyed assessment of the changing tide around them might want to moderate their new year cheer.

Last year we argued that exogenous events would dominate the industry's fortunes more than any internal maritime matters, and that is an easy enough forecast to extend into our thinking this year.

Uncertainty, as the cliché has it, is the only certainty we can rely on.

The editorial thread running through Lloyd's List's coverage this year has been the central belief that the shipping industry is on the brink of an epoch shift. The dynamics of digitalisation and decarbonisation will be a long-term project for the shipping industry to contend with.

The answer to the question of how you decarbonise an industry built on carbon is simple: slowly and at great cost.

But this year at least we have seen the emergence of a coalition of the willing, prepared to take a stance via big-ticket programmes such as the Poseidon Principles and the Get to Zero Coalition. That is to be applauded and the progress made this year will only accelerate in 2020, but caution must be applied here.

The blue-chip leaders of this charge, notably dominated not by shipowners but by finance and cargo interests, are only the tip of a stubbornly fragmented industry that is still ill prepared to take advantage of the emerging changes. The calls for business model innovation and significant investment in new technology and fuel types have been heard, but the majority of the industry are holding the door open for others to lead, looking awkwardly at the floor, muttering something to the effect of "no really, after you"...

## Lloyd's List Executive Meeting to bring together leaders and analysts

ATTENDEES at the annual Lloyd's List Executive Meeting, in which shipping leaders and analysts share forecasting, will get 2020 supply chain

First mover advantage is a myth in shipping, best left to the roll-necked sweater contingent in Silicon Valley. However you cut this, costs are rising and there is little to indicate that revenues will follow suit.

This argument is not offering any new insights, but the fact that our thinking has not shifted significantly from last year's series of sector outlooks is problematic.

Uncertainty now pervades every aspect of strategic thinking in the industry. We are collectively on hold while the twin mega trends of digitalization and decarbonization progress sufficiently for anyone to make a long-term investment decision.

The more manageable supply situation is partly born out of financial constraints and a long-term lack of liquidity, but even those with the means are not moving, precisely because there are not clear choices to make right now.

Around 30% of global yard capacity have not landed any new orders this year and the orderbook is at its lowest level in 15 years. With no clear direction yet for shipowners to head towards in terms of zero-emissions investments in the next generation of vessels, the inevitable consolidation of shipbuilding is going to be an interesting new dynamic in the market to look out for.

In the meantime, freight rates remain under pressure, global trade continues to be buffeted by trade tensions and protectionism, the fleet supply is still outpacing flagging demand, and shipowners' ability to pass on the additional cost of the 2020 sulphur switch is still far from certain.

So as the industry deals with mid-term uncertainty and the continuing volatility of macro forces and economic headwinds, perhaps there is at least a scenario for the optimists to consider. We can't predict the future and even if we could, the shipping industry has a rapidly diminishing number of tools in its box to affect change positively. That means it's time to get back to basics and focus on how to best manage the risk more effectively. Navigating turbulent waters is, after all, our business.

scenarios direct from United Nations Economic Affairs Officer Luisa Rodriguez.



Ms Rodriguez, representing the UN's trade and development agency Unctad will also outline how port productivity can be improved.

Emphasising how the US-China trade dispute, in particular, is impacting supply chains, Ms Rodriguez said: "By April 2019, shipments from China to the US had dropped by 6% year over year, a significant contraction, given the share of Chinese exports in transpacific trade.

"By contrast, exports to the US from neighbouring Southeast Asian countries increased by nearly one-third, compared with the same period in 2018," she said.

Hosted by Lloyd's List Intelligence, the day's programme — themed on Untested Waters Ahead — will also address broader geopolitics, sanctions implications, energy realignment, technological advances, and fleet and fuel developments.

LLI head of consulting Chris Pålsson said: "All the signs are there that 2020 will likely be a pivotal year for the direction of shipping, with the added challenge that business leaders should expect the unexpected.

"Our programme and speakers will give attendees the facts, trends and scenarios they will need to help them plan the best way forward for their businesses in untested waters."

Among other organisations and companies speaking will be ABB, Business Sweden, Furetank, Intertanko, Kuehne + Nagel, Lorentzen-Stemoco, Stena Bulk and Shell.

Pålsson said he and Lloyd's List group colleagues — including director Niklas Bengtsson, chief correspondent Richard Clayton and markets editor Michelle Wiese Bockmann — will share outlook findings extracted from unique LLI data and forecasting.

The presentations will include a five-year outlook for new ship ordering and deliveries.

"The world as we know it is rapidly changing. The potential impact on trade from the changes of direction of political development is substantial, particularly in the medium to long term," said Pålsson. "Our Executive Meeting will take some of the planning fear out of the minds of our delegates."

Speakers will include:

- Katharina Stanzel, managing director, Intertanko
- Luisa Rodriguez, economic affairs officer, Unctad
- Magnus Runnbeck, senior analyst, Business Sweden
- Kai Miller, manager seafreight, Kuhne + Nagel
- Claire Wright, business economics manager, Shell
- Lars Höglund, managing director, Furetank
- Jörgen Karlsson, head of marine Sweden, ABB AB
- Michelle Wiese Bockmann, senior reporter and market analyst, Lloyd's List
- Nicolai Hansteen, head of corporate development, Lorentzen-Stemoco
- Erik Hånell, president and chief executive, Stena Bulk

The Executive Meeting will be held at the Museum of World Culture in Gothenburg, Sweden, on January 16, 2020.

Attendance is limited. Delegate pricing of €525 will be discounted for early-bird registration before December 31. Discount for block booking is also offered.

To register and for further information, contact Salvina Costa [salvina.costa@informa.com](mailto:salvina.costa@informa.com) or tel. +44 (20) 7017 4220.

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## ANALYSIS

# Shipping confidence at 18-month high

CONFIDENCE over the prospects for the shipping industry hit an 18-month high in the October to December period, according to business consultancy BDO.

The survey has found that shipowners, charterers and managers were optimistic about the industry, with the overall score increasing to 6.4 out of 10, compared with 5.6 seen in the third quarter survey.

Shipbrokers were the only group going against the trend, seeing their confidence level decline to 3.9 from 5.1.

Although confidence levels were up in Europe to 6.2 from 5.7 and North America at 6.2 from 5.7, Asia saw a decline in confidence from 6.8 to 6 in the final quarter of 2019.

A total of 37% of the surveyed individuals expected finance costs to rise in the coming year, compared with 25% in the previous survey. And 57% of managers anticipated dearer finance over the next 12 months while 32% of owners thought likewise.

Richard Greiner, Partner, Shipping & Transport at BDO, commented: "It is not far short of six years since confidence in the industry has been higher, and appetite for investment remains steady despite volatile economic conditions."

This is despite general ongoing geopolitical uncertainty, and notwithstanding specific concerns

about a variety of issues including Brexit and President Trump's impeachment inquiry, he said.

"Shipping is not for the faint-hearted, and committed long-term players remain the most likely to achieve the best returns."

The latest survey revealed an increased expectation over the next 12 months of dearer finance costs, he added pointing that such costs remain one of the most significant performance-influencing factors for respondents.

"But the cost of regulatory compliance is slowly gaining in importance, and will continue to do so. IMO 2020 was recently categorised by one commentator as a 'perfect storm' for litigators. It is also part of a much larger commitment by the shipping industry to enhancing its green credentials, and in the process becoming a more technologically advanced and environmentally responsible sector. As such, it should be eminently attractive to investors."

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## MARKETS

# A dry end to the year for the bulkers market

THE dry bulk market is hunkering down with Baltic Dry Index continuously fading over the past 10 days, as limited demand across all vessel classes stall any significant gains in freight rates.

As the bear market rumbles on, the industry benchmark for the strength of dry bulk shipping markets, which takes into account spot rates of main sizes of ships, has dropped to a six-month low of 1,151 points on Thursday, down by 17% week on week.

The index is already below 1,282 points registered on January 2, this year.

Market participants pointed out that the weak sentiments reflected general pessimism for the coming year because of the uncertainties surrounding the International Maritime Organization's low-sulphur regulations and that, time charter rates would also be affected if spot rates remain depressed.

A Hong Kong-based operator pointed out that Chinese inquiries for ships have also dampened. "Given the thin volume of activity, we are likely to start the coming year on a very dry note," he said.

Capesize earnings dropped to the lowest level in almost six months as limited demand, as compared to the level of available tonnage in both the basins, hit the spot market.

Charterers were said to be talking down rates on a lack of real business, a broker said.

"Current levels at which [capesize] owners are willing to cover would suggest that cheaper fuel is an element of why deals are concluded as such," Braemar ACM said in its latest report. "There's ambiguity in how much was been paid for the remaining tanks of non-compliant fuel by owners of non-scrubber fitted units."

However, it said that given the time of the year, some owners seem willing to cover at lower freight rates to ensure the vessels are employed during the festive period.

Meanwhile, the truce between the US and China is expected to lift sentiment as we approach 2020, with the White House having agreed to suspend tariffs on \$160bn in Chinese goods that were expected to come into effect last Sunday.

There is news that Beijing will buy \$50bn in US agricultural goods in 2020.

Initially, this will be beneficial for the US Gulf grain trade, which has been negatively impacted by the trade war, Allied shipbroking said.

However, China's total agri-bulk purchases last year were less than \$50bn and for China to comply with these quotas, it would need to source virtually all of

its agribulk imports from the US, said Braemar ACM.

“This is unlikely given the timing of the US's export season, and that China's overall demand for soyabeans has been dented during the past year following a swine flu outbreak.”

China's imports of corn and wheat, meanwhile, are negligible in terms of dry bulk demand.

## Forwarders making 'dramatic' progress with digital sales

FREIGHT forwarders have made significant progress with developing digital sales capabilities in the last four years, with more than half of the global top 20 now providing a dedicated request for quotation forms, compared with only three in 2015, a survey by Freightos shows.

Freightos assessed the online sales capabilities of the 20 largest forwarders through a mystery shopper posing as a rapidly expanding US based e-commerce importer. The study treats digital sales as a proxy for fully digital support. Full container load (FCL) sales capabilities of top five ocean carriers and eight digital forwarders were also assessed as emerging competition.

Quotes were requested via a website form — or failing that, by email — for a door-to-door shipment from a major Chinese city to a major US city. Requests for FCL, air and less than container load quotes were spaced over the course of one month.

Among the key insights, Freightos said C.H. Robinson, Kuehne + Nagel, DHL, and DB Schenker “stood out for prioritising user experience and ease of use”.

It reported a “dramatic improvement in top forwarders helping customers procure freight online”.

Of those forwarders surveyed, 11 now provide a dedicated request for quotation forms — three of

which instantly generate quotes — whereas in 2015 only three forwarders provided these.

Whereas, in 2015, the majority of forwarders (11) expected new customers to use their general inquiry form, this has now dropped to about one-third. Freightos said two forwarders still do not have forms, down from six in 2015 — noting that one of those forwarders provided an email address online, which was used in the mystery shopping survey.

Freightos said “consumer buy trends” were shaping top forwarders' sales strategies, highlighting that DB Schenker lets customers browse available sailings and select one based on transit time and cost; CEVA's 'Required service' question lets users choose between competitive pricing, shortest transit time, or equipment, and space guarantee; and three RFQ forms asked the customer whether they wanted to include shipment insurance.

Freightos said that websites as a sales channel are gaining importance, noting that eight quote request forms were found in less than five seconds; four forms were found in less than 15 seconds; eight forms took 15 seconds or longer to find or did not exist at all.

Only one forwarder failed to confirm the quote request, an improvement from 2018's survey in which five forwarders failed to confirm the quote request.

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### IN OTHER NEWS

#### US renews waiver on Cosco tanker unit hit by sanctions

THE US government has renewed a waiver for companies to maintain or wind down their business with the

Cosco Shipping Tanker (Dalian), raising the prospects that vessels run by the sanctioned Chinese shipowner may return to the market.

The waiver, issued by the US Office of Foreign Assets Control under the Department of the Treasury on Thursday, will be effective until February 4, 2020. It replaces a

previous license issued on October 24.

An executive from Cosco Shipping Energy Transportation, the listed parent of Dalian Tanker, told Lloyd's List that all the vessels owned by the subsidiary were attached to "cooperation agreements" with the Chinese oil companies, which could potentially lead to re-employment of the tonnage.

### **Shell confirms charter deals for eight LNG carrier newbuildings**

OIL major Shell has confirmed that it is behind the charters for eight newbuild liquefied natural gas carriers, of which Hyundai Heavy Industries earlier this week announced newbuilding contracts for six vessels.

Shell's Singapore unit Shell Tankers (Singapore) said in a press release that it had entered into separate time-charter contracts for four LNG carriers with affiliates of Knutsen LNG, two LNG carriers with Korea Line Corporation and two LNG carriers owned by investors advised by JP Morgan Asset Management.

The HHI announcement had mentioned four vessels ordered by a European owner and another two by an Asian owner scheduled for delivery starting in the second half of 2022. The additional two vessels were not previously announced but appear to have eventually been taken up by parties linked to financier JP Morgan.

### **ONE launches new service into Vietnam**

CONTAINER lines continue to allocate more resources to intra-Asia routes, and particularly services between Vietnam and north Asia, with Ocean Network Express announcing a new Korea-Haiphong Express service beginning in January 2020.

ONE said the new service will connect north Vietnam, South Korea and south China, and will be the first within its network to call at Incheon. This will provide shippers direct and fast coverage from north Vietnam to South Korea and south China to Incheon.

The new service is in addition to ONE's current Japan-Vietnam-Haiphong service which connects Japan, South Korea and Taiwan to Haiphong, and enhances its intra-Asia to Haiphong service network.

### **Tanker master jailed over Singapore gasoil theft**

A PRODUCT tanker master has been given a five-and-a-half-year jail sentence for his involvement in Singapore biggest case of gasoil theft.

The Straits Times reported that Doan Xuan Than, a Vietnamese national, pleaded guilty to five counts of abetting to dishonestly receive stolen property. He is the second person to be dealt with in court regarding the offences after compatriot Dang Van Hanh was sentenced to two and a half years' jail in July.

Dang was the chief officer of Vietnam-flagged Prime Sun, while Doan captained the vessel when the offences were committed in 2016 and 2017.

### **APM to sell Rotterdam terminal**

APM Terminals has signed a letter of intent with Hutchison Ports for the sale of its Maasvlakte I terminal in Rotterdam.

Under the deal Hutchison, which owns the adjacent ECT Delta terminal, will maintain APMT Rotterdam as an independent organisation with a five-year volume guarantee from Maersk, with no forced redundancies

within four years of the agreement.

"Under the ownership of Hutchison Ports, APM Terminals Rotterdam will have the opportunity to grow into a leading, modern, future-proof terminal," APMT, the terminal operating division of Maersk, said in a statement. "With this ambition and safeguarding employment in mind, the future of the terminal looks robust and promising under new ownership."

### **Golden Ocean ex-chief Vartdal will join renewable energy company**

BIRGITTE Vartdal, who recently resigned as chief executive of dry bulk owner Golden Ocean, is set to join renewable energy company Statkraft.

Ms Vartdal, who assumes the role of executive vice-president of the company's European wind and solar unit on April 1, will be responsible for project delivery as well as investments in new business opportunities such as in biofuels, hydrogen, electric car charging and data centres, according to a statement.

Statkraft has an ambition to become one of the world's leading renewable companies by 2025, and its planned growth in European wind and solar energy is part of that goal.

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### **SINGAPORE SUIT NO. HC/ADM 60/2019**

AS FORTUNA OPCO B.V. (Netherlands Registration No. 69557969) is the registered owner of the vessel, AS FORTUNA (IMO No. 9428322) (the "Vessel") in its capacity as the general partner of AS FORTUNA SHIPCO C.V. (Netherlands Registration No. 69630496). AS FORTUNA OPCO B.V. and AS FORTUNA SHIPCO C.V. (the "Parties") have, in the above-captioned action, been granted a limitation decree in respect of any loss or damage arising out of or in connection with the Vessel running aground at or around Guayaquil, Ecuador on or around 13 September 2018 (the "Incident") and/or any consequential loss resulting therefrom.

Such loss, damage or infringement in respect of which the Parties are entitled to limitation are those mentioned in Section 136(1) and Article 2 of the Schedule to the Merchant Shipping Act (Cap. 179, 1996 Rev Ed).

The limit of the Parties' liability has been fixed at SGD 5,217,205.28 which is the Singapore Dollar equivalent of 2,782,554 SDRs, together with interest thereon at the rate of 5.33% per annum from 13 September 2018 up to 29 November 2019 and interest at the rate of 2.5% per annum thereafter up to the date of the payment. The limitation decree has been granted without admission of liability on the part of the Parties.

TAKE NOTICE that any persons with claims against the Parties in respect of the Incident may enter an appearance and file their claims in this action and/or in a separate admiralty action for determination of the Parties' liability (if any) and/or take out a summons if they think fit to set aside the decree by 26 February 2020.

Contact with AS FORTUNA OPCO B.V and AS FORTUNA SHIPCO C.V. should be made through Helmsman LLC of 39 Duxton Hill, #02-01, Singapore 089617, solicitors for AS FORTUNA OPCO B.V and AS FORTUNA SHIPCO C.V. by email to [ian.teo@helmsmanlaw.com](mailto:ian.teo@helmsmanlaw.com) / [zhida.chen@helmsmanlaw.com](mailto:zhida.chen@helmsmanlaw.com) / [peter.huang@helmsmanlaw.com](mailto:peter.huang@helmsmanlaw.com).



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# Greek Shipping Awards 2019

## CONGRATULATIONS TO ALL OUR WINNERS!

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Tanker Company of the Year - **Latsco Shipping**  
Passenger Line of the Year - **Levante Ferries**  
Shipbroker of the Year - **Xclusiv Shipbrokers**  
Shipping Financier of the Year - **Piraeus Bank**  
Technical Achievement Award - **SeaBright**  
The Safety Award - **Hellenic Coast Guard**  
The Sustainability Award - **probunkers**
- International Personality of the Year - **Despina Panayiotou Theodosiou**  
Piraeus International Centre Award - **Municipality of Piraeus**  
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Lloyd's List Intelligence Big Data Award - **DeepSea Technologies**  
Next Generation Shipping Award - **Nikolas Martinos**  
Lloyd's List/Propeller Club Lifetime Achievement Award - **Gregory B. Hadjieleftheriadis**  
Greek Shipping Newsmaker of the Year - **George Youroukos**  
Greek Shipping Personality of the Year - **George Economou**

*Thank you to all our Guests, Sponsors, Supporting Organisations and Members of the Judging Panel for your contribution to the success of the 16th Annual Greek Shipping Awards.*

