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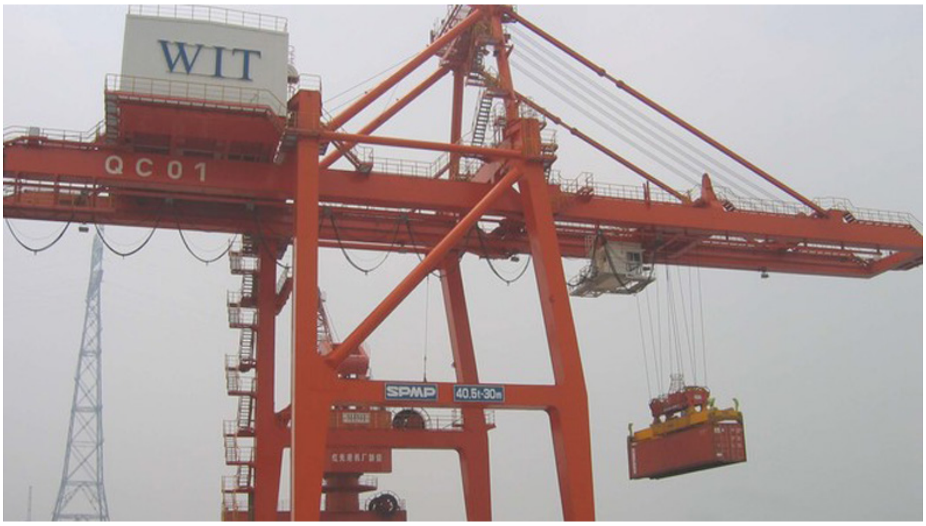
Yangtze river port calls fall following coronavirus outbreak



THE IMPACT OF the coronavirus impact on Yangtze river shipping movements has been revealed in figures from Lloyd's List Intelligence that show a dramatic reduction in port calls.

While the figures are not adjusted for seasonal variations brought on by the Chinese New Year celebrations, they are able to show vessel calls at Yangtze river ports within 150 miles of Wuhan, the city in Hebei province, where the outbreak is believed to have originated at the end of the past month.

The number of ship calls at the seven ports recorded fell to 225 this month from 446 in December.

The worst hit was Chenglingji, a major feedering hub to the south of Wuhan, which saw calls fall by more than 50%, with 177 fewer calls.

Wuhan is a major industrial and transportation centre with its river port on the Yangtze handling about 1.5m teu.

China's Ministry of Transport issued a notification on January 23 requesting vessels except for those carrying daily necessities to avoid calling at Wuhan, which will have contributed to the reduction.

Barge traffic on the Yangtze river is also reported to be reduced and ship crews are being ordered to stay on board vessels.

Coronavirus infections have spread across China, including to many key ports. The death toll has risen to 170, and a confirmed case in Tibet means it has reached every region in mainland China.

Chinese health authorities said there were 7,711 confirmed cases in the country as of January 29. Infections have also spread to at least 15 other countries.

One shipping analyst said if workers in Zhejiang province, for example, were not allowed to go back to work until February 10, this would likely affect manufacturing in that province as well as volumes and operations at the ports of Ningbo-Zhoushan, Taizhou and Wenzhou.

"Similarly, whether you'll see disruption to port operations is essentially unknowable at this stage; but if, for example, you do see disruption at Ningbo, that's the only port that features in all of the 2M Asia-Europe loops."

Maersk, has announced an additional blank sailing of the AE7 service in week 7, but said regular working schedules would resume on February 10 at Shanghai, Zhejiang, Jiangsu and Guangdong.

An advisory added that customer service teams were working to "mitigate any potential impact to our customers' cargo plans."

A customer advisory from Hapag-Lloyd today said that terminal operations in China continued as normal except Wuhan.

"We are closely monitoring the situation and will provide further updates on any new development," Hapag-Lloyd said.

MSI container analyst Daniel Richards forecast more blank sailings by lines later in February, with demand from China likely to be subdued.

Drewry research manager Drewry Simon Healey said: "If there is a significant reduction in manufacturing output as a result of the coronavirus, that would likely lead to depressed volumes out of Asia, to which I would expect carriers to respond with more blank voyages. We're already seeing oil markets drop in response, which will feed into lower all-in spot market container rates."

Meanwhile, the shipping sector will be looking with interest as to whether the World Health Organisation announces a Public Health Emergency of International Concern over the coronavirus outbreak.

The World Health Organisation emergency committee on coronavirus was due to reconvene yesterday and will advise on whether the outbreak constitutes a PHEIC, and what recommendations should be made to manage it.

A PHEIC would signify that coronavirus was considered "an extraordinary event which is determined to constitute a public health risk to other states" and could potentially require "a co-ordinated international response".

WHO is still advising against the application of any restrictions of international traffic based on the information currently available on coronavirus but this could change if a PHEIC is declared.

Clarksons has warned that potential impacts of concern included a reduction in Chinese oil demand and imports due to lower transportation demand, and the Organisation of the Petroleum Exporting Countries has already announced it may consider output cuts if the outbreak continues to affect crude prices.

"Extended factory closures could impact Chinese industrial production, with potential implications for Chinese demand for other raw material imports, and exports of manufactured goods," Clarksons said.

It added that there would be possible effects on activity at Chinese and other Asian ports, shipyards and ship repair yards, which could affect scrubber retrofit activity.

"It is still very early days in terms of estimating a wider economic impact, including difficulties separating out usual impact of the Chinese New Year holidays, with significant uncertainty at present," Clarksons said.

"Some have suggested that Chinese GDP growth in the first quarter could be negatively affected by several percentage points."

Previous pandemics such as the 2003 SARS outbreak had resulted in a fall in China's GDP of 2%-3% during the affected quarter, and around 1% over the year.

WHAT TO WATCH

Euronav signals tanker market recovery holding into new year

EURONAV signalled the long-anticipated tanker market recovery had extended into the first quarter, with earnings even stronger than the bumper final months of 2019 as it reported its highest quarterly profits in more than a decade.

However, chief executive Hugo de Stoop attributed falls in spot rates this week to the outbreak of the coronavirus in China, which he said would have a "short-term negative" impact on the crude tanker sector.

Sixty per cent of the tanker owner and operator's 38 very large crude carriers were chartered at rates around $90,000 daily in the first quarter, and suezmaxes at $57,000 daily, he said in a conference call today.

"Rates have softened, but are still at decent levels around $45,000 per day for VLCCs," he said.

"The sentiment has shifted for the moment, much because of the outbreak of a respiratory virus, the coronavirus, in China. The full macroeconomic impact is still being assessed at the moment."

The New York-listed tanker owner reported a $160.8m net profit for the fourth quarter of 2019 on $355m in revenue. Euronav reported a $22m loss for the third quarter, and a $38.5m loss in April-through-June.

The positive fourth-quarter results meant "the prospects for a sustainable cyclical upturn remain in place", Mr de Stoop said.

Euronav VLCCs trading in the Tankers International pool earned $67,700 daily over the past three months of 2019, compared with an average $35,900 for the year. Suezmax earnings were $41,800 daily, 60% higher than the 2019 average of $26,000.

Market rates peaked as high as $220,000 daily for VLCCs last October, ending a protracted earnings slump driven by an oversupply of tankers that outpaced demand and depressed rates for several years. The earnings recovery propelled Euronav to overall profit in 2019, with a final-year results showing the company $118.9m in the black on $932.4m in revenues.

Crude tanker rates made stratospheric gains from October after US sanctions on two tanker units owned by China's Cosco removed tonnage from trading just as scrubber retrofits on some tankers ahead of new fuel regulations curbed availability coincided with a seasonal uplift in demand.

"With continued limited contracting of new vessels, an order book at 25-year low and fleet expansion capital being rationed, the prospects for a sustainable cyclical upturn remain in place," Mr de Stoop said.

Euronav outlined why it was positive on supply-demand fundamentals on the conference call. The company estimates some 42 new VLCCs would be delivered over 2020, while oil demand growth was forecast at 1.2m barrels per day by the International Energy Agency. This equated to demand for an additional 36 VLCCs to meet these additional shipments, the company said, without outlining its methodology.

Euronav estimated 120 VLCCs would be removed from the global trading fleet over an annualised basis in 2020. This included VLCCs used for floating storage, the entire Iranian fleet which is now subject to US trading sanctions, and those tankers temporarily out of service for an average of 35 days to have scrubbers retrofitted.

In addition to this, 28 VLCCs turn 20 this year, requiring special surveys to continue trading, and therefore might become scrapping candidates. The current orderbook was at 64, the conference call presentation outlined, citing Clarkson shipbrokers.

Management also discussed the likely return to trading of some 26 Cosco tankers currently idled by US sanctions. The vessels form part of Cosco's overall fleet of 49 VLCCs and 25 suezmax tankers, and remain at anchor off Malaysia or China since the US ban in September, imposed for breaching unilateral sanctions on Iran.

"It's highly likely their return will coincide with phase one of the US China trade deal that was announced recently, meaning some of these vessels will be absorbed into this trade accord," head of investor relations Brian Gallagher said.

China has agreed to buy $18.5bn in energy products, including oil, refined products, liquefied gas and coal, under the Phase One trade deal.

Mr de Stoop also cited recent sales of secondhand VLCCs at prices higher than newbuildings to illustrate positive market sentiment.

"VLCCS are being exchanged at $107 million and you compare that to $90 million that you can get at the shipyard 14 months down the road," he said.

"That's $40,000 per day of profit above your opex, to $70,000 time charter equivalent, that you need to print on average for 14 months to justify that price. I think those prices are probably exacerbated by the excitement [of the last months of 2019]."

Euronav used its ultra-large crude carrier Oceania to hedge its physical exposure to the market for very low sulphur fuel oil, buying as much as 400,000 tonnes of the marine fuel and storing it off Singapore.

The fuel meets half the company's needs for compliant fuel for 2020, and was purchased well below the current market price, the Euronav statement said. Management confirmed it will be kept for its own use.

However, there are strong signals Euronav may divert from a long-held strategy not to install scrubbers on tankers. Scrubber-fitted VLCCs using high-sulphur fuel oil are currently earning substantial premiums over tankers using higher-cost compliant VLSFO.

"The fuel procurement strategy implemented so far has provided Euronav adequate protection against higher fuel prices and a high degree of optionality going forward regarding fuel strategies," the statement said.

"This includes the potential to install scrubber technology. Management will continue to closely monitor fuel market dynamics and update stakeholders when necessary."

Vale confirms expiry of COAs linked to converted VLOCs

BRAZILIAN mining giant Vale has been moving over its contracts of affreightment to newer ships as the old contracts linked to converted very large ore carriers expire.

"Vale confirms that it is phasing out contracts of 10 VLOCs," it said in an emailed statement. "These agreements will be substituted by long-term COAs with newer ships, as part of the company's strategy of reducing maritime transportation costs and navigation emissions."

Polaris Shipping, a South Korean owner, ordered 18 guaibamax VLOCs in 2017 for 25-year COAs with Vale. The vessels, being built at Hyundai Heavy Industries, each have a capacity of 325,000 dwt and were part of the company's fleet renewal programme.

The vessels all have scrubbers so as to be able to burn high-sulphur fuel oil, but also have space for a liquefied natural gas fuel system. They are called guaibamax after the Guaiba Island ore loading terminal in southern Brazil's Sepetiba Bay.

Polaris said last February that it had received the third vessel in the series, Sao Fabian, with the fourth vessel due in April that year.

Vale also said there were no restrictions to converted VLOCs entering Brazilian ports. However, data compiled by Lloyd's List Intelligence shows protracted waiting times for vessels approaching the ports.

Of six VLOCs at or near the ports so far this month, only three have now sailed following delays of up to a month.

Berge Stahl had a waiting time of about two weeks before sailing from Tubarao earlier this week, while *Berge Kibo* was in inner anchorage at Ponta da Madeira since the end of December. It set sail a month later.

Similarly, the *Wugang Atlantic* set sail for Singapore on January 25 from Ponta da Madeira having been in inner anchorage for 26 days.

For the Polaris fleet, three vessels — *Stellar Magic, Stellar Topaz*, and *Stellar Iris* — that arrived at the end of December or early January around Ponta da Madeira are either stopped or at inner anchorage, according to Lloyd's List Intelligence.

Low reported iron ore volumes from Brazil may be contributing to the delays.

Singapore reports coronavirus case in seafarer

SINGAPORE has reported the first case of coronavirus in a seafarer.

It said its 10th confirmed case of the infection was a seafarer who had travelled from Wuhan, in China, where the virus is believed to have started at the end of last month, to join a vessel.

The 56-year-old man reportedly arrived in Singapore on January 20 but had not displayed symptoms during his flight to Singapore.

He proceeded straight to the ship from the airport but developed symptoms the following day and was identified as a suspect case at a health screening station at Marina South Pier.

The Maritime and Port Authority of Singapore has been conducting temperature screening at all sea checkpoints since last week.

Marina South Pier is the usual boarding point for shore to ship transfers for vessels berthed in the Singapore anchorage.

Following confirmation of test results the man was taken to the National Centre for Infectious Diseases.

"Prior to hospital admission, the case worked and lived on board a cargo vessel," said Singapore's Ministry of Health.

The cargo ship had also arrived in Singapore on January 20 and has been anchored in Singapore waters since.

The death toll from coronavirus now stands at 170, with Chinese health authorities saying there were 7,711 confirmed cases in the country as of January 29.

Infections have also spread to at least 15 other countries, according to the BBC.

The MPA, which did not disclose the name of the vessel, said it will be disinfected. The authorities have also initiated contact tracing to identify those who had been in close contact with the case.

"The shipping community, including the master of this ship, (was) earlier advised to take precautionary measures when travelling, as well as to remain vigilant and adopt good personal hygiene at all times," said the MPA.

The port authority reiterated that the shipping community should take precautionary measures, as well as remain vigilant and adopt good hygiene practices at all times.

It said it would continue to implement temperature screening at all sea checkpoints. In line with the latest Singapore government directive, new visitors with recent travel history in Hubei, or with passports issued in Hubei, will not be allowed entry into Singapore or transit through Singapore.

The MPA said it would also continue to monitor the evolving situation and work closely with partner agencies and the industry to implement additional measures if needed.

OPINION

Lloyds List Global Awards 2019: Celebrating success in shipping

LLOYD'S List events from Asia to the Middle East to Europe and the Americas are now well-established waypoints in the industry calendar and reflect the international nature of maritime. This year, the creation of the Global Shipping Awards marks the logical next step in the evolution of our programme.

The process was simple: winners from each of our regional awards were independently judged by a panel made up of senior editorial staff and members of our Editorial Board to find the overall global winner from key categories.

Tough conditions often mean tough choices and shipping companies are having to make business-critical decisions more and more frequently to keep up with the shifting landscape.

That is why the Lloyd's List awards programme seeks to identify and celebrate the drivers of our industry; the companies and individuals that are showing the way forward through innovative thinking, skill and determination.

By making our Excellence in Shipping Awards programme truly global we want to create a platform to promote and share the ideas required to navigate the industry through turbulent waters.

Our hope is that we can help build on the successes we have celebrated in the Lloyd's List Awards series this year, but also create opportunities through our events for collaboration and a space where shipping's brightest and best can come together as industry leaders.

The winners for each category in the Lloyd's List Global Awards 2019 awards are as follows:

Excellence in Supply Chain Management and Innovation
Cargosmart

Excellence in Safety and Training
Philippine Center for Advanced Maritime Simulation and Training

Excellence in Port Management and Infrastructure
Rotterdam World Gateway

Excellence in Maritime Law
HFW

Excellence in Environmental Management
Drydocks World Dubai

Excellence in Data and Technology Innovation
Lloyd's Register/Lloyd's Register Foundation

Deal of the Year
MOL Chemical Tankers – Acquisition of Nordic Tankers

Company of the Year
Eastern Pacific Shipping

Awards in 2020
Our hearty congratulations to all the winners and our thanks to all the sponsors and judges who have made the Lloyd's List Awards programme possible.

For more information on how the judging panel reached their decisions, and which companies were also nominated, please download our special Global Awards 2019 supplement here.

As one cycle of awards closes, another begins and we are delighted to announce that the Lloyd's List Excellence in Shipping Awards 2020 series is now open for entries.

With new award categories and events taking place in London, New York, Singapore and Dubai this is your chance to be globally recognised for your achievements this year.

To enter, go to lloydslist.com/awards, select your region and complete the entry process. Good luck!

For sponsorship and other sales inquiries, please contact Natasha Dwyer:

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Email: natasha.dwyer@informa.com

Lloyds List Global Awards 2019: The winners

THE winners of the Lloyd's List Global Awards represent the shipping industry's brightest and best, demonstrating greatness in key categories ranging from supply chain management and innovation, to port management, to safety and training.

Drawing from our list of regional event winners in Asia, SAMEA, Europe and the Americas, the Lloyd's List judging panel were given the unenviable task of deciding on an overall global winner in each category.

It is our pleasure to now reveal the final list of Global Awards winners for 2019, as well as the reasons why they deserve the top prize.

Excellence in supply chain management and innovation
Reefer reliability is a major issue and the panel felt that **Cargosmart's** innovative application of digital systems to provide a solution deserved their support.

By leveraging Internet of Things and AI technology, our panel felt that the company had delivered a proven improvement to operational efficiency and planning.

Excellence in safety and training
The judging panel was impressed by the upgrade that **PHILCAMSAT** delivered last year with the development of a new IMO Model Course.

By bringing in behavioural experts to its faculty, their enhanced focus on human element in maritime safety and enabling management level officers to develop effective critical thinking in the face of challenging onboard situations was a welcome step forward in developing Filipino maritime personnel standards.

Excellence in port management and infrastructure
Many aspire to create a truly 'smart port', but **Rotterdam World Gateway** has demonstrated what is possible with the implementation of data and automation technology.

Our judges were looking for tangible examples of genuine innovation and they found it in spades at RWG, where even the testing to continuously improve efficiency of their automation is fully automated.

Excellence in maritime law
HFW impressed with the breadth and complexity of the work it has undertaken globally. It also grew the size of its shipping team, strategically expanding the office network.

While there was little to separate the top-notch quality across our short-listed firms this year, the judges praised HFW for their consistent attention to detail, impressive record and experience in dealing with high-value and complex shipping disputes.

Excellence in environmental management
It was **Drydocks World Dubai's** commitment to 'Zero Harm to People and the Environment' that led to its award for Excellence in Environmental Management.

While the competition from outstanding regional winners made the global choice a very close run decision, Drydocks World Dubai's unerring pursuit of this strategic mantra, and the impressive results they were able to provide as evidence of its effectiveness, led to the decision to award them the overall global winner award this year.

Excellence in data technology and innovation
The **Lloyd's Register** Safety Accelerator embodied everything the awards were established to champion and the judges described the results achieved thus far as important and impressive.

This is the first accelerator of its kind globally, hastening the adoption of digital technology for safety and risk in critical industries, including the maritime sector. The programme facilitates and guides collaboration between innovative digital startups and industry corporates, to make the world a safer place.

Deal of the year
MOL's bold bid to acquire Nordic Tankers stood to reason amid wider market consolidation, but also in terms of efficiency and service network.

By adding Nordic Tankers' fleet, the company now operates more than 80 chemical tankers, is the second largest operator in the sector and continues to grow.

Company of the Year
Eastern Pacific Shipping emerged as the first tonnage provider to invest in Dual-Fuel LNG technology at scale, but that was just part of a much wider commitment to green shipping and technology that saw our judging panel unanimously declare this company the stand-out winner against a field of impressive entries.

In the eyes of our judges, this is a "bold, dynamic company committing to a green, safe and efficient future for the industry".

For more information on the Lloyd's List Global Awards winners, and to see which companies were also nominated, you can download our special Global Awards 2019 supplement here.

Celebrate your success in 2020
Missed out this year? Fear not as the 2020 Excellence in Shipping awards programme is now open for entries across all regions. We look forward to celebrating with you at the end of 2020 at our ceremonies in Dubai, Singapore, New York and London.

For information about all the regional awards and how to enter, go to lloydslist.com/awards

Why not sponsor an event?
Attracting a huge online engagement, high profile guests on the night and significant interest from the industry, sponsoring our awards is a fantastic opportunity to raise your profile within the industry, whether you are looking to increase brand awareness, gain exposure, generate leads or just position yourself as a market leader.

For any questions regarding sponsorship of the 2020 Awards series, please contact Natasha Dwyer:

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MARKETS

Physical market weakness pulls back LNG shipping

LIQUEFIED natural gas shipping rates being pulled back by demand weakness have given up seasonal gains, retreating almost to half of the winter peak seen in October.

Energy and commodity pricing agency S&P Global Platts assessed LNG shipping rates in both the Atlantic and Pacific basins at $70,000 per day on Monday.

Data from ship brokerage Fearnleys also showed shipping day rates evening out between trades to the east and west of Suez at $70,000 yesterday.

These are nearly 50% off a high of $130,000 seen for the two basins in early October, when a surge in gas heating demand during winter typically starts to move LNG prices.

Platts global LNG director Ciaran Roe commented that shipping rates “have fallen pretty much constantly” since the start of fourth quarter.

Fearnleys data showed shipping rates first fell to sub-$100,000 in early December and have continued to decline thereafter this winter.

A ramp-up in production and exports from new liquefaction capacity in the US certainly has not helped the cause of physical LNG trades or its accompanying shipping sector.

Mr Roe said: “The impact of seasonality on LNG prices has been minimal this winter, with prices barely increasing in winter versus summer in Asia Pacific.”

Platts-assessed JKM prices for LNG traded in Asia fell to $3.95 per million British thermal units on Tuesday, the lowest since 2009.

Platts Analytics forecasts the coming summer months may see LNG prices trending in the low $3 per mmBtu range.

Mr Roe suggested that while oversupply “is the biggest single reason” for weakness in the LNG market, “the lack of winter demand reaction has accelerated price collapse”.

“All market participants to have committed to offtake from the first wave of US LNG export projects face similar struggles — spot cargoes are valued today at around half that of contracted under long-term offtake.

“These participants are trying to lose the least by sending cargoes to the basin giving them the less worse outcome,” Mr Roe noted.

As a result, many cargoes have been diverted to Europe, the region widely deemed as possessing the most storage capacity to absorb excess supply.

Europe bought nearly 90m tonnes of LNG last year, more than Japan, and is projected to import around 85m tonnes this year, according to Platts Analytics.

On the flip side, the current market dynamics have spurred interest in spot trades.

The Thai government has reportedly instructed state-owned oil and gas group, PTT, to look into the feasibility of importing spot cargoes.

Thailand may end up importing their first spot cargoes this year if this government-directed initiative takes off.

“It’s a perfect time for new entrants in the spot market given the existing inefficiency — as reflected in the price difference between short-term and long-term LNG contracts,” Mr Roe said.

The signs are also pointing to no immediate supply cuts on the horizon to rebalance the market.

LNG export project owners can choose to bring forward scheduled maintenance, which will ease the oversupply situation. But Platts’ view is that these players may hold back until the summer months to do so, when actual LNG consumption slows.

In the absence of any demand uptick, one more factor may further swing the physical market in favour of LNG buyers in the coming years.

Long-term offtake contracts signed 10 to 15 years ago for 77m tonnes of cargoes are expiring and up for renewals through to the end of 2023, Platts data showed.

Platts Analytics projects that the renewal tenure may shorten to between one to five years, while the traditional 15- to 20-year agreements that underpin LNG projects will be much harder to come by.

On the other side of the equation, spot trades are expected to expand at a "gradually accelerating pace", according to the agency's forecast.

Wärtsilä expects improved scrubber activity but warns of installation delays

WÄRTSILÄ, the ship technology and power-plant maker, said scrubber orders fell last year from the "exceptionally high levels in the previous year" due to fuel price and availability uncertainties.

"While fuel price spreads are supportive of investments in scrubber technology, uncertainty around future developments and fuel availability has delayed decision-making among customers," the company said in its earnings report.

Roger Holm, the Finnish company's marine president, told Lloyd's List that while the last nine months of 2019 saw declined levels order intake for one of the world's largest scrubber providers, all the positive fundamentals for the abatement technology, including the large price spread between 0.5% sulphur compliant fuel oil and high sulphur fuel oil, are there.

IN OTHER NEWS

French lender signs up to the Poseidon Principles

A FRENCH national investment house is the latest financier to sign up to the Poseidon Principles, committing to consider the environmental impact within its lending policies towards shipping.

Bpifrance, through its subsidiary Bpifrance Assurance Export, has made its mark by becoming the first credit insurer to commit to the Poseidon Principles.

"Through this commitment, the French state and Bpifrance, which underwrites each year several billion euros of export credit guarantees for cruise ships, through Bpifrance Assurance Export, wish to encourage the players of the industry, shipyards and shipowners, to favour the greenest existing technologies for their future ships," the bank said in a statement.

UK takes control of shipping protection in Gulf

COMMAND of an international naval mission formed three months ago to secure the safe passage of commercial navigation through the Strait of Hormuz has passed to the UK from the US.

The seven-nation taskforce known as the International Maritime Security Construct was launched in September 2019 in response to attacks on six tankers in the region over a two-month period and the seizure of a UK-flagged tanker by Iranian forces in the strait.

The Ministry of Defence in London said the taskforce "is not intended to operate against any particular nation state", and that it was not part of the US policy of "maximum pressure" on Iran.

Concordia buoyant on product tanker market prospects

CONCORDIA Maritime reported a positive start to the year with signs of momentum being maintained into next year.

"We continue to expect a strong, stable market during 2020. 2021 also has the potential to be a year of good markets," said chief executive Kim Ullman. "The drivers include structural causes in the form of good demand for oil and balanced stock levels." Another beneficial factor is that the global orderbook also continues to be at a low level.

However, Mr Ullman admitted that 2019 was a difficult year. Concordia suffered a SKr102.6m ($10.6m) post-tax loss in 2019 compared with a SKr182.1m loss in 2018. In the past quarter of 2019, losses amounted to SKr29.5m compared with SKr19.4m in the same period of 2018.

Stolt-Nielsen sees 'gradual upturn' in chemical tankers

STOLT-Nielsen, the Norwegian tanker and tank terminals group, said contract rates are being renewed at higher rates for the first time since 2016.

Stolt-Nielsen said fourth-quarter revenue was $497.5m, compared with $519m in the previous three months.

The tankers unit reported an operating profit of $14.6m, compared with $15m in the previous quarter, as lower revenue and joint-venture equity income were partly offset by lower deepsea operating costs.

Costamare in talks for more scrubber-linked charters

INTEREST in charter-linked insallations of exhaust gas cleaning systems remains high among among liner operators, according to a leading independent containership owner.

"There is a lot of interest from liner companies regarding scrubber installation, to date," said Gregory Zikos, chief financial officer of New York-listed Costamare.

The company is "in constant discussions" with charterers regarding fitting scrubbers as part of a charter package, he affirmed.

Crew evacuated after tanker fire in Gulf

THE crew of a very large crude carrier were evacuated after the vessel caught fire off the coast of the United Arab Emirates.

According to Lloyd's List Intelligence, a fire broke out on the 1996-built, 300,482 dwt *Zoya 1* sparked by an accident during maintenance operations. Its 16 crew members were evacuated safely and an investigation into the cause is in progress.

The UAE's Federal Authority for Land and Maritime Transport said authorities were working to put out the fire.

Maritime union criticises Australian response to coronavirus

THE Australian maritime union has condemned the government's non-existent response to the spread of coronavirus, describing it as a gaping hole in the country's biosecurity net due to the failure to implement adequate checks for the infections on vessels arriving at the ports.

The warning follows the release by the federal government of advice relating to the spread of the deadly coronavirus to key industries, including airline, border, and cruise workers.

Maritime Union of Australia national secretary Paddy Crumlin said: "Australian maritime and port workers are no strangers to being on the front line of biological security and have been called upon time and again as a last line of defence against biological threats coming through Australian ports."

For classified notices please view the next page.

PD TEESPORT LIMITED

GENERAL DIRECTIONS

THE TEES AND HARTLEPOOL PORT AUTHORITY REVISION ORDER 1974

NOTICE IS HEREBY GIVEN that, following consultation, General Directions relating to Teesport and the Port of Hartlepool have been made by PD Teesport Limited which come into force on 1 February 2020.

Copies of the General Directions may be inspected and copies obtained free of charge from PD Teesport Limited at 17-27 Queen's Square, Middlesbrough, TS2 1AH.

The General Directions may also be viewed on www.pdports.co.uk/marine-information/port-information/.

Dated: 31 January 2020

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