

LEAD STORY:

Coronavirus: Who can rescue 20,000 stranded seafarers?

WHAT TO WATCH:

Intercargo urges port states to assist crew changes despite restrictions

Shipping demands EU support to combat outbreak impact

Shipping Australia reacts to Queensland coronavirus ban

ANALYSIS:

Coronavirus: Shippers face 'triple shock'

Coronavirus: Greek shipbrokers to the fore as nation's maritime workforce settles at home

MARKETS:

Imports dip at Italian LNG terminals

Vital grains trades support smaller bulkers amid coronavirus crunch

Coronavirus: Vale mulls temporary shutdown of Malaysia operations

Singapore scrambles to cope with Malaysian travel ban

IN OTHER NEWS:

Coronavirus: IMO postpones safety committee meeting

Scrubber installations hit by delays and lower spread

UK shipowners and ratings union seek state relief

Hiroaki Sakashita to head ClassNK

Coronavirus: Who can rescue 20,000 stranded seafarers?



CHINA'S MINISTRY OF Transport is getting serious about normalising crew changes on ships.

The ministry will co-ordinate an effort with all relevant parties to solve the crew change issue in an ad hoc approach, according to the latest notification by the China Shipowners' Association.

The "relevant entities" are expected to include the customs authorities, immigration administration and local governments. They cross-govern the country's ports, which have been banning seafarers from boarding or leaving ships as part an effort to curb the coronavirus spread.

With the declining infection rate domestically, the MoT began last week to encourage shipping firms to make timely arrangements for the relief of the overworked crew members. But some said the progress was slow because of the lack of unified policy guidance.

Although it is laudable that the MoT is now taking the lead, there is another important question to be answered.

"Disembarked crew must have 14-day quarantine, who will pay for it?" asked one local shipmanager.

A recent CSA survey of 54 major Chinese shipping firms found the number of their crew on coastal and international trading ships — who ought to be discharged based on the Maritime Labour Convention rules — will have exceeded 20,000 by end-May. Among them, 6,553 should be released by the end of this month.

Chinese shipping firms carry out more than 95% of their crew changes at Chinese ports, the association added.

After disembarking, these seafarers will need accommodation (possibly hotels), food and other daily necessities during the quarantine period. There also is a need for supporting facilities such as security and medical services.

To let the companies shoulder all that responsibility and make them pay the costs seems unreasonable to

those business operators. After all, their businesses have already suffered huge losses from the virus fallout.

The hope for big businesses is that the government can lend a helping hand to seafarers who are desperate to return home safely.

WHAT TO WATCH

Intercargo urges port states to assist crew changes despite restrictions

INTERCARGO has called for pragmatism in dealing with the movement of seafarers around the world as authorities increasingly lock down their countries to battle the spread of the coronavirus.

The international dry bulk shipowners' association, which has a membership corresponding to more than 25% of the global bulker fleet, warned that too heavy-handed a clampdown on crew changes will put supply chains in jeopardy and ultimately exacerbate current hardships.

It said "many port states" have imposed local regulations, travel and quarantine restrictions that have "stalled" crew changes and presented "logistical challenges" to repatriation of seafarers who have completed their period of sea service.

This was despite International Maritime Organization calls to be mindful of providing access for the seafaring community.

"In many cases neither the seafarers nor the companies know for how long these [restrictions] may prevail," Intercargo said in a statement.

Shipping demands EU support to combat outbreak impact

EUROPEAN shipowners and seafarers have joined forces to demand support from the European Union for the shipping industry to combat coronavirus.

The European Transport Workers' Federation and the European Community Shipowners' Association sent a joint letter to EU governments on Wednesday calling for special treatment for seafarers. This needs to be accompanied by financial support to

Port states should "adopt a pragmatic approach in assisting shipowners and seafarers to overcome these challenges by removing undue hinderance for seafarers to leave or join a ship in their ports," Intercargo said. "Banning crew changes in ports brings high risks to crews, ships, ports and society."

Without efficient crew changes, the supply chain would break down, "leading to basic product shortages and greater hardships for people around the world".

Said Intercargo: "The world relies on transportation by sea and the dry bulk shipping sector's services. Seafarers need our support and compassion with measured, rather than overzealous, restrictions in relation to the coronavirus."

Authorities should also take into account the mental state of crews eager to reunite with their families after months at sea and potential "adverse repercussions" on safe navigation and operations.

companies and operational assurances to get the sector through this taxing time.

EU transport ministers were conducting a video conference on Wednesday to discuss the implications of the coronavirus.

Ecsa and ETF called for seafarers to be exempt from national travel bans that EU governments are

imposing. This exemption is needed to keep supply chains running. The EU itself is planning to introduce a 30-day ban on travel into the bloc from non-EU nationals.

“It is of utmost importance that ships are able to dock where necessary and that crew members are able to join and leave their ships with as few impediments as possible,” the two bodies said.

Seafarers may also have to remain on a vessel beyond their maximum permitted period, either because they want to, because their flights back home are disrupted or because there is simply no crew available to replace them to keep the vessel running.

“We therefore call upon flag and port states to apply a pragmatic approach to such situations and, on a case-by-case basis, permit crew members to remain on board for a reasonable period beyond their scheduled tours of duty in view of the implications of the pandemic, bearing in mind that ships need to sail fully crewed,” ETF and Ecsa said.

Disruption in crew training caused by these dislocations means that seafarers may not be able to jump over the usual hurdles they are used to in order to ensure their certificates do not expire. Therefore, flag state and port state authorities should extend certificate validity by at least three months.

The EU should also consider special measures to protect EU jobs, considering the economic decline caused by the virus is leading to job redundancies; in one of the more high-profile cases, Stena Line announced it will cut 950 jobs.

“We encourage governments to exchange on best practices already implemented in some countries, such as social protection measures for seafarers or covering a percentage of employee’s salaries,” Ecsa and the ETF said.

State-funded salaries

Denmark’s government announced this week that it would cover 75% of the salary cost for employees working in businesses that are being threatened by the coronavirus.

Shipping Australia reacts to Queensland coronavirus ban

MARITIME Safety Queensland has issued a direction restricting commercial shipping from entering ports

Having already hit the ferry and cruise sectors, the projected financial downturn emanating from the coronavirus is expected to drag other shipping segments down as well.

“Global shipping will decline due to the drop of global economic growth and thus seaborne trade. There will be reduced demand for tonnage, especially in deep sea container and bulk,” Ecsa and the ETF said.

Persistently declining oil prices will also hurt the ailing offshore sector, they warned. The European Commission and government therefore need to step in with concrete support for the maritime industry, according to Ecsa and the ETF.

“EU banks should be supported by a well-fit regulatory framework at EU level to solve the immediate liquidity issues facing shipowners,” they said.

The European Central Bank must also support European banks that finance the shipping industry, while the EU and its governments should be flexible in implementing maritime state aid guidelines “so that state aid, like the labour cost-reduction schemes, can be assured for the very special situation the shipping industry and EU seafarers are now facing”.

The Commission and governments must also work to keep supply chains running by allowing ships to dock where they have to, Ecsa and ETF said. Current dry docking limitations due to the virus mean certificate validity should also be extended by at least three months.

Elsewhere, cruise ships are being turned away from various ports around the world owing to fears of the coronavirus spreading. This will leave thousands of passengers and crew stranded on board some of these cruise ships returning to the EU. They can expect to face different receptions from different EU member states.

“Clear and consistent guidelines to enable cruise ships to dock are needed as soon as possible. Cruise ships require assurances that they will be able to enter harbours, berth and disembark passengers and crew, permitting repatriation,” Ecsa and ETF said.

in the Australian state if the ship or any person onboard has been abroad within the past 14 days.

Port authorities in other states are considering similar measures in reaction to the coronavirus spread.

MSQ cited Prime Minister Scott Morrison's announcement that from March 15 there would be a universal precautionary self-isolation requirement on all international arrivals to Australia.

The direction, as confirmed by the Australian Border Force, is that ships can enter port on arrival but the crew cannot go on shore leave until 14 days have passed since the ship last called at an overseas port.

The move has been strongly criticised by Shipping Australia, which represents 28 shipping lines and agents and 44 companies providing services to the industry.

Chief executive Rod Nairn described the policy as "reckless and indefensible". He said cargo ship crews "are probably the lowest risk sector in the world with not one cargo ship crew member yet being confirmed as having" the virus.

Any person who contravenes MSQ's direction commits a criminal offence under section 191A(8) of the Transport Operations (Marine Safety) Act 1994. The maximum prescribed penalty for a contravention of this direction is A\$66,725 (\$39,500) for an individual and A\$333,625 for a corporation.

Shipping Australia observed that daily operating cost of a ship is about A\$25,000 and entry into port about A\$250,000. "Some of those sailings to Australia from Singapore and Port Klang take six to eight days. Shipping lines cannot afford to pay for waiting to deliver freight until a 14-day period has elapsed."

The organisation said the restriction would limit the flow of essential goods to Australia's cities and rural areas, and would have an even greater impact on Pacific island nations that depend on maritime links with Queensland. Trade with New Zealand's ports, which takes considerably less than 14 days, would be significantly cut.

If port rotation is changed, there could be delays and increased costs to freighting goods into Australia. Those costs would likely be passed to importers and exporters.

If container freight volumes were to dry up at Queensland ports the effect on the state's trucking industry would be severe. Shipping Australia understands there will be "extraordinary levels of difficulty" realigning landside freight chains.

Key concerns raised by freight experts in Australia were whether there would be enough truck drivers if the sickness spreads through the trucking community; what the potential freight cost increases would be and the likelihood of a potential lack of availability of freight in Queensland.

A simple solution to head-off this disruption, the association suggested, is for the Federal, State and Territory governments to work together in directing port authorities to remove all bans on commercial, freight-carrying vessels that have left an overseas port within 14 days to call at a port in Australia.

Seafarers onboard those ships would simply remain onboard and would not mix with the Australian community. The health of the Australian community would continue to be protected.

ANALYSIS

Coronavirus: Shippers face 'triple shock'

SHIPPERS have been facing a "triple shock" from the coronavirus outbreak, according to Drewry Supply Chain Advisors.

In its latest briefing, it highlights the "dangerous combination" of transport capacity shortages, disruptions to supply chains and an inability to plan.

It describes how most international shippers have had to fight on three major fronts since February. Examining the extent to which they will continue, it urged shippers to consider short-term arrangements rather than long-term commitments, with volatility and unpredictability set to persist for some time yet.

Describing the three major challenges, it highlighted:

- Disruptions to or the complete breakdown of China-dependent supply chains, meaning delays to supplies and resulting falls in containerised exports and imports
- Shortages of shipping capacity (105 cancelled sailings in the transpacific and Asia-North Europe/Mediterranean routes alone in February) and container equipment (of reefer containers in Europe, of dry containers in the US Gulf, among others)

- Lack of insight into the duration of the dual sourcing and transport problems, making planning impossible and forcing importers and their transport staff to “wait and see”.

“These serious problems have caused millions of dollars of container detention costs for shippers, billions of dollars of revenue shortfalls for carriers, a situation where desperate shippers were forced to pay premium rates to secure capacity for urgent shipments, a record number of ‘idle ships’ waiting for employment and an unknown cost from lost business and stockouts,” said Philip Damas, founder and operational head of Drewry Supply Chain Advisors.

On the human side, he noted that Chinese transport and customs office staff were initially under quarantine — although many have returned to work and offices have reopened since — and many corporations have banned foreign travel or external meetings with suppliers and customers.

“Pressure is increasing to do business electronically and remotely — an unproductive way to handle complicated negotiations or site inspections,” he said, adding that “the big question on everybody’s lips is: how long will these major issues last?”

He said: “We do not have the full answers to this question, but Drewry can provide here strong indications of the next phase of how the industry will respond to the crisis, based on our consultancy work for shippers, ports and shipping lines and based on research from our Drewry Maritime Research business unit.”

One the disruptions to supply chains, he said that judging from statistics on truck traffic, China’s supply chain sector “is now back to 65% to 70% of the levels of March 2019. South China and East China have largely recovered, but trucking to Hubei province in inland China is still only 20% of levels seen a year earlier.”

Drewry said checks with Chinese contacts indicate that manufacturing has returned to 70% of full

Coronavirus: Greek shipbrokers to the fore as nation's maritime workforce settles at home

SHIPBROKERS in Greece have already substantially shifted to working from home as a response to the spread of coronavirus.

capacity. Han Ning, its country manager for China, said: “China is trying very hard to maintain its status in global supply chains, by urging workers and factories back to work as soon as possible.”

But, for manufacturers, after an expected catch-up of production in March and April, she expects two challenges, noting: “Factories will need new orders to carry on; this will depend on consumption of countries importing from China, in particular in Europe and the US.” And supply of raw materials and parts may be disrupted because of the virus disruptions in other countries.

“These two factors will make normalisation of China manufacturing more difficult,” added Mr Han. In the meantime, more US importers are turning to South East Asian producers to diversify their supply chains away from China, Drewry noted.

On transport capacity and container equipment, Drewry believes containership capacity will “probably return from late March”.

“Carriers appear to have more confidence that ships leaving China will not leave empty,” it says.

Mr Damas said one thing was clear: that there is uncertainty.

“What we know is that the market will be volatile and unstable,” he said. “So, we urge shippers, forwarders and others to react fast to market and industry changes and to consider short-term arrangements rather than long commitments, in the current unpredictable situation.

“Watch the development of the spot market, as you may have to use it. Consider the reuse of import containers for exports to secure equipment more easily, if you have two-way shipments.

“Similarly, consider what could happen to relative freight rates if volatility swings from a Chinese mini-recovery to a consumer downturn and oil price crash shipping oversupply scenario.”

Based on the world’s largest resident shipowning community, which is concentrated in the larger Athens-Piraeus region, the Greek maritime cluster

has long been seen as close-knit and a ‘people business’ that has prioritised face-to-face meetings.

But that has rapidly changed as the industry has confronted the pandemic and fallen in behind the stance of a government that took relatively fast action to contain the spread of Covid-19 by closing down schools and other public meeting places, as well as promoting other forms of social distancing.

By Tuesday evening, Greece had confirmed 387 cases of infection and five deaths from the virus.

Some of the country’s biggest shipping companies have been operating by dividing staff so that half work from home and half from the office, and rotating them. Others have been tightly controlling or even banning visitors and face-to-face meetings outside the office since last month.

Smaller outfits have virtually closed their offices. “We are the only ones coming to the office in our building,” one shipowner told Lloyd’s List.

Optima Shipping Services, the country’s largest and most diversified shipbroking business, said that it has been operating with a “skeleton crew” at its southern Athens offices for a number of days.

All other staff are working from home while the company has implemented rigorous sanitation measures at its premises, said managing director Dimitris Koukas.

Hours for those still coming to the office have been reduced to a strict eight hours, he said.

“It does not mean we work less,” he told Lloyd’s List. “I then go home and work from there!”

Optima, which employs 30 brokers, may “lock the office up and work entirely from home if things escalate and become even worse.”

Mr Koukas, who describes himself as an “old-school, traditional-minded” broker, said that the industry had to get used to new ways of doing business to survive the coronavirus crisis.

“Some of these new ways are here to stay and I am sure that after it is over we will be operating a lot more on-line and remotely than before. But personally I hope that to the greatest extent possible it goes back to what it was before.”

Minimised operations

Another leading broker, Allied Shipbroking, has notified the market that it has minimised office operations due to the “constantly escalating” pandemic threat.

“Since last Wednesday, we have already started a plan to reduce our presence at the office and we shall continue to encourage ourselves to do so unless otherwise is urgently required,” the broking shop said in a message to clients and other contacts.

“The office will reduce its operation at its premises to the possible minimum but will not close.” However, the policy would be updated as necessary, it said.

Others have gone further. Golden Destiny, a well-known Piraeus-based shop but with fewer brokers, announced at the weekend that it had decided “as from [Monday] and until further notice, to operate fully from home.”

Xclusiv Shipbrokers also has shifted entirely to working from home.

Co-founder John Cotzias, who is also president of the Hellenic Shipbrokers’ Association, said: “It has been easy to do. Our telephone system is cloud-based and it is very much business as usual.”

Exclusiv focuses heavily on sale-and-purchase business. According to Mr Cotzias, “There is a lot of S&P activity, we are seeing a lot of inquiry and the same amount of information circulating.”

On the sector as a whole, he said: “We are coping. Shipping has always coped with ups and downs, and rough seas. You see that business is continuing and in some cases doing so more efficiently without the need to travel to and from the office and add to pollution.”

Silver linings included reconnecting with the family. “After a few days my daughters have come to the conclusion that their dad is alright,” he said.

A nationwide school lock-down in Greece is now in its second week.

Shipbrokers are not the only marine service sector in the Greek market that has already substantially moved to home working.

Bureau Veritas Hellas on Tuesday said that proactive measures have included a shift by its offices to work “partly remotely” since the start of this week.

The intention, said Paillette Palaiologou, vice president, marine and offshore for the classification society's Hellenic, Black Sea and Adriatic Zone, is "to switch to complete remote operation within the next days."

BV has carried out all tests and taken the necessary initiatives to ensure a smooth transition to remote and home-working and secure continued services to clients, she said.

MARKETS

Imports dip at Italian LNG terminals

ITALY'S liquefied natural gas imports have shown signs of decline this month as its ports and terminals step up measures to guard against the coronavirus outbreak.

LNG imports for the month to date stood at 314,000 tonnes, ICIS reported, citing LNG Edge data.

These equate to only one third of the full-month LNG imports in March 2019.

LNG Edge data showed the Adriatic LNG terminal in Rovigo imported two fewer cargoes in the past 30 days compared with the previous 30 days.

OLT Offshore Toscana terminal near Livorno imported one less cargo, while the Panigaglia LNG terminal near La Spezia has decreased its number of cargoes by three compared with the same period last year.

These three terminals are all located in northern Italy, where confirmed coronavirus cases have soared.

It is recommended that protective equipment be worn when boarding a vessel at these terminals, ICIS reported, citing Italian shipbroker Novelmar.

Each ship calling there also has to produce a free pratique — a license granted for a ship to enter port on assurance from its captain that it is free from contagious disease.

A ship can signal a request for free pratique by flying a solid yellow square-shaped flag.

All ships arriving at Italy's LNG terminals must also send these documents to the local health office: a maritime health declaration, a copy of a sanitary exemption certificate, crew lists and ports of call during the past 14 days.

Vital grains trades support smaller bulkers amid coronavirus crunch

GRAINS trades have been supporting the smaller-sized bulk carriers amid the coronavirus outbreak.

While some ports have imposed restrictions on imports and exports with inland transportation issues, there has not been any meaningful reductions in volumes traded so far, said Danish grains consultancy BullPositions.

"Based on China's resilient agricultural trade flows, I expect something similar in all other areas," its managing director Jesper Buhl said. "We still have to eat and feed our livestock and the continued flow of agricultural goods is a priority for all nations throughout this corona pandemic."

This view is his short-term take as soybeans, wheat and corn trades show resilience and exports from major centres have exceeded seasonal averages.

Exports of grains and oilseeds from major producing centres reached 63m tonnes in January and February, according to BullPositions. That is up to 6m tonnes higher than the average seen over the past five years.

"With export growth eventually translated into imports growth, there is no sign of any corona-induced shipping activity slowdown or agricultural demand decline," Mr Buhl said.

Chinese demand for Brazilian soybeans has been seasonally strong throughout the current corona crisis and Ukrainian corn exports to China and other countries continue at peak levels, he said, adding that he expects a boost in Atlantic basin export activity into May.

However, in the long-term, should there be a greater reliance on national agri-production self-sufficiency,

turning away from global trade flows, this would have a “major negative consequence for shipping,” he ventured.

Panamaxes, supramaxes and handysize bulk carriers have been earning substantially higher rates than the capesize market, which relies on iron ore and coal trades, hard hit by the slowdown in industrial activity in China and elsewhere.

The average weighted panamax time-charter on the Baltic Exchange settled Wednesday at \$7,975 per day, up from \$5,163 at the end of January, while supramaxes have seen a 44% rise to \$8,304 per day. Handysizes meanwhile are at \$7,464 versus \$5,979.

Shipping association BIMCO said that seasonally higher grain exports from South America had resulted in the smaller bulker segments seeing profitable figures, although the risks associated with the virus were skewed to the downside.

Coronavirus: Vale mulls temporary shutdown of Malaysia operations

VALE, Brazil’s mining giant, could halt operations at its distribution centre in Malaysia as it clarifies restrictions imposed by the local government on worker access to the iron ore terminal amid the coronavirus outbreak.

The temporary halt from March 21 at the Teluk Rubiah Maritime Terminal would mean vessels heading to the port “will be redirected and redistributed among our blending facilities in China,” Vale said in a statement, adding that this would add to costs because of the required additional logistics.

The halt might last until the end of March.

Although first quarter of the year sales are expected to be impacted by about 800,000 tonnes, the miner does not anticipate any change to full-year volumes.

The terminal, which began operating in November 2014, handled 23.7m tonnes of iron ore in 2019.

It is composed of a deepwater port and five stockyards, where different types of iron ore may be

“While seasonally strong grain exports could provide for a temporary lift in freight rates, it is ever worth addressing the elephant in the room: structural overcapacity,” its chief shipping analyst Peter Sand said.

The panamax, supramax and handysize fleet grew by a “challenging” 4.5% through 2019, and with a further 25m dwt on order, it is unlikely that the fleet will return to a strong balance between supply and demand anytime soon, he added.

Grains trades have been supporting the smaller-sized bulk carriers amid the coronavirus outbreak. While some ports have imposed restrictions on imports and exports with inland transportation issues, there has not been any meaningful reductions in volumes traded so far, said Danish grains consultancy BullPositions.

blended and customised for individual steel companies’ needs. The import berth can handle ships up to 400,000 dwt, while the export berth is able to load capesize vessels.

Vale earlier warned that its operations may be affected by the virus.

It said it was putting its Voisey Bay nickel ore facility in Canada into care and maintenance for four weeks as a precaution to “help protect the health and wellbeing of Nunatsiavut and Innu indigenous communities” in Labrador in the face of the pandemic.

Copper concentrate production will be reduced, while nickel and cobalt output will not be affected, it said, adding that an expansion project to transition to underground operations may be at risk.

Vale is also reviewing its coal processing plans in Mozambique because of travel and equipment transportation restrictions and expects to downgrade its full-year guidance.

Singapore scrambles to cope with Malaysian travel ban

THE sudden shutdown of the Malaysian border with Singapore to control the spread of the coronavirus has led parts of the maritime industry to come up with quick solutions to their staffing issues, such as housing affected staff in the city for the period.

As many as 300,000 Malaysians work in Singapore but live in Malaysia and commute between both countries each day. They have been hard hit by Malaysian Prime Minister Muhyiddin Yassin's announcement earlier this week to halt all Malaysians from travelling abroad for two weeks until the end of March, effective from midnight on Wednesday.

Among the employers of Malaysians who commute daily are companies in the logistics and transportation sectors. These companies were urged to activate business contingency plans and the government is also helping to find temporary accommodation for workers that need it. These workers had faced the prospect of taking two weeks'

enforced leave without pay, if they were not able to live in Singapore during the period.

Main port operator PSA Singapore while reiterating that its port operations continue to operate normally, said it is offering assistance to its workers in need.

"PSA Singapore is working closely with our unions and government agencies to offer help to our Malaysian colleagues who commute from Malaysia daily," said a spokesman.

Assistance provided includes arranging immediate temporary accommodation for those who wish to stay in Singapore during this affected period, as well as any necessary support, it added.

"Our port operations are continuing at PSA Singapore as we work towards minimising any impact resulting from the current situation," the spokesman said.

IN OTHER NEWS

Coronavirus: IMO postpones safety committee meeting

THE INTERNATIONAL Maritime Organization has postponed its scheduled meetings and events through to late May because of the coronavirus outbreak.

The London-based global shipping regulator said that it is delaying the Maritime Safety Committee, scheduled from May 13-22.

Other meetings affected are the Facility Committee in late April, which deals with issues of ship traffic and movement around ports, while an event on data harmonisation and a port symposium are also being postponed.

Scrubber installations hit by delays and lower spread

A NUMBER of boxship owners have given up on waiting for yard space for scrubber retrofits and

have returned their ships to service as owners look to mitigate losses from having ships laid up, according to Alphaliner.

"Several charter owners reported severe delays at shipyards due to a shortage of local labour and subcontractors," Alphaliner said.

It added that the number of ships undergoing retrofits was at a record high of 117 vessels, comprising more than 1m teu of capacity, and that at least 17 of these had endured yard stays of more than three months.

UK shipowners and ratings union seek state relief

THE UK Chamber of Shipping is seeking millions of pounds worth of government financial support backed by extensive tax breaks, to help ensure continued supplies of food, goods and medicines during the coronavirus crisis.

Although the exact amount asked is not specified in an announcement from the trade association, the chamber insisted that the money is necessary to help foot seafarer salary bills and allow companies to overcome cashflow difficulties.

Separately, the RMT trade union has also tabled a call for six months on full pay followed by a further six months on half pay for ratings laid off because of the pandemic.

Hiroaki Sakashita to head ClassNK

HIROAKI Sakashita takes over as president and chief executive of ClassNK from today, the Japanese classification society has said.

Mr Sakashita replaces Koichi Fujiwara, who moves to the role of board chairman. The new president was previously ClassNK's senior executive vice president.

ClassNK classed the most ships above 500 gross tonnes in 2018 and has been active on issues such as decarbonisation, joining

the Getting to Zero Coalition with Lloyd's Register and ABS in October.

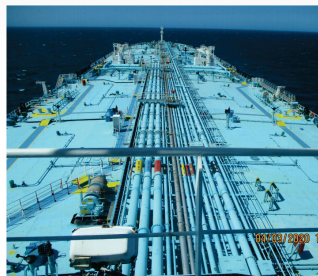
For classified notices please view the next page.



SOLUTION
STRATEGISTS

WEBBER WENTZEL

in alliance with > **Linklaters**



High Court of South Africa, Kwazulu-Natal Local Division: Durban, Case number A98/2019

Crude Oil Tanker **"ADVANTAGE SKY"** ON AUCTION 6 APRIL 2020

at Webber Wentzel 15th Floor, Heerenracht, Cape Town, RSA

Type: Crude Oil Tanker
Name: ADVANTAGE SKY
Built: Jiangsu Ronsheng
Heavy Ind Group, China
Currently: Durban

IMO: 9419888
Built: 2010
Flag: Marshall Islands
Call sign: V7KZ2
Official No: 6197

DWT: 156,658 t
GRT/ NRT: 83,805 t / 49, 031 t
Current draught: 8.7m
LOA: 274m
Width: 48.03m

ariella@solutionstrat.com +27 79 8999 998

www.solutionstrat.com



**Looking to publish a judicial sale, public notice,
court orders and recruitment?**

Please contact **Maxwell Harvey** on **+44 (0) 20 7017 5752**
or E-mail: maxwell.harvey@informa.com



Container Tracker

Save time. Stay compliant.



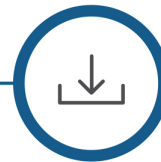
Track containers, not just ships

Simplify transshipment tracking with end-to-end downloadable data trails on containers – by container number or Bill of Lading.



Complete checks in minutes, not hours

Save time, with all the data you need in one interface, supported by tracking intelligence from over 600 Lloyd's agents worldwide.



Download the evidence

Downloadable reports ensure you have the necessary documentation to prove compliance, including specific end-to-end transshipment reports and more.

Request a demo:

America Tel: +1 212-520-2747

EMEA Tel: +44 20 7017 5392

APAC Tel: +65 6505 2084

lloydslistintelligence.com/containertracker

Lloyd's List Intelligence 
Maritime intelligence | informa