

LEAD STORY:

Saadé says supply chains must adapt to demand swings

WHAT TO WATCH:

Class to explore uniform approach on survey postponements

Rotterdam warns throughput could fall by 20%

Airports sought to facilitate shipping crew changes

OPINION:

Tributes to maritime reporting pioneer Terry Mansfield

ANALYSIS:

Svitzer crews' coronavirus professionalism adds to autonomous uncertainty

MARKETS:

Singapore yards hit as coronavirus infections surge

Singapore sets sights on maintaining bunker lead

Singapore mulls just-in-time vessel operation to ease anchorage use

IN OTHER NEWS:

Northwest Seaport Alliance sees 21% drop in throughput

Stolt-Nielsen preparing for the worst, says chief

MSC confirms website shutdown caused by cyber attack

Jera snaps up Barossa stake and affirms interest in Darwin LNG

Iranian fast boats threaten US warships in the Gulf

Saadé says supply chains must adapt to demand swings



GLOBAL SUPPLY CHAINS will need to be redesigned following the coronavirus pandemic, says CMA CGM chief executive Rodolphe Saadé.

He is predicting a shift towards more intra-regional trade as the world adjusts to the long-term impact of coronavirus, plus more diversified sourcing.

In a video message to customers, Mr Saadé says that more resilience and flexibility will have to be built into global transport and distribution networks.

“In the days and weeks to come, your needs will no doubt change significantly according your domain of activity and your geographic zone,” he says.

Importers and exporters will have to build new models “for a more equitable and resilient global trade”. All stakeholders “will also need to be able to quickly adapt to sharp fluctuations in supply and demand,” says Mr Saadé.

He expects digitalisation, which has already become an integral part of everyone’s lives during lockdown, “will continue to have a major impact, both on logistics flows, as well as on interactions between us all”.

The global economy “is no doubt heading towards a reorganisation of international exchanges with diversified sourcing for companies and the development of intra-regional exchanges”, he continues.

As head of a company which has been at the forefront of developing green technologies for shipping, Mr Saadé stressed the need to accelerate energy transition and move towards more eco-friendly modes of transportation.

CMA CGM, which operates the world's fourth-largest container line, is about to take delivery of the first ultra large containership to be powered by liquefied natural gas.

The recent acquisition of Swiss logistics company CEVA is part of the strategy to provide integrated

transport solutions and offer end-to-end deliveries.

Although CMA CGM has a comprehensive global network, it has also invested in a number of regional carriers over the years that are able to operate more localised services.

"This crisis will no doubt change our consumer and working habits," says Mr Saadé, who promises that CMA CGM "will be highly reactive to adapt our service offering" in order to respond rapidly to customer expectations.

WHAT TO WATCH

Class to explore uniform approach on survey postponements

CLASSIFICATION societies will consider a collective approach to postponing statutory and classifications surveys for vessels in response to the coronavirus pandemic, a move that could also accelerate the transition to remote surveys.

National lockdowns and prohibitions of visitors on board vessels to contain the spread of the virus mean that ships that had scheduled surveys will have a challenge getting them done. Lack of the necessary certificates would normally deprive them of a licence to operate.

However, a new working group set up by the International Association of Classification Societies is considering what a uniform approach towards justified postponement of surveys by the classification societies that carry them out could look like.

Lloyd's Register, which two weeks ago was publicly calling for this uniform approach, will be chairing the new IACS working group.

Lloyd's Register marine director Nick Brown told Lloyd's List this is an opportunity for IACS to be proactive, to work in advance to try to come up with a standard for industry, so all stakeholders have new guidelines to follow until operations return to business as usual.

The hope is that IACS can produce these guidelines and that major flag states can endorse them. Support by major flag states, which are responsible for overseeing a ship and its necessary certificates, would also enable IACS to make the suggestions to

the International Maritime Organization. Blessing by the global regulator would solidify them as the new, albeit temporary, status quo.

Mr Brown said LR had been in talks with some of the larger flag states about this matter. LR has also been public about its consultations with the UK Maritime and Coastguard Agency, which is considering the policies it could implement.

"We as an industry should be willing to take some brave steps here because I don't think it is widely recognised just how critical supply chains that are provided by shipping are, to support our global responses to the virus," Mr Brown said.

He added that the sector wants to avoid a fragmented approach to the survey challenge, with different policies from different flag states and classification societies, as it would only result in adding more stress into the industry.

Not all ships would be eligible for such evidence-based postponement. While optical evidence through video and images would be important in allowing a ship to sail, its history would also be a significant factor. In cases of an unfavorable record, some kind of survey would be needed.

That could potentially be done remotely via a virtual inspection.

While this class initiative on postponements could result in a new industry-wide survey policy, time is not limitless. Mr Brown warned that there needed to be an agreement over the next two months.

“If we have not managed to reach some consensus in the next few months, I think we will have missed an opportunity to support the industry,” he said.

His projection is based on a significant number of China’s shipyards not working in February and therefore pushing back drydockings by three months, until May.

China may be resuming its business operations but national lockdowns everywhere else, combined with China’s ban on foreign visitors, complicates surveys.

With these restrictions in place, Mr Brown said there may be a mismatch between the capacity to drydock vessels, get international service engineers on board vessels and the shipping fleet’s demand for that capacity.

Other types of surveys and inspections are causing headaches for the industry as well. Oil companies with interests in the tanker shipping sector are pondering how they could change their established inspection regime if coronavirus disruptions last beyond a few months. Virtual inspections are one of the options under consideration.

Rotterdam warns throughput could fall by 20%

ROTTERDAM, the largest container port in Europe, expects full-year throughput to fall by up to one fifth as the coronavirus pandemic takes its toll on economic activity.

“We are facing unprecedented disruptions and the port of Rotterdam, as a vital process intends to continue contributing to society,” said chief executive Allard Castelein.

“The impact of a decline in demand due to the coronavirus crisis will become clear from April onwards. A 10% to 20% drop in throughput volume on an annual basis would seem to be very likely. This will depend on how long the measures remain in place and on how quickly production and world trade recover.”

In the container segment, capacity between Asia and Europe was being cut by approximately 25% in response to the reduction in demand for transport, the port said in a release on its first-quarter throughput figures.

“This will also be clearly seen in the port of Rotterdam in the coming quarter.”

A uniform approach to classification surveys may serve the immediate need to deal with the coronavirus impact, but classification societies more broadly have for years been public about the need to shift away from fixed-schedule surveys and more towards flexible ones that depend on circumstance.

This risk-based approach, which relies on real-time data and can be facilitated through remote surveys, may be further augmented by the challenges physical inspectors face from the coronavirus.

“I don’t personally see a time any time soon when we will never need to send surveyors on board. But I do think the experience we are building up today as a result of the coronavirus situation will help us to accelerate that overall trend of using more remote surveys,” Mr Brown said.

He is confident that classification societies can use this current period to be more flexible, to take decisions on the basis of risk and data.

“There is opportunity out of this crisis to accelerate that trend that has been discussed over some time,” Mr Brown said.

Ro-ro traffic was also directly affected by a decline in economic activity in Europe, and volumes would be significantly lower as long as the lockdown in various countries continued, it added.

“The flow of iron ore and coal to the German steel industry will decrease in response to falling demand from the automotive and construction industries,” the port said.

“The decline in the use of oil products for transport will reduce the need for crude oil supplies. However, volatility in the oil market can lead to higher trade flows.”

Total throughput in the first quarter was 112.4m tonnes, down 9.3% down on the corresponding period in 2019. But Rotterdam noted that volumes in container handling, liquefied natural gas and biofuels during the first quarter of 2019 were at record highs.

“The coronavirus pandemic led to highly exceptional conditions in the first quarter of 2020, with severe worldwide disruption of production processes and logistical chains,” the port said.

“Closed factories, stricter border controls and restrictions on personal freedom of movement have disrupted society around the globe. This unprecedented situation and the consequences are affecting international trade hubs such as the port of Rotterdam.”

Container volumes fell by 4.7%, as an already weak economy in Europe was hit by the beginnings of the pandemic in China.

“The impact of the coronavirus crisis was apparent to only a limited extent in late March as a fall in goods flows from China after the partial lockdown there in February,” the port said.

“Seagoing vessels take four to five weeks to complete the journey, which means that the effect in Rotterdam is not felt until later.”

Airports sought to facilitate shipping crew changes

AIRLINES are uniting with shipowners to push governments to pick airports that will offer flights facilitating crew changes, which travel restrictions governments have imposed in response to the coronavirus.

The International Chamber of Shipping and International Air Transport Association are jointly pressing countries to designate “a specific and limited number” of airports that can safely move and repatriate seafarers and seafarers as essential workers.

Efforts from the shipping industry to get governments to permit crew changes amid global lockdowns have intensified, with safety and potential mental health problems encroaching on seafarers.

Maritime had been in negotiations with the aviation industry about the problem of seafarers’ movement and repatriation. The two industries’ biggest lobbies are now reiterating that crew changes will be necessary to keep supply chains operating.

“Airlines have been required to cut passenger services in the fight to stop the spread of coronavirus. But if governments identify airports that seafarers can use for crew changes and make appropriate adjustments to current health and immigration protocols, airlines can help keep global logistics moving,” IATA’s director-general and chief executive Alexandre de Juniac said in a statement.

The volume of containers from Asia was 2.8% lower than in the first quarter of 2019, it added.

But that is set to decline further in the second quarter as carriers take drastic steps to reduce capacity through blank sailings, meaning fewer ship calls at the port’s box terminals.

The potential reduction in volumes can already be seen in the number of ship calls at the other end of the Asia-Europe trade lane.

Figures from Lloyd’s List Intelligence showing calls at Shanghai and Yangshang by containerships, general cargo vessels with container capacity, con-ro vessels and container barges, indicate activity is already beginning to slow.

About 100,000 seafarers need to change shifts in a month. However, travel restrictions are preventing crew changes and repatriations, forcing seafarers to extend their time on vessels.

“This cannot go on indefinitely. Work at sea is dangerous and tiring. The risk of accidents and disasters is exponentially increasing as each day passes. Entire supply chains may falter. This is a daunting scenario for an already fragile and stretched global economy,” an ICS spokesperson said.

Global lockdowns are prohibiting seafarer travel but shipping companies themselves have also restricted crew changes, to prevent seafarers from contracting the virus.

Selecting airports dedicated to crew changes would help keep supply chains running, the ISC and IATA argued.

“Priority airports should include those close to major shipping lanes which also have direct air connections to principal seafarer countries of residence, such as China, India and the Philippines as well as destinations in western and eastern Europe,” they said.

Last week, the European Commission urged European Union member states to select specific ports at which crew changes will be allowed. Those ports should be close to

airports where seafarers could take repatriating flights.

The ICS and IATA said that aviation and shipping companies face common challenges in carrying out crew changes while complying with immigration and quarantine restrictions.

They have said they are collaborating with the International Maritime Organization and the International Civil Aviation Organisation to shape recommendations for governments on standardised procedures and protocols for positioning crews whilst preventing the further spread of the coronavirus.

Following this month's G20 emergency meetings, where the world's biggest nations agreed they would seek to minimise disruptions to global trade and supply chains, the ICS and the IATA said the two industries are co-operating to meet this priority, by ensuring that reliable operations continue throughout the pandemic.

"However, these networks will grind to a halt if replacement crews are unavailable for duty. Governments must take urgent action now to avoid further damage to the battered global economy," they said.

OPINION

Tributes to maritime reporting pioneer Terry Mansfield

TRIBUTES have been paid to former National Magazines chief executive Terry Mansfield who passed away last month after contracting coronavirus. He was 81.

Best known for his work with major consumer titles such as Harpers & Queen and Cosmopolitan, he was also a great supporter of Containerisation International, the magazine that was launched in 1967 when the container industry itself was still in its embryonic stages. The magazine was rebranded Lloyd's List Containers in 2017, and is now incorporated into the monthly Lloyd's List magazine.

One of Mr Mansfield's key attributes, according to CI former editor Jane Boyes, was that even though he was more used to the glamorous end of the publishing business, he was able to enter the nuts and bolts world of trade too.

Determined to learn more about the container business, he accompanied the CI team to what was, in the late 1980s, the industry's premier gathering, Intermodal Expo, in Atlanta, and was impressed by the sheer scale and reach of the market, Ms Boyes recalls.

"His publishing background was in upmarket, glamorous women's magazines," says Ms Boyes. "So he thought it quite appropriate that CI should celebrate its 20th anniversary with a lavish party at London's V&A Museum, complete with the band of the Royal Marines and a guest list that included the container industry's top talent from around the world."

Away from the glitz of high-profile fashion magazines, Ms Boyes also describes a man who understood publishing.

"Despite coming from an advertising background, Terry Mansfield recognised the contribution of strong, independent editorial to the commercial success of business to business publications," says Ms Boyes, who carried on that tradition at CI throughout her 35 years at the magazine.

"In the case of CI and its associated titles, Terry saw to it that National Magazine Co invested relatively heavily in an experienced writing team, with a budget that enabled its in-house journalists to provide authoritative coverage of the then expanding container shipping business."

It was that profound understanding of the business that led, ultimately, to sale of CI from the National Magazine Company to Emap in the early 1990s.

According to Peter Owen, another contemporary of Mr Mansfield, "the catalyst came when we asked: 'How do we grow the business?'"

Mr Owen says he looked at the data in the yearbook and recognised that the information was ripe for digitalisation through an investment in a database.

"He understood that for a relatively modest £250,000 investment the business could be developed," explains Mr Owen, "but he also recognised that the National Magazine Company

was not the right publishing house for that development.”

It was Mr Mansfield, through his connections with Colin Morrison at Emap, which saw the transition for CI that led to the birth of ci-online, which provided news and data for the container industry that was among the first of its kind in the world.

If Malcom Maclean was the father of containerisation, then Mr Mansfield was the

patriarch of modern maritime reporting. In the 50 years of CI, that tradition was the cornerstone that the successful B2B magazine was built on. Those traditions are carried forward with pride through a number of maritime publications that transitioned into informed, independent and powerful journalism.

Terry Mansfield CBE, who died on March 28, is survived by his wife, Helen, two daughters, Victoria and Anna, and their families.

ANALYSIS

Svitzer crews' coronavirus professionalism adds to autonomous uncertainty

WHILE it is unlikely autonomous harbour tugs will be operating in European ports by 2025, a steady stream of technological upgrades is paving the way for remotely controlled towage work, according to Svitzer Europe managing director Kasper Friis Nilaus.

Svitzer was first to trial a remotely controlled tug, in Copenhagen harbour in 2017, although the trial was limited in scope.

Three years later, and after other operators have trialled emerging technologies, “no one has yet done a fully remote-controlled tug job,” Mr Nilaus told Lloyd’s List.

But there are also benefits to harvest outside doing the actual tugs’ jobs.

There would be considerable benefits in remotely mobilising tugs between ports to provide a rest period for crews. However, there could be an issue of reliability: it has proved difficult to secure data transfer over long distances.

“As safety is Svitzer’s number one driver, we have to ensure the technology is safe,” said Mr Nilaus. “We cannot rely on a single source of connectivity; there must be a redundant system running alongside — a secondary data transfer source.”

This is the critical issue: what happens when things go wrong? Until legislation catches up with the technology, there’s clearly a nervousness among tug operators.

“Mentally, we need to agree that an algorithm can do the same as people,” Mr Nilaus added.

But that’s not to say the sector is, in technological terms, static. Svitzer is working on a solution to one of the most manual elements of towage: attaching the tow line from a large container ship so the tug can assist the final moments of the voyage.

It seems the final pieces of the puzzle are coming together: it will be a small step for Svitzer but a significant leap for vessel handling in port.

“By 2025 we expect to see more safety features developed for autonomous solutions implemented onboard tugs,” said Mr Nilaus. “These will be retrofitted onto existing vessels.”

The cost of upgrading tugs is a dilemma for all towage operators. Mr Nilaus believes it represents a huge investment for towage companies.

They will have to absorb this investment; some operators won’t have the capability to do so. The sector has already seen consolidation, driven by a combination of increasing cost of assets and upgrading, and the pressure from ship operators to reduce the cost of towage.

Svitzer operates 120 tugs in European ports of varying sizes and capabilities, ranging in price from about €5m (\$5.4m) to €9m. At a busy container port, Svitzer runs a fleet of powerful tugs in daily operation, but in several ports the range of vessel types and sizes demands a range of tugs.

It’s about getting the right assets in the right ports, said Mr Nilaus, which is why they ‘flex’ the fleet.

“Liner shipping has itself consolidated. The ships are much larger and require more from the

professional services. Svitzer must stay super-efficient.”

Remaining efficient while controlling costs is made both harder and easier by the tugs’ crews.

Crew cost is the largest element of Svitzer’s operating spend, however as yet there is no technological substitute for human endeavour.

The company recruits from three sources: from a pool of existing tug crews, from seafarers with deepsea deck and engine experience, and from apprenticeship schemes run for 17- to 19-year olds.

It is a testament to crews’ commitment that many individuals work the sector for up to 40 years.

Their motivation, Mr Nilaus explained, came from playing a pivotal role in port operations.

“If they don’t play their part, the ships won’t berth.” This has been underlined, in the UK, by tug crews’ recognition as coronavirus pandemic key workers.

Crews are trained on two Svitzer simulators, in the UK and Sweden, and external simulators in other ports. “These are extensively used. For people with ocean-going certificates, you can simulate situations you hope won’t happen.” It can be instructive to simulate joint exercises with pilots and ship masters using integrated simulators.

Mr Nilaus trained as a lawyer, working on corporate law including mergers and acquisitions at the Copenhagen law firm Jonas Bruun.

He took time out to study for an MBA in strategy and finance at Nottingham University Business School and left the legal profession to join Svitzer in 2007 as business development manager.

As head of business development — and with the accolade from Berlingske, the Danish newspaper, as

one of the Five Rising Stars of Danish business — he was involved in building up Svitzer’s portfolio of LNG marine services contracts with oil majors. In 2015, armed with executive education from Harvard Business School, Mr Nilaus stepped up to chief commercial officer, then managing director.

The removal of salvage from the portfolio has sharpened Svitzer’s business, although the company still considers itself to be part of the emergency capability. Its tugs help when requested to tackle a fire or pick up stranded people.

“We regularly attend semi-emergency situations such as cruise ship mooring lines breaking,” he said, although Svitzer and other towage operators are ready to provide emergency towage on a commercial basis. “There are no Emergency Towing Vessels today: the industry has become so much safer, there isn’t a commercial case anymore.”

There is no MBA or executive teaching on how to steer your company through a coronavirus crisis. Mr Nilaus and the Svitzer team are still learning.

“I’m immensely proud of how we have handled the situation so far. Everyone has stepped up,” he confirmed. “Svitzer crews have opted to stay onboard, some crew members have gone into self-isolation, and the shore personnel have continued supporting the operations through the lockdown period.

“We have learned how to limit infection. We have ensured supplies of food and fuel in a safe way: it’s practical stuff. People are stepping up to protect each other on board.”

Responsible decisions are being taken both onboard the tugs and on shore. It is, in Mr Nilaus’s estimation, “excellent co-ordination” that will make the investment in remotely controlled and autonomous technology even harder to sign off.

MARKETS

Singapore yards hit as coronavirus infections surge

SINGAPORE’S leading shipyards are being forced to halt or suspend some operations as new confirmed coronavirus cases surged among foreign workers housed at dormitories.

Responding to queries about talk of yard closures, a Sembcorp Marine spokesperson said that the group would only scale back production activities for two weeks from tomorrow.

The two yards at Admiralty and Tuas Boulevard “are not shutting down”. That was contrary to what several industry sources have suggested to Lloyd’s List.

The intent is “to reduce the number of people in the yards and lower the coronavirus transmission and infection risks among our many workers and subcontractors staying in dormitories”.

Singapore’s Ministry of Health has identified foreign worker dormitories as places thought to grow clusters of coronavirus infection.

SembMarine’s move is being viewed as hampering work on projects being undertaken at its yards.

London-listed oil and gas producer Energean, which is an end client, said in a regulatory disclosure that work on the Karish floating production, storage and offloading vessel cannot go ahead as planned given a two-week temporary halt to operations at SembMarine’s Admiralty Yard.

However, SembMarine has assured Energean that the hull mooring will be secured during the two-week suspension, which is intended to reduce the risk of coronavirus transmission, according to the statement.

Singapore has seen at least 1,800 confirmed coronavirus infections among foreign workers who make up the bulk of the workforce at its shipyards and other heavy industry sectors, with a large majority of these detected over the past fortnight.

Seventeen of the 43 purpose-built dormitories for foreign workers in Singapore have been classified as virus clusters.

These include Acacia Lodge and Cassia@Penjuru, which are operated by units of Keppel Corp, the

Singapore sets sights on maintaining bunker lead

THERE is no room for complacency at all if Singapore wants to retain its crown as the world’s busiest bunkering hub.

The island nation has already taken the lead in mass flow meter bunkering but, as International Bunker Industry Association director Unni Einemo pointed out, what is more important is the follow through.

conglomerate that also owns Keppel Offshore & Marine.

An increase in confirmed cases was also reported at Keppel O&M’s repair and conversion yard along Pioneer Sector road.

Keppel Shipyard, the entity operating the facility, was linked to 21 such cases as of Friday last week, up from four initially detected at the start of this month, data from the Ministry of Health showed.

Early cases at the Pioneer Sector yard were linked to ExxonMobil’s *Liza Unity* FPSO and Eni’s Coral South floating liquefied natural gas project.

Keppel Shipyard is believed to have further extended work suspension at least in some parts of its Pioneer Sector facility.

The yard was supposed to emerge on Tuesday from a two-week partial closure effected after the first infections were linked to projects being carried out on its premises.

Singapore-listed ST Engineering, which also operates ship repair yards, separately confirmed to Lloyd’s List that it has recorded a confirmed coronavirus case at its piping department in Benoi.

The worker tested positive on Monday and his workplace was cordoned off for cleaning and disinfection of the affected areas.

ST Engineering said this was completed on Tuesday.

Co-workers who had close contact with the infected employee were put on 14-day leave of absence, a spokesperson added.

Keppel O&M declined to comment, citing the observation of a blackout period before its financial results are released at the end of this month.

“MFM bunkering has certainly helped by providing accurate and transparent measurement of delivered bunker volumes, reducing the risk of human error and improving efficiency during the delivery process,” he said.

“But there needs to be checks in place to ensure they remain tamper-proof... all proven cases of abuse

should be dealt with as swiftly as possible in order to retain confidence in their use.”

The Maritime and Port Authority of Singapore, thus far, bears the onus of demonstrating the resolve and ability to enforce the MFM mandate in a timely fashion.

That has proved to be a tall order, even for arguably the most dedicated regulator; errant bunker players have already managed to detect the first cracks in Singapore’s MFM bunkering system, just months into its implementation.

So the battle against fraud and malpractices that have long tainted the larger bunkering industry is still ongoing.

Yet there is no denying the merit of broadening the use of MFM bunkering. In July last year, the MPA extended the MFM mandate to the delivering of distillates bunker.

Distillate bunkers was one fuel option shipowners had at their disposal to comply with the International Maritime Organization’s 2020 sulphur rules, which entered into force six months later, on January 1, 2020.

The MPA is expected to fine tune its MFM bunkering regime to cater for compliant fuel oil products now on offer in the market.

It confirmed that work is in progress on a verification meter to validate the accuracy of mass-flow meters installed on board bunker tankers.

Singapore mulls just-in-time vessel operation to ease anchorage use

SINGAPORE’S maritime leaders face the constant challenge of having to think outside the box to ensure the sector stays relevant to both the local and international business community.

To begin with, competition for space — in terms of both land and sea — is stiff in a country where land is restricted. Rising sea levels have certainly not helped this situation. The port nation now grapples with the likelihood of reclaiming more land along its eastern coastline to combat the threat posed by climate change.

Yet Singapore’s eastern anchorage is one area where many a bunkering operation takes place.

Bunkering industry veteran Simon Neo said this initiative, dubbed the ‘Master Meter’, is expected to ensure installed MFMs are calibrated to suit the purpose of assessing the quantities of fuel oil products with wide-ranging viscosities and other specifications. Others seek clarity on the regulatory regime for the future bunkering mix, which is still evolving.

Timothy Cosulich, chief executive of Italian family-run company Fratelli Cosulich, said one question begging an answer is how and whether Singapore may replicate the success it has with fuel oil to gas and other future fuels.

Fratelli Cosulich has embarked in earnest on its fleet expansion in Singapore after the port nation enforced its MFM mandate.

Mr Cosulich viewed the MFM mandate and other regulatory moves made by the MPA as helping to “weed out opportunities and encourage bona fide players to ramp up investments in Singapore”.

Following the recent spate of revocations, Singapore’s pool of licensed bunker players had shrunk to 44, about half the peak levels seen two to three decades ago.

That has not stopped Singapore from drawing bunker volumes from other ports.

More recently, trading giants Vitol, Mercuria and Trafigura have also reportedly sought to break into Singapore’s bunkering scene.

Marine fuel players active in Singapore have sought to work around this constraint by offering concurrent bunkering services, which Lloyd’s List understands are readily available for containerships. These are also being considered for tankers and other vessels calling at Singapore.

Intertanko is one industry body roped in by the Maritime and Port Authority of Singapore in the tanker space to facilitate a so-called ‘just-in-time’ vessel traffic management initiative.

Concurrent bunkering is one operational aspect mooted for JIT tanker operations in Singapore.

The MPA said it is also working with the larger shipping industry and operators of oil and chemical terminals in Singapore on measures aimed at optimising the anchorage use while maintaining navigational safety.

Intertanko's environment manager and assistant regional manager Elfian Harun viewed the MPA's JIT initiative as a window of opportunity to address some of the hurdles confronting its Virtual Arrival concept.

Jointly launched by Intertanko and the Oil Companies' International Marine Forum in 2011,

the Virtual Arrival concept incorporates a system connecting a ship with its port of arrival.

In doing so, the ship would be alerted to any need to slow down ahead of its arrival. This can help ease port congestion, enhance safety, reduce ship fuel consumption and hence emissions.

This concept requires buy-ins from terminal operators and charterers, which may be more achievable through working with a regulatory body such as the MPA.

IN OTHER NEWS

Northwest Seaport Alliance sees 21% drop in throughput

WASHINGTON state's Northwest Seaport Alliance has joined other ports along the US Pacific coast in announcing sharply reduced container throughput for March due to blank sailings resulting from the coronavirus pandemic.

The NWSA, comprised of the ports of Seattle and Tacoma, handled 264,133 teu in March 2020, down 21.6% from the 336,828 teu that came through in March 2019.

Loaded international imports came to 84,035 teu, down 28.2% from the 117,007 teu in March 2019, while loaded exports fell 8.6% from 86,856 teu in March 2019 to 79,395 teu this year.

Stolt-Nielsen preparing for the worst, says chief

STOLT-NIELSEN, a chemical tanker company, said the effects of the global coronavirus pandemic have "substantially altered" its outlook for 2020.

In a statement announcing first-quarter results, chief executive Niels Stolt-Nielsen said it was "just a matter of time" before the company saw a significant slowdown.

He said most economic analysts were predicting "an imminent and

deep global recession, which is likely to be accompanied by substantial reductions in manufacturing".

MSC confirms website shutdown caused by cyber attack

THE shutdown over the Easter weekend of Mediterranean Shipping Co's website was a cyber attack, the company has confirmed.

MSC said the outage, which also saw its headquarters servers out of action for almost a week, was due to "a malware attack based on an engineered targeted vulnerability".

While it would not go into any further details on security grounds, it said that the attack on April 9 affected the availability of some of its digital tools and its msc.com website, which was restored only yesterday.

Jera snaps up Barossa stake and affirms interest in Darwin LNG

JERA, the world's largest single liquefied natural gas importer, is coming on board to co-invest in the Barossa field development off Australia's Northern Territory.

It has signed a letter of intent with Sydney-listed oil and gas producer Santos for the acquisition of a 12.5% interest in Barossa.

The Santos-operated Barossa field development is mooted as a backfill project to secure future streams of feed gas for the Darwin LNG plant in which Jera already holds a 6.1% interest.

Iranian fast boats threaten US warships in the Gulf

SHIPS transiting waters of the Middle East Gulf are once again on alert after 11 Iranian military speedboats engaged in "dangerous and provocative actions" near US naval vessels in the region, the US Navy said.

Iranian Islamic Revolutionary Guard Corps Navy vessels repeatedly crossed the bows and sterns of six US ships at "extremely close range and high speeds", US Naval Forces Central Command told Lloyd's List.

The IRGCN ships came within 50 yards of the vessel *USS Lewis B Puller*, an expeditionary mobile base vessel, and within 10 yards of the US Coast Guard cutter *Maui*, during the encounter, the Navy said in an emailed statement.

Classified notices

KENYA PORTS AUTHORITY

www.kpa.co.ke

TENDER NOTICE

Kenya Ports Authority invites sealed bids from bidders who are able to demonstrate technical and financial capability to supply the goods, works and services of the nature, complexity and size envisaged in the tender below:

No.	Tender No. & Description	Tender Security/ Deposit	Submission Deadline
1.	KPA/147/2019-20/ID - Maintenance Dredging Works at the Port of Kisumu & Deepening of Mbita Causeway	Kshs. 2,000,000.00 or USD 20,000.00	1000Hours on Thursday, 14 th May 2020

The detailed tender documents can be viewed and downloaded from the KPA website www.kpa.co.ke at no fee through the following link <https://www.kpa.co.ke/Procurement/Pages/Tenders.aspx> and Government of Kenya tenders Portal <http://www.tenders.go.ke/>

Enquiries can be made via email address tenders@kpa.co.ke

Bidders are advised to regularly visit the KPA website to obtain any additional information/addendum on the tender. All addenda/additional information on the tender shall be posted on the KPA website as they become available.

Aza N. Dzeno
Ag. Head of Procurement and Supplies
For: MANAGING DIRECTOR



KEBS ISO 9001 Certified Org. No. 087



Container Tracker

Save time. Stay compliant.



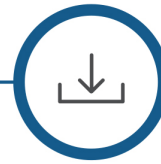
Track containers, not just ships

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



Get a complete view from the trusted source for maritime data and intelligence



80+ expert analysts review, analyse and enhance data to give you the most validated view



Consultants provide you with the future view of the world fleet



Connections with key industry players provide you with exclusive news and insight

Choose the trusted source

Contact us today on + 44 20 7017 5392 (EMEA) / +65 6508 2428 (APAC) / + 1(212) 502 2703 (US) or visit lloydslist.com/maritimesolutions



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

For EMEA please contact **Maxwell Harvey** on **+44 (0) 20 7017 5752**

or E-mail: maxwell.harvey@informa.com

For APAC contact **Arundhati Saha** - **Mobile: +65 9088 3628**

Email: Arundhati.Saha@informa.com