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Grimaldi says state aid for shipping risks distorting market



GRIMALDI, THE ITALY-BASED car carrier and ferry operator, has repeated its call for state aid to shipping to be closely monitored to avoid “blatant distortion of the market”.

The company said that while it was understandable that European governments would want to help businesses overcome the current economic crisis, there was a risk of distorting competitive markets and “assist state-dependent entities that do nothing other than drain the public purse irrespective of the quality of the services offered”.

It said recent trends in state aid delivery were “worrying”, citing the Italian government’s decision to extend aid to one of its competitors serving Sardinia without tendering for alternative offers.

“Given that other operators, including us, compete on the same routes without any public subsidies, the result is a blatant distortion of the market, which we have formally contested with legal actions, both on a national and European level,” an editorial published in the company’s in-house magazine said.

The problem was not unique to Italy, it added. In Finland, its Finnlines subsidiary had been left off a list of four ferry companies to be offered support from the country’s National Emergency Supply Agency.

“If governments are determined to prop up ferry routes then they should proceed in a uniform, non-distorting fashion, regardless of

their financial strength, in accordance with existing European Union state aid rules,” Grimaldi said.

It said that the situation in Greece, where all ferry companies were eligible for an emergency aid programme, irrespective of their size, financial situation or routes served, was a “fairer way of doing things”.

“We are not opposed in principle to state aid under all scenarios,” said the company. “Subsidies may sometimes be necessary to ensure island economies

are supported all year round. Rewarding companies that have consistently shown themselves to be incapable of doing good business is a very questionable practice.”

Grimaldi Group owns a number of regional companies, including Finnlines, Minoan Lines, Malta Motorways of the Sea, and Atlantic Container Line.

Emanuele Grimaldi, managing director, has said the company had not sought state support for any of its subsidiaries during the coronavirus pandemic.

WHAT TO WATCH

Dry bulker crew members test positive for coronavirus

SEAFARERS on a handymax dry bulker have tested positive for the coronavirus at the Port of Zhoushan, according to a statement by the local health authority.

Customs and testing officials boarded Panama-flagged *Bunun Glory* earlier this week having received an infection alert from the ship agency.

Four of the 19 crew members had positive results after nucleic acid tests, although they showed no symptoms. Another five tested positive for IgM antibodies.

The nine seafarers are now being monitored in a hospital, while the rest remain on the ship.

MOL tightens coronavirus measures as Japan's cases rise

MITSUI OSK Lines is reducing the number of employees working in its offices as the coronavirus outbreak continues to spread in Japan.

The prominent shipowning company, which has already cut office capacity to 50%, would reduce physical attendance to 30%, it said in a statement.

Osaka, Aichi and Okinawa prefectures have each set new single-day records for new infections, while the capital city of Tokyo recorded its second consecutive day with more than 200 new infections.

Work-from-home arrangements have been slow to

The Zhoushan Health Committee said the status of all the crew members was “stable”.

Lloyd's List Intelligence data shows the 37,046 dwt bulker, which is still anchoring in Zhoushan, is owned by Taiwan-based Wisdom Marine Lines.

The company has been approached for comment.

The vessel left Kanda in Japan on July 23 and reached Zhoushan three days later.

Last month, the committee reported that a Russian crew member on a Marshall Islands-flagged ship has tested positive after arriving at the port.

take off in the tradition-bound Japanese corporate environment.

Several densely populated Asian nations have recently reported a sharp resurgence in cases. Hong Kong has been recording over 100 new cases a day for more than a week and has enforced more stringent control measures.

“MOL will continue to give top priority and to ensure the safety of its officers, employees and related parties, and will respond flexibly in accordance with the government policies,” the company said.

ANALYSIS

CMA conference switches to fully virtual event for 2020

THE annual CMA Shipping conference has become the latest large-scale maritime event to move online this year because of the impact of the coronavirus outbreak.

The 2020 event, which under normal circumstances would have been held in Connecticut in March, had already been pushed back twice, first to June and then to mid-October to form the second element of the first North American Shipping Week.

Organisers say the event will now be held digitally on October 12-16.

“In light of health and safety recommendations and keeping our community — both here and abroad — in mind, CMA Shipping 2020 will be delivered as a 100% virtual event,” CMA president Chris Aversano said.

“We plan to deliver a robust schedule filled with great speakers, panels, a virtual exhibition space and plenty of opportunities for attendees to interact one on one. We’re extremely excited about this

innovative solution that balances delivering great content with safety.”

Travel constraints and pandemic mitigation regulations have dealt a blow to shipping events this year.

From TPM in early March, through to Singapore Maritime Week, Capital Link and even Posidonia, there have been a string of cancellations, postponements or changes to make events online only.

Mr Aversano said next year’s CMA conference would take place in October 2021, and that delegates, attendees, sponsors and exhibitors who had already paid for this year’s event would have access to both this one and that conference in 2021.

“The 35th CMA Shipping Conference will be an historic event for the Connecticut Maritime Association — our first global digital conference,” he said. “We are disappointed not to be able to see our CMA family in person, but as our focus is on the community, we do not want to put any of our community members at risk.”

MARKETS

Capesize market decline shows signs of slowing

THE capesize market has continued to decline in recent days on limited fixture activity, though there is the prospect of new cargoes emerging from the Atlantic that may provide relief.

The average weighted time charter on the Baltic Exchange dropped to \$16,524 per day on July 28 from \$22,635 the previous week. The rate ticked up, closing at \$17,721 per day on Wednesday.

The busiest routes — C3 Brazil to China and C5 Australia to China — have been in “fast decline over the past couple of weeks, and while they have a long way to recover from the recent highs, the latest lows may provide some much needed support,” the Baltic Exchange said in a note.

There was some indication of new cargoes emerging in the Atlantic basin, although it was unclear whether that would be enough to stem the decline, it added.

Demand for iron ore from China continues as steel production has been rising.

According to the World Steel Association, China produced 91.6m tonnes of crude steel in June, a rise of 4.5% compared with the same month a year earlier. But global production declined 7% to an estimated 148.3m tonnes.

One of the biggest drops came from Japan which produced 5.6m tonnes, a fall of 36%. India also

recorded a massive 26% decrease to 6.9m tonnes, while South Korea faced a 14% decline to 5.1m tonnes.

China imported 101m tonnes of iron ore in June, 35% higher than the same period a year ago, according to Banchero Costa. In the first six months of 2020, it imported 547m tonnes, a 9.3% gain from the corresponding period in 2019.

Iron ore stockpiles at Chinese ports have recovered to 115m tonnes in July from 106m tonnes in mid-June, the lowest level since July last year, it said.

“The iron ore market is looking increasingly bifurcated between a robust China and a lacklustre rest of the world, and the challenge is working out whether the boost from the one is enough to outweigh the drag from the other,” it noted in a report.

Rotterdam sees spike in export boxes to Asia

PORT of Rotterdam saw declines in throughput in the first half of the year because of the coronavirus outbreak, but the situation has also showed some unexpected positive trends.

Chief executive Allard Castelein said despite a 6.7% overall decrease in export containers to Asia, exports of laden boxes spiked 13.5% by 135,000 teu in the same period. Overall throughput fell 7% in the six-month period.

This rise in loaded export containers consisted mainly of cargo bound for China and comprised both reefer and non-reefer cargo containing fresh produce, such as pork, chemicals for pharmaceuticals and milk powder.

Anomalously, tree logs also represented a surprising new growth category, with Mr Castelein relating that wood log exports from Germany suddenly rose to between 4,000 and 5,000 feu per week within a short space of time.

The increase in full export containers is due to a combination of higher market share in transshipment from the Scandinavia and Baltic area, comprising about a quarter of the rise in

volume, with the rest coming from European hinterland cargo.

Mr Castelein noted that both the Dutch economy and the port were dependent on developments in world trade and as such have felt the negative economic impact of the pandemic.

“It should therefore come as no surprise that throughput volumes in the past six months were considerably lower than in the same period last year,” he said. Second quarter of the year throughput volumes were better than expected, he added.

Although shipping companies cancelled up to 20% of all their services in May and June, the decline in throughput was less pronounced because of the increased sizes of vessels calling at Rotterdam, as well as that all the major liner alliances call at the port, Mr Castelein said. This has resulted in some bundling of volumes at the European hub, from which the port has gained.

In addition, the number of empties was much lower than in the previous corresponding period because import containers from Asia had fallen while exports rose.

IN OTHER NEWS

Lim family's shipping unit to pursue 'consensual restructuring' with lenders

A COURT hearing to consider Oversea-Chinese Banking Corp's application to place the vessel-owning affiliates of financially troubled Hin Leong Trading under judicial management has been adjourned.

Singapore-listed OCBC, which is a creditor of Lim-family run Hin Leong, wants managers to

oversee Xihe Holdings and four other subsidiaries – Da Xin Tankers, Hua Guang Shipping, Nan King Maritime and Hua Xin Shipping.

The case, which was heard at the Singapore High Court, has been adjourned to August 13. In a statement, Xihe Group said it and its 12 lenders “have adjourned court proceedings to work together towards a consensual restructuring.”

Navios Partners defends 'prudent' dividend cut

NAVIOS Maritime Partners' chief executive Angeliki Frangou has defended the company's move to reduce its cash distribution because of the impact of the coronavirus pandemic.

The New York-listed partnership declared a \$0.05 dividend for the second quarter of the year, reduced from \$0.30 per unit in the previous quarter.

It also confirmed it has received five bulkers as part of the winding up of joint venture investment vehicle Navios Europe II, in which it held a 5% interest that was deemed worth \$17.5m.

Greek police probe blast at shipping offices

THE offices of a Greek shipping company have been damaged in an explosion.

The incident at the Piraeus headquarters of dry bulk operator Vita Management is being investigated by police.

The blast in the early hours of July 29 follows a similar incident in January at the same location. Greek police said no one was injured in the latest explosion. No one has claimed responsibility.

UN says no progress over access to decaying oil tanker

THE United Nations has warned it is still unable to inspect a decaying oil tanker off war-torn Yemen at risk of a huge oil spill.

The Houthi rebels are yet to allow inspectors access to the floating storage vessel Safer, stranded off the Red Sea port of Ras Isa for five years with 1.1m barrels of oil on board, despite saying two weeks ago they would do so.

The Atlantic Council has called Safer a "massive floating bomb". UN emergency relief co-ordinator Mark Lowcock told the Security Council this week that the "sorry saga" continued with "no progress" in the past two weeks.

International Group combined ratios top 120%

INTERNATIONAL Group P&I club combined ratios averaged 121% in 2019/20, while in comparison a five-year rolling average was 103%, according to calculations from JLT Gallagher.

The estimate is based on the broker's analysis of formal financial statements issued by seven of the IG's 13 members up to last week, with the reporting season delayed on account of the coronavirus pandemic.

As of that point, Steamship alone claimed a positive underwriting result, with the Shipowners, American, Swedish, Skuld, Gard and London clubs losing money.

Globus raises another \$15m from direct offering

DRY bulk carrier owner Globus Maritime has pulled in about \$15m from its third fundraiser since June.

The Greece-based owner of five bulkers was due to sell about 83m of its shares through a direct offering to institutional investors at \$0.18 per share.

In a concurrent private placement, investors acquired a similar number of warrants that can also be exercised at \$0.18, each for one share in the company, at any time in the next five and a half years.

ICTSI signs deal for Cameroon port terminal

PORT operator International Container Terminal Services has

picked up yet another concession in the less developed country market it favours, signing a concession contract with Port Autonome de Kribi for the development, operation and maintenance of the Kribi Multipurpose Terminal in Cameroon.

The deal makes ICTSI subsidiary KMT the official concessionaire of the multipurpose terminal for the next 25 years. Full operations are set to begin in a few months. No financial details were disclosed.

ICTSI senior vice-president and Europe, Middle East and Africa regional head Hans-Ole Madsen said: "Our purpose as a company is to make the Port of Kribi a driver for positive and sustainable growth, thus ICTSI will work diligently to partner the Cameroonian business community by providing efficient and safe port services."

Japan Club incurs \$16m full-year loss

THE Japan Ship Owners' Mutual Protection & Indemnity Association has slipped into the red.

It reported a deficit of Y1.7bn (\$16m) for the year ended March 31, reversing a surplus of Y2.5bn for 2019.

In line with past practice, the Japan Club chose to give the unadorned figures, without any further commentary. The figures are contained on an income and expenditure statement published on its website.

For classified notices please view the next page.



Vacancy Notice:

Associate Professor, Port Management and Operations

Job title Associate Professor, Port Management and Operations

Organizational Unit: Faculty, Port Management

Grade: P3

Duty Station: Malmö, Sweden

Duration of contract: Two-year fixed-term appointment

1. Organizational setting

The World Maritime University (WMU) is a postgraduate and research university established in 1983 by the International Maritime Organization (IMO), a specialized agency of the United Nations. WMU's mandate is to build global capacity in maritime and ocean areas. The University offers M.Sc. and Ph.D. programmes, Postgraduate Diplomas, and Professional Development Courses (PDCs) with the highest standards in maritime and oceans education and training. WMU also has a highly respected research programme and a strong record of publications across the maritime and ocean fields.

The Associate Professor position falls within the Faculty Unit at WMU's headquarters in Malmö, Sweden.

2. Main purpose

The incumbent will work under the supervision of the Vice-President (Academic Affairs), and functionally under the Head of the Specialization Port Management. As a faculty member at WMU, the Associate Professor is expected to provide teaching/mentoring/supervising, conduct research in the fields of shipping/port/logistics, publish outputs at internationally recognized outlets, and promote collaborative research with other institutes and universities.

As a member of the faculty and professional staff at WMU, the incumbent will work to keep WMU positioned as an academic institution of excellence, help advance the institution and build its reputation in the relevant field of expertise. Furthermore, the incumbent is expected to help the University accomplish its mandate and therefore to contribute to the capacity building efforts and missions of WMU within the framework of cooperation between the University, the IMO and other UN and international organizations.

3. Working relationships

Internal contacts – Incumbent liaises and interacts with all faculty members on a regular basis as well as with support staff as required.

External contacts – Incumbent liaises with scientific and industry communities, research organizations, intergovernmental organizations, non-governmental organizations, and engages with scientific journals and publishing entities.

4. Duties, responsibilities

Responsibilities

The Associate Professor is expected, under the supervision of the Vice-President (Academic Affairs) to be engaged in:

- Teaching, including engagement in the MSc teaching programs in Malmö, and other locations as needed and assigned;
- Coordinating and participating in student field studies;
- Mentoring of MSc and PhD students and supervision of research theses/dissertations in the area of port management, operations and logistics;
- Maintaining scholarship in the form of publications in peer-reviewed journals, books, book chapters, etc.;
- Developing research projects, submission of project proposals, and delivery of such projects;
- Participating in international missions of the University and capacity building projects;
- Presentation of research findings at professional conferences and meetings;
- Being engaged in distance learning (e-learning) programmes, PDCs, and capacity-building courses as required, and
- Serving on WMU committees and work groups, and active participation in administrative, academic, and curriculum duties.

5. Minimum requirements – education, experience and language skills

Education

Essential

- PhD in a maritime business, management and operations related disciplines (e.g. Port Economics, Management, Operations, Logistics, and/or Engineering).

Experience

Essential

- A minimum of five years of experience, after obtaining a PhD, in teaching at the post-graduate level, preferably within the areas of port management, operations and related areas,
- Demonstrated teaching and research experience in such areas as port logistics, container terminal management, port KPI, analysis of port related risks, automated and digitalized port/terminal management and operations,
- Recognized involvement in areas related to automation of ports and skills needed for the future of work in the maritime and port sector
- Proven focus and demonstrated abilities in econometrics and/or quantitative methods,

- Good understanding of the United Nations system and demonstrated involvement with international organizations in capacity building projects and similar,
- Demonstrated ability to raise research funds and to develop research/consultancy/capacity building projects,
- A strong record of scholarly publications in the field of economics, management, port management, operations and logistics.

Desirable

- Experiences in curriculum development and teaching at the executive level,
- Professional experience in the maritime transport sector,
- Experience in organizing conferences and seminars,
- Software programming skills in developing terminal operating systems (for example with ARENA) and port/terminal simulations (with MATLAB).

Languages

Essential

- Fluency in spoken and written English.

Desirable

- Knowledge of another UN language would be an advantage.

6. Knowledge and skills

Knowledge and skills

Essential

- Excellent communication skills,
- Ability to work independently and as part of a professional/academic team,
- Effective organizational skills to manage time and priorities in teaching and administrative duties as appropriate,
- Ability to act as point of contact for problems/enquiries from students in your areas of expertise,
- Ability to work in a multicultural environment and to demonstrate gender-sensitive and non-discriminatory behaviour and attitudes,
- Ability to deal with administrative matters as appropriate to status and with reference to other colleagues within WMU.

This vacancy is open to male and female candidates. WMU seeks to increase the number of women at all levels and, therefore, qualified women are particularly encouraged to apply. WMU will make every effort to facilitate the employment of persons with disabilities.

Application

The position offers an attractive salary (P3 Grade of the ICSC salary scale), free of income tax in Sweden, a benefits package and relocation expenses. Applicants must fill in the application form, which can be found at <http://wmu.se/vacancies>. Should send a letter of interest, a complete CV, and the contact information of three referees to Marco Batista, Head of Human Resources (mb@wmu.se).

Deadline for Applications: 31 August 2020.

**M/V MAERSK HONAM – FIRE ON 6 MARCH 2018
NOTICE OF GENERAL LIMITATION DECREE**

**In The High Court of Justice of England and Wales
Business and Property Courts
Queen’s Bench Division
Admiralty Court**

AD-2020-000024

BETWEEN

MSC Mediterranean Shipping Company SA

Claimant

and

(1) Becton Dickinson Medical (S) Pte Limited

(2) All other persons claiming or being entitled to claim damages by reason of the fire on board the “MAERSK HONAM” in the Arabian Sea on or about 6 March 2018

Defendants

BY A GENERAL LIMITATION DECREE made on 15 July 2020, the High Court of Justice ordered that by reason of the provisions of the Merchant Shipping Act 1995 (as amended) the Claimant is not answerable in damages beyond:

- a) **123,308,412** Special Drawing Rights or **GBP 138,430,128** in respect of loss of life or personal injury; and
- b) **61,654,206** Special Drawing Rights or **GBP 68,206,267** in respect of all other claims (including, but not limited to, any claims in respect of the loss, damage and delay to any property or to the infringement of any rights);

caused through its act or omission or through the act or omission of any person on board the vessel “Maersk Honam” in the navigation or management of the “Maersk Honam”, when she suffered the casualty in international waters on or about 6 March 2018.

The Court also ordered that all further proceedings in any claim against the Claimant arising out of the aforesaid casualty be stayed.

The Claimant was not the operator of the “Maersk Honam”. A Limitation Fund has already been constituted in respect of this casualty by the provision of a Letter of Undertaking from the vessel’s owners’ P&I Club, the Standard Club, to the Court in accordance with the Order of Mr Registrar Kay, dated 10 September 2019 in case number AD-2018-000156.

TAKE NOTICE THAT in accordance with the Decree parties intending to file a claim against the Limitation Fund or to issue an application to have the Decree set aside have until **30 September 2020** (being a date at least 56 days after the publication of this advertisement) to do so. Any such claims or applications must be filed in The High Court of Justice (Queen’s Bench Division – Admiralty Court), Ground Floor, 7 Rolls Building, Fetter Lane, London EC4A 1NL (Claim No. AD-2020-000024). Attention is drawn to the provisions of CPR Part 61, including rule 61.11(15) which concerns service of any statement of case.

For the avoidance of doubt, this advertisement and the Decree are without prejudice to the question of liability for the casualty and their contents are without prejudice to, and do not affect, any and all rights that the Claimant may have, including in relation to limitation and/or time bar.

Ince Gordon Dadds LLP
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2 Leman Street
London
E1 8QN
IanChetwood@incegd.com; CharlesOConnor@incegd.com
Reference: IAC/CRKO’C/8295/8837

Solicitors for the Claimant



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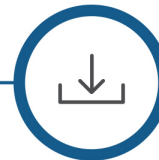
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