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## Tankers de-flagged for using Iranian sanctions-busting tactic



ST KITTS AND Nevis has de-flagged four sanctions-busting tankers involved in smuggling Iranian oil that were using a new, game-changing deceptive shipping practice to avoid detection.

The 2002-built very large crude carrier *Geissel* (IMO 9246279) was de-flagged on August 4 following press reports it had visited an Iranian port, the registry confirmed in a statement.

The 2003-built VLCC *Amfitriti* (IMO 9273337), 2000-built VLCC *Lerax* (IMO 9181194) and the 2002-built *Ekaterina* (IMO 290078)] were also removed at the same time for the same reason.

The tankers were among 16 vessels deploying a newly identified tactic that manipulates Automatic Identification Systems data so that it shows the vessel in one place when it is actually in another.

Earth observation satellite images from Planet Labs broadcast by US media on August 7 showed the *Geissel* undertaking a ship-to-ship transfer off Lavan Island in the Persian Gulf, while AIS vessel tracking showed it 100 miles away for a period of nine days.

The new tactic, also used by a further 15 vessels over a 12-month period, was first identified by Tankertracking.com in conjunction with Planet Labs in late July.

The extent and prevalence of this tactic is unknown and will potentially blindside US government agencies implementing the Trump administration's "maximum pressure" and "zero exports" rhetoric on

oil exports and shipping sanctions that underpin foreign policy on Iran and Venezuela.

AIS vessel-tracking is the cornerstone of US Treasury, state department and coast guard guidance for international shipping released in May to identify illicit shipping practices for evading sanctions on Iran and North Korea.

Marine insurance companies, flag registries, shipowners, operators, charterers and banks were all advised to monitor and investigate AIS tracking, seeking transmission gaps which suggested tankers were 'going dark'.

That practice has been well-used by Iranian-linked vessels, turning off transponders while sailing to destinations to discharge or load Iranian or Venezuelan crude to evade detection.

Under this new tactic tankers no longer 'go dark' and keep transmitting AIS signals.

The vessels identified by Tankertrackers.com and Planet Labs are all part of a subterfuge fleet of elderly tankers with multiple ownership and flag changes, complex ownership structures, and shell companies ranging from the Seychelles to Dominica.

In most cases the vessels do not have protection and indemnity marine insurance with the International Group which insures 90% of the world's fleet, because it has been withdrawn over the last 18 months. This suggests that prior deceptive shipping practices have already been noted.

They include vessels flagged with Cormoros, Gabon, Dominica, Belize, St Kitts & Nevis, Honduras, Sao

Tome & Principe and Sierra Leone, according to data of Iranian-linked tankers compiled by Lloyd's List using Lloyd's List Intelligence data.

The London-based St Kitts & Nevis registry confirmed the tankers' deletions, via a spokesman. But International registrar Liam Ryan had yet to respond to further questions about the other tankers and whether the registry could confirm or identify AIS manipulation by publication deadline.

Crucially, it is unknown whether the methodology to make the ship appear in one place while it is actually in another can also be applied to Long Range Identification Tracking data.

LRIT is mandatory to comply with international safety conventions with signals transmitted alongside AIS providing frequent and real-time information about the vessel's location. LRIT can only be accessed by each vessel's flag authority.

Inmarsat, a satellite provider that transmits AIS signals, has been approached for comment.

The Bulgarian representative office for the Cormoros flag said it could not comment.

AIS is easy to manipulate because it is unencrypted and data can be changed both away from the vessel and from within it, one AIS expert told Lloyd's List.

"The system is very open to abuse," he said, adding that "any A-level hacker could do it."

The ability to manipulate AIS data so that a ship appeared to be in one place while it was in another was well known within the maritime intelligence community, he added.

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## WHAT TO WATCH

# Greek manager confirms vessel boarded by Iranian forces

THE manager of a small tanker reported by the US military as having been boarded by Iranian forces near the Strait of Hormuz has confirmed the incident.

Greece-based International Marine Services said it was not aware of any reason for the boarding or of any ongoing issues related to the vessel, which trades locally.

The 23-year-old *Wila*, a combined chemical and product tanker of 8,055 dwt, was boarded by Iranian military personnel on August 12, according to US Central Command which released footage of a helicopter above the vessel.

The *Wila* was held for approximately five hours before it was released, the Associated Press said, citing an unidentified US official.

It is currently anchored a short distance off the port of Khor Fakkan in the Gulf of Oman, according to tracking by Lloyd's List Intelligence.

Capt George Gialozoglou, founder of International Marine Services, said that the vessel, which was not detained, had been operating long-term in the region "around Fujairah" delivering supplies.

At least part of its activities have been akin to that of a shuttle tanker, it is understood.

International Marine Services, a longstanding shipping company, hit the headlines last month when four of its tankers found themselves in the crosshairs of a US bid to seize their cargoes, that were alleged to be ultimately bound for Venezuela.

## Carriers quizzed by China over transpacific rate surge

CHINA has launched a probe into the recent freight rate spikes on transpacific trade following shippers' complaints.

The Ministry of Transport has approached six major container shipping carriers for an explanations about the "rate fluctuations" on some routes, including China-US.

The written request from the regulator also asked the shipping lines to send their "working plans for the next stage".

Cosco Shipping Lines, Maersk, Mediterranean Shipping Co, CMA CGM, Hapag-Lloyd and Evergreen are the companies that have been contacted.

Lloyd's List has approached the ministry and the carriers for comment.

"We co-operate with, and respond to inquiries from authorities whenever such are received, but we do not find it appropriate to comment on any specific engagement with regulators," Maersk said in an emailed statement.

Beijing's intervention comes amid discontent expressed by some domestic exporters, who have benefited from a strong recovery in US demand but want to know why they have sustained a sharp rise in their shipping costs since the second half of this year.

Loctek, a Chinese ergonomic office furniture supplier, claimed to have shipped several hundreds

A federal warrant was issued for the cargoes to be seized on the basis of alleged links between the gasoil and the Iranian Revolutionary Guards.

The Greek operator said that the vessels turned back as it never intended to break sanctions and the tankers were later tracked to be back in the Middle East.

This week Capt Gialozoglou was unable to expand on what has happened to the gasoil cargoes and whether they may still be aboard any of the company's tankers.

"I am restricted [from commenting]", he said. Court proceedings were ongoing "in the US, of course, and around the world. But no-one is accusing me of doing anything wrong," he said.

of containers each month to the US via cross-border e-commerce trade.

The Shenzhen-listed company accused carriers of profiteering by controlling capacity, and stated that had taken a "serious toll" on the country's exporting companies and even its economic stability.

It added it would call for government support to curb the rise in freight rates.

An executive from one of the involved carriers told Lloyd's List that the accusation would only make sense if China was still a "planned economy".

The person expected most of the complaints to be filed by small and medium-sized exporters in China shipping via the spot market because the big shippers normally enjoy the contract prices which are rather stable.

"But we have started to bring ships back to the market since the US demand began to pick up and our transpacific capacity since June has represented a year-on-year growth. So, the mark-up is purely a result of market rules.

"We have explained the situation to the Ministry of Transport and we hope it will understand," the person argued.

Alphaliner said carriers were already reinstating previously blanked sailings yet still managed to hold rates firm.

Spot rates on the North China to US west coast trade have surged to a historic high — about 120% higher than the year-ago level — despite the capacity restoration, according to the consultancy.

“The combination of higher rates and neutral or expanded capacity indicates strong consumer demand, with Chinese exporters wanting to ship as much product as possible before a potential second coronavirus wave,” it said.

Tan Hua Joo, an independent market analyst, said the current bullishness was entirely driven by demand.

“The strong demand, which will continue until at least September, has been driven mainly by the US stimulus bill and — to a smaller extent — by some front loading for the August deadline for tariff exclusion for certain goods,” said Mr Tan.

In his view, service recovery was not as fast as was being claimed by carrier executives.

## Panama vows ‘full co-operation’ over grounded vessel

PANAMA Ship Registry said it would offer “all collaboration” to the investigation into an oil spill from a grounded bulk carrier off Mauritius.

The Panama-flagged 203,130 dwt *Wakashio* ran aground on the reef of Point d’Esny on the southeast coast of Mauritius on July 25.

It is owned by Japan’s Nagashiki Shipping and is chartered out to Mitsui OSK Lines.

MOL said in an August 11 statement that about 1,180 tonnes of fuel oil had leaked from the vessel.

The government of Mauritius has declared an emergency and there are fears the vessel, which is showing signs of further damage due to the weather conditions, could break up. Attempts are being made to remove the remaining fuel and clear up the pollution in the waters.

Mauritius’ Prime Minister Pravind Jugnauth said on August 12 that almost all the remaining oil had been removed from the damaged ship.

A United Nations team, including experts on oil spill response, legal support and co-ordination, have arrived in Mauritius to support the government-led response to the oil spill.

“Capacity year-on-year only became positive in late July after it became clear that demand is stronger than market expectations and the blanked sailing programmes have almost all been reversed on both the US west coast and east coast, based on data that I have collected.”

It is not to be denied that the consolidation waves in recent years have strengthened carriers’ performance in capacity discipline, according to a Shanghai-based forwarder.

He said part of the rate increases reflected carriers’ extra efforts to cope with the coronavirus disruption to cargo demand, which led to more shipment bookings being placed or cancelled on short notice.

“I think shippers also need to improve the ability to honour their bookings in order to lower the rates.”

Rafael Cigarruista, general director of Merchant Marine at the Panama Maritime Authority, offered his organisation’s “full co-operation”.

The authority said the Panamanian Ship Registry was conducting investigations under the International Maritime Organization Code for the Investigation of Marine Casualties and Incidents and had provided information about the vessel and its prior history.

In a statement, it said the vessel was incorporated into the Panamanian Registry on March 29, 2007, and had all its valid technical certification issued by the Nippon Kaiji Kyokai Classification Society, or ClassNK.

It said the statutory certification was valid until April 22, 2021, when the ship must undergo its cycle of inspections for due renovations.

The last Port State Control inspection was conducted in Port Hedland, Western Australia, on February 14 and the last flag inspection was completed in Kawasaki, Japan, on March 1.

“Both inspections were equally successful,” the Panama Maritime Authority said, adding that the ship, both in its structure and equipment, complied with the IMO’s International Conventions.



According to Lloyd's List Intelligence, the inspection at Port Hedland found deficiencies in three items, including nautical publications and records of seafarers' daily hours of work or rest.

MOL referred Lloyd's List to the owners when queried on navigational issues and the inspection deficiencies.

Nagashiki Shipping said: "A Port State Control inspection will thoroughly review a vessel's documentation. If there are any major recommendations the ship will not be permitted to sail until the issue is rectified."

It added: "If that issue is not resolved the vessel can be deemed out class / classification and therefore cannot continue trading."

The *Wakashio* was manned by 20 persons of different nationalities and, "as far as information could be obtained", all of them carried the proper certificates required for their positions and responsibilities on board.

The Panama Maritime Authority said the certificates met the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers and the insurance policies relating to pollution prevention.

Civil liabilities were still in force and all were issued by the Japan Ship Owners' Mutual Protection & Indemnity Association, it said.

The flag authority said the *Wakashio* sailed from Singapore on July 14 bound for Tubarao, Brazil.

On July 25, when the ship faced adverse weather conditions near the coast of Mauritius, "it was then necessary to perform various maneuvers to change course due to the state of the sea," the Panama Maritime Authority said. "All maneuvers were supervised by the captain and first officer of the ship who were aware of the situation and weather conditions."

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## ANALYSIS

# Boxships lead scrubber installations

CONTAINER shipping has taken to scrubbers more than any other sector, despite the increasing payback time for the exhaust gas cleaning technology.

Figures from Lloyd's List Intelligence show 651 live vessels with a combined capacity of more than 5.2m teu have scrubbers fitted.

In comparison with crude oil tankers, Lloyd's List Intelligence reports 518 live vessels with a combined tonnage of 116.2m dwt.

The share of the containership fleet with scrubbers exceeded the share of other sectors from early July, according to an analysis by BIMCO.

"In order to cut the sulphur oxides emissions, shipowners who can afford to buy a scrubber have done so to a substantial extent, with investments predominantly directed towards high consumption ship types," said its chief shipping analyst Peter Sand.

While boxships as small as 600 teu had had scrubbers fitted, the majority had been installed on larger ships. For vessels in excess of 15,000 teu, the share had already exceeded 40% and

would likely reach 50% by year-end, the analysis showed.

Of the current boxship orderbook, more than 50% would have a scrubber installed on delivery, and retrofits would add another 1.5m teu of capacity to the scrubber-fitted fleet.

The time spent retrofitting boxships was increasing, BIMCO said, with ships out of service for 79 days in July compared with 56 days in February.

While scrubbers have grown in popularity, the economic benefits have declined as the spread between low- and high-sulphur fuel fell from \$353 per tonne at the beginning of the year to \$67 per tonne currently.

"The payback period on the investment is obviously extended at a price spread of \$67 per tonne, compared to an expectedly normalised price spread in the range of \$100-\$200 per tonne," Mr Sand said.

Despite the increasing share of scrubbers installed, the technology still only accounts for just over 10% of the main ship classes. Over two-thirds of the fuel bunkered at Singapore was low-sulphur during the first six months of this year.

“Cost savings are essential to all, but despite a considerable share of the fleets now being

scrubber-fitted, the largest part of the fleet continues to operate without,” said Mr Sand.

## IEA lowers oil demand forecast citing coronavirus upsurge

THE International Energy Agency anticipates a sharper contraction in global oil demand in 2020 citing the number of coronavirus infections and weakness in the aviation sector.

Global oil demand would fall by 8.1m barrels per day in 2020 to 91.1m bpd, the Paris-based agency said in its latest oil market report. The forecast is 140,000 barrels lower than last month’s report.

“The pandemic has cast a long shadow over oil demand,” it said, adding that the aviation and road transport sectors, both essential components of oil consumption, were continuing to struggle.

The 2021 global demand estimate was also revised by 240,000 bpd to 97.1m bpd, driven by a long road to recovery for the aviation sector.

The IEA estimates jet fuel and kerosene demand to contract by 4.8m bpd — or 39% — this year compared with 2019, followed by a rise of just below 1m bpd next year.

Crude oil trade volumes have been a mixed bag so far this year, with total loadings down by 1.4% year-on-year, according to shipbroker Banchemo Costa, but what made the difference for tanker owners was floating storage.

The huge supply surpluses in the market earlier this year saw short-term floating storage rise to an all-time high of 220.5m barrels in June.

A key contribution to this stock build was the discharge backlog in Chinese ports which only began to clear starting around mid-July.

## Grounding case highlights need for passage planning shake-up

PASSAGE planning procedures require rethink following the grounding of *CMA CGM Libra*, a former master said.

Capt Anuj Velankar, a senior loss prevention adviser with UK P&I Club, was speaking at a webinar on the

However, as the market rebalances and the forward price curve flattens, floating storage of crude oil fell by 35.7m barrels in June, to 184.8m barrels in July.

Storage in Asia Pacific fell 19.3m barrels and stood at 73.9m barrels, according to IEA. In the US, Gulf and West Coast floating stocks decreased by a combined 10.9m barrels.

There were 299.1m barrels of crude and clean products tracked on 230 tankers at anchor for 20 days or more for the week ending August 7, according to Lloyd’s List Intelligence data.

That compares with 296m barrels over the previous week and is 4% below the record of 311m barrels recorded on June 5, data show.

This is likely to have implications for the global tanker fleet as the segment lolls its way through the summer doldrums.

The agency estimated global oil supply to fall by 7.1m bpd this year and then increase by 1.6m bpd in 2021, assuming the Opec+ cuts remain in place as agreed and with full compliance from all participants.

It reported that the global supply was 90m bpd last month, up by 2.5m bpd from a nine-year low in June, with the rise coming as Saudi Arabia ended its voluntary supply cut and the United Arab Emirates produced in excess of its Opec+ target and US production started to recover.

“However, ongoing uncertainty around demand caused by Covid-19 and the possibility of higher output means that the oil market’s re-balancing remains delicate,” it noted.

case — which is heading for the Supreme Court next year.

The case — *Alize 1954 and CMA CGM v Allianz Elementar Versicherungs* — arises out of the grounding in 2011 of 6,000 teu boxship *CMA CGM Libra* while leaving Xiamen.

Key issues include the legal test for unseaworthiness, the nature and limits of a carrier's non-delegable obligation to exercise due diligence, and the consequences of a defective passage plan.

The casualty occurred after the vessel's chart failed to record a warning that depths shown on the chart outside the fairway were unreliable, and waters were consequently shallower than recorded on the chart.

The Court of Appeal held that the defect in the chart rendered the vessel unseaworthy, and the failure of the crew to mark the required warning was a failure to exercise due diligence, attributable to the owners.

Capt Velankar examined the casualty from the seafarer perspective, rather than from a legal angle, drawing on his own command experience.

The vessel was both relatively large, at 11,356 teu, and new at the time, and is still serving, he noted.

On departure from the Chinese port, the master became aware of a wreck, and tidal conditions gave the bridge team somewhere between six and eight minutes to react. The master announced an alteration to starboard.

After passing south of a buoy, there was no time to re-enter the channel shown on the chart, and thus the master decided to pass a shallow prior to rejoining.

Charted depths were in the order of 37m, which should have been safe. But the vessel ran aground on an uncharted shoal.

"The question that arises from the trial is, was the mistake of the master to leave the channel the result of an error in navigation, or because of something that was done before the vessel left the port?" Capt Velankar said.

The owner attributes events to an error in navigation. But the master counters that had the correct depths been marked on the chart, he would not have ordered alteration to starboard.

At first instance, the judge held that the cause of the grounding was not an error in navigation but rather the inadequacy of the passage plan, which was agreed before departure. Thus the owner was in breach of its obligation of due diligence; as a result, the vessel was unseaworthy.

"When I look at the passage plan as the judge described, I thought it was my passage plan. When I started sailing, this was the sort of passage plan I was dealing with," Capt Velankar went on.

"It could have happened to me, or a lot of the people listening now, because there are a lot of seafarers in the audience.

One questioner argued that when considering the bridge equipment and technology, seafarer training and the procedures office staff give to ship staff were not in phase with what bridge officers face at sea, and this needs to be looked at.

A second audience member opined that passage planning has become a one-man show, with no buy-in from the bridge team.

Capt Velankar advocated better pre-sailing checks, verification by company shore teams and greater use of new technology, including big data and Ecdis. In some circumstances, qualified second mates should be entitled to challenge a master's authority.

"Why are ships deviating? If you have prepared a passage plan, why not stick to it? It is because something unforeseen happens, such as traffic, or fishing boats blocking your way, or the pilot decides to take you a different way.

"How do you cope with that? You need to put sound thought into planning the passage, whether based on the previous experience of the vessel itself or from the feed. Have you thought of an anchorage position? These things need to be thought of before."

The time may now have come for greater focus on ports rather than ships, he concluded.

The owners are taking the matter to the Supreme Court on the basis that the crew's decision as to what to mark on the chart was a navigational decision rather than an "attribute of the ship", and that it was therefore incapable of making the ship unseaworthy.

Alternatively, the owner argues that the failure to exercise due diligence on the part of the crew occurred outside of the owners' orbit of responsibility.

The Supreme Court hearing is expected next year.

## MARKETS

# Concordia says subdued tanker market will be 'back on track' next year

CONCORDIA Maritime, a Swedish product tanker owner, expects subdued demand for oil-product transportation for the rest of the year, although the market should be “back on track” next year.

A combination of reduced oil production, stock withdrawals and reduced refinery volumes would result in lower freight rates than in the first half of the year, said chief executive Kim Ullman.

However, a “gradual easing of restrictions, restarting of economies, massive support programmes and normalised stock levels will contribute to a faster return to the ‘pre-Corona’ situation than many people first thought — and this applies both to oil consumption and demand for tanker transport,” he said.

Oil consumption has started to increase, a trend which is “both necessary and good,” the executive said, adding that by the end of the year, healthier demand levels should be expected, which bodes well for 2021.

Other positive drivers include “very low” net tanker fleet growth, with a record low order book, seen at 6% of the total tanker fleet, which is half the average of the last 10 years.

“In the current situation, virtually no new orders are being placed either, which guarantees that the low

growth rate will be gradually extended,” he pointed out.

The company reported income after tax of SEK28.3m (\$3.2m) in the second quarter from a loss of SEK39.2m in the year-earlier period.

Concordia would have increased maintenance over the next 12 months, with eight vessels scheduled to enter drydock and ballast water treatment system installations, Mr Ullman said.

He added that the company was looking for “attractive” opportunities to grow, although he declined to say how.

“We’re trying to grow the business one way or another,” he offered. “We’ll see what opportunities arise over the next few months”.

Meanwhile, the coronavirus pandemic has resulted in new vessel routines, tough restrictions, and travel difficulties, increasing the complexity of operations, especially when it comes to crew changes, which has resulted in longer working hours.

“In addition to complying with the recommendations of the relevant authorities, we and our crewing partner Northern Marine Management have also implemented a large number of our own preventive measures,” Concordia said, including continuous risk assessments.

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## IN OTHER NEWS

### Cargo carrier runs aground off Philippines

A VIETNAM-flagged general cargo vessel has run aground in the Philippines.

According to Lloyd's List Intelligence, the 4,374 dwt, 2008-built *Globe 6* ran aground early on August 13 near Antique province.

The vessel was transporting a cargo of rice from Ho Chi Minh City to Davao City and had 25

crew members on board at the time of the incident.

### Hong Kong tests port workers over coronavirus cluster

HONG Kong plans to test thousands of port workers for coronavirus after 14 people at various container terminals within the Kwai Tsing Container Terminal complex were found to be infected.

The cluster linked to Kwai Tsing has 16 infections, of which 14 are

port workers, Hong Kong's Centre for Health Protection said.

Port operators, who will also be asked to carry out deep cleaning, say normal operations are continuing.

### Hyundai Heavy wins Shell-linked LNG carriers

KOREA Shipbuilding & Offshore Engineering Co, formerly known as Hyundai Heavy Industries, has clinched orders for two liquefied natural gas carriers



from domestic owner Korea Line Corp.

The price tag of \$186m per ship disclosed in an exchange filing suggests these are large LNG tankers of 174,000 cu m. Delivery is scheduled for October 2023.

KSOE said in a separate statement that the vessels would be hauling cargo for Shell.

### **Marine gas oil with off-spec flash point detected in Singapore**

MARINE gasoil with non-compliant flash points has been found among products offered at the world's top bunkering hub.

The bunkering advisory unit of Lloyd's Register has detected the presence of MGO with flash points below the regulatory threshold among samples drawn from Singapore.

The Fuel Oil Bunker Analysis Service noted that test results run on these samples reflected flash points ranging from 57°C to 59°C, below the minimum 60°C specified by the International Convention for the Safety of Life at Sea.

### **Teekay sees limited impact on operations from pandemic**

TEEKAY Corp, a US-listed tankers owner and operator, has said the coronavirus pandemic has had a minimal impact on its operations.

"The overall maritime industry has experienced significant challenges related to crew changes, but I am pleased to report that we have safely changed-out a number of crew members on effectively all our vessels," said chief executive Kenneth Hvid in an earnings statement.

"We continue to work hard with both the industry and inter-governmental organisations to tackle this challenge and bring our remaining overdue colleagues home safely as soon as possible."

### **Zim rolls out misdeclaration screening software**

ISRAELI container line Zim is rolling out artificial intelligence-based screening software which it says will detect and identify misdeclared hazardous cargo before it is loaded to vessels.

The issue has become increasingly important to the box sector in recent years, with several high-profile incidents resulting in loss of life and severe damage to vessels and cargoes.

Last year saw several carriers announce the imposition of fines as a partial solution to the problem.

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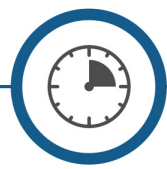
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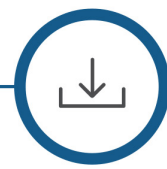
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