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Will pandemic lead to a maritime crime spike?



THE CORONAVIRUS PANDEMIC could result in a spike in maritime crime because of economic desperation among coastal communities and the opportunity for organised criminals to form relationships with seafarers stranded by the crew change crisis.

That was the view of Richard Luckyn-Malone, of Herminius, a strategic intelligence firm that advises the Lloyd's market Joint War Committee, at an International Union of Marine Insurance event.

Incidences of maritime crime jumped by 25% in the first half of 2020 compared with the corresponding period last year, Mr Luckyn-Malone told a virtual policy forum workshop.

But 2019 was one of the safest years ever, so the seeming sharp rise is to some extent attributable to the low-base effect.

"Some of this is not particularly alarming, but we are concerned that the economic uncertainty of Covid-19 will drive us towards an increase in maritime crime," he said. "This upwards trend will continue for the foreseeable future."

The Joint War Committee has expanded its Gulf of Guinea exclusion zone to the south, reflecting the growing number of attacks taking place outside Nigerian exclusive economic zone.

Ironically, this is at least partially down to the success of Nigerian security forces in improving the policing of anchorages and coastal waters, which has displaced the problem to Cameroon, Equatorial

Guinea and Gabon. The average range of attacks has increased from 63 nautical miles to 75 nautical miles this year.

In Southeast Asia, including the Straits of Singapore and Indonesian waters, incidents have doubled this year. Attacks typically come at night, with opportunistic criminals out to steal engine parts, scrap metal, construction materials and targeting bulk carriers, or tugs and barges.

“The concern here is that small crimes — if not addressed — can embolden criminals to commit more serious acts, such as kidnap for ransom.”

Central and South America were the only regions in which attacks on shipping actually grew in 2019.

Factors at work here include economic inequality, endemic corruption, easy access to weapons and narcotics smuggling, none of which are likely to diminish any time soon.

In addition, the lack of any regional co-ordination increases the risk of cross-border attacks.

Mr Luckyn-Malone concluded by contending that the coronavirus pandemic will prove a negative for maritime security.

The contraction in world trade will increase economic pressure on impoverished communities, encouraging a turn to crime.

There will likely be greater migration, and thus more incidents like *Maersk Etienne*. There is also a possibility of increased industrial action from pilots and stevedores.

Thanks to the crew change crisis, seafarers stuck in one place for a long period could develop a relationships with organised criminals. Some 21 crews have been abandoned so far in 2020, and could be easy prey to illicit overtures.

Other aspects of pandemic fallout could be a rise in smuggling by ship in response to air travel restrictions and land border closures.

Greater resort to floating storage may also mean more terrorism, weather piracy and political risk exposure for insurers.

WHAT TO WATCH

Singapore relaxes rules to assist crew changes

SINGAPORE has relaxed certain rules for crew changes, including a shorter quarantine period for seafarers coming from low-risk countries.

The Maritime and Port Authority of Singapore has reduced the 14-day quarantine period to seven days if the crew member comes from Brunei Darussalam or New Zealand.

A crew member must now obtain a negative coronavirus test result not more than 72 hours, rather than 48 hours, prior to departure flight to Singapore as requested earlier, MPA said in a notice.

The test must be a polymerase chain reaction (PCR type) taken at either a government-approved, or ISO 151189-accredited, testing facility.

During the entire crew change process, especially during the journey to join the ship in Singapore, the crew should not be in a group of more than five persons, and must remain in the same group, it said

adding that there must be no interactions between the groups.

In case any crew member was previously tested positive for Covid-19, they have to submit documentary proof of past diagnosis based on the earliest positive PCR test result.

However, if the date of the PCR test is 21 days or fewer before the date of Singapore arrival, that crew member will not be approved for crew change, MPA confirmed.

“For crew changes to take place safely, MPA continues to expect all owners, agents, ships and individuals to ensure that the Covid-19 preventive measures are followed strictly. Any breach will be taken seriously,” it said.

For signing off crew, MPA will facilitate pre-departure Covid-19 PCR testing in accordance with the prevailing national policy in Singapore.

The regulator also urged shipowners and managers to submit applications at least 14 days before the

planned crew change, especially if the application includes sign-on crew.

Shipping still major polluter but getting greener, Berglund tells IUMI

SHIPPING remains a major polluter, but is raising its game and will continue to do so, Claes Berglund has told the International Union of Marine Insurance conference.

The industry has been working for a long time to reduce its negative environmental impact, said Mr Berglund, who is president of the European Community Shipowners' Associations.

The process started with steps to tackle pollution to water, through oil spills and waste dumped at sea, he told the policy forum workshop of the online event. Tighter regulations are now in force all over world.

However, despite such measures as the International Maritime Organization sulphur cap, pollution to air remains a problem.

"Eventually I expect the NOx issue to slowly fade away, helped by new types of fuel," said Mr Berglund. "But we must confess that shipping is a major polluter of nitrous oxide, compared to land-based emissions. This is a major problem when we are steaming into urban areas.

"Shipping used to be a very big emitter of sulphur. Now we have reduced it to 0.5%. We are still much worse than land-based industries, but coming from 2.5% or even 3.5% to 0.5% is a big step."

Shipping's emissions of greenhouse gases such as CO₂ are estimated at around 1bn tonnes of CO₂, which is not sustainable.

The IMO has mandated a 50% reduction on 2008 emissions by 2050. The technically oriented body often finds it easier to regulate on the technical side,

Is anyone listening to the World Maritime Day sermon?

THE chorus of calls to resolve the crewing crisis will be sung with gusto over the next 24 hours, possibly with a few hymns to sustainable shipping tunelessly belted out for good measure, *writes Richard Meade.*

No doubt the best of intentions will be on show for shipping's most devout day of observance. But who

which is important. But operational and other measures also form part of the mix.

Noise may be the next big type of pollution to think about, given its impact on wildlife. Shipping has to be part of the discussion, and mitigation measure could entail retrofitting.

Mr Berglund, who is director of public affairs and sustainability at Stena AB, also discussed perspectives for fuel choices, beginning with some words in favour of bunkers.

"Oil has served us very well for the past 120 years or so. It's a fantastic substance, and the more we look at the alternatives, the more we realise how good oil is," he said. "It's there, the energy density is extremely high, it's easy to transport and buy, there's a good market for it and you can find it everywhere.

"So it's very difficult to leave that comfort zone and to move into something else. This is what we are trying to look into now."

Biofuel will be useful, but probably mainly as bridge. There are only limited quantities, and will have to be shared with aviation and land-based transport modes.

Methanol, hydrogen and ammonia are among the other candidates, but still in technical development. For shortsea ferries and coastal, electricity will play important role, with battery technology advancing rapidly.

"But to sum up, I'm sure we will get there. Trade will obviously continue because it's natural for our world," he concluded.

exactly is this World Maritime Day display for, and will anyone be listening this year?

Those seeking to remind industry advocates of the hidden humanitarian crisis at sea will be preaching to the converted, and nobody prepared to engage with the International Maritime Organization's holy

day of celebrations will be questioning the sermon on sustainable shipping for a sustainable planet.

If this is directed at those outside shipping's faithful, then this year more than ever it seems clear that the world is already watching and they are not overly impressed.

The fact that the Pope has felt it necessary to intercede twice this year in shipping affairs, first on behalf of seafarers stuck at sea, then with a loaded call to respect nature in the wake of the *Wakashio* imbroglio, is a telling indictment of where we find ourselves as an industry right now.

But divine intervention has not been sufficient to spur action it seems.

The past year has flagged up fundamental flaws in the way our industry represents itself publicly in national and internal forums, and this is much more than an internal image problem.

The alphabet soup of industry representation is fragmented and lacks unity and therefore leverage. The anachronistic regulatory oversight we do have is reactive and lacks teeth. Anaemic enforcement by shady flag registries are tacitly supported by an industry that still too often are willing and able to evade accountability.

And to those that point to progress and reform on this day of celebration, we point out that this is as much a crime of historical inertia as it is a criticism of current failings.

This crisis has been in the post for years because, as one remarkably honest owner put it recently, nobody wanted to pay tax or be regulated so we chose tiny discreet and tax friendly jurisdictions. We are still an industry living in the shadows when it suits us.

World Maritime Day is celebrated annually "to provide an opportunity to focus attention on the importance of shipping and other maritime activities and to emphasize a particular aspect of the work of the International Maritime Organization".

There is value in that, but let's not sidestep the seriousness of current industry issues in favour of a promotional campaign that nobody is buying.

Those criticising the IMO for lacking the ability to resolve issues like the crewing crisis and imbue the sustainability sermons with actual progress, are missing the target. The IMO has always been an effective technical UN body, but it was never

intended to be the forum within which political crises are resolved. Albert Embankment is an old temple and its arcane rituals are not the tools to fix climate change and iron out a global response to pandemics.

The IMO has many issues to resolve and in response to those calling for a move to Asia, we suggest it's more complicated than a change of address to the highest bidder.

The perception of undue influence and infiltration of vested interests that has continued to chip away at its credibility with little more than an exasperated eye roll in response is an issue that should be given more attention.

So yes, the IMO is in dire need of reform and, yes, we could have expected a more vociferous voice beyond the diplomatic dialogues this year, but the IMO is nothing more than the collective will of its 174 member state governments.

Those governments have the agency to lead reform, so rather than carping from the sidelines and pretending they weren't complicit in the political inertia, the focus should be on national responsibilities and their accountability across the UN system.

So let's sing loudly this World Maritime Day and preach the good news that when the world came to a standstill, the shipping industry carried on. Let's point out that planes were grounded, trucks stopped moving, economies were shuttered, and yet the food, medicine, PPE, energy and just about everything else that keeps the world going was delivered thanks to shipping's resilience and reliability.

Shipping had a serious image problem long before the economic tsunami of coronavirus, but it has exposed the lack of agency within the industry to leverage its role as the backbone of the global economy.

Too often shipping remains out of sight, out of mind and while we impotently bemoan this sea blindness internally, too few of us are prepared to put our heads above the parapet and speak out. This is especially, and sadly, true of those cargo interests who are most reliant on shipping and whose voices we have not heard of late.

Shipping has positive stories to tell and it is more essential than ever that we tell those stories this World Maritime Day, but it is also a time to reflect on its shortcomings and use that as the starting point to build a better future for this industry.

ANALYSIS

Russian nuclear icebreaker to develop northern sea route

RUSSIA's nuclear-powered icebreaker *Arktika* has started its maiden voyage from a St Petersburg shipyard to the port of Murmansk where it will be used by Rosatomflot to help develop the country's northern sea route.

It comes as other nations step up their interest in the Arctic, especially the US and UK, which seek to keep the region's waters free of domination by any single country or alliance of countries.

The route is a trade corridor that Russia hopes to exploit and control as part of its sovereign territory, according to St Petersburg governor Georgy Poltavchenko.

"This wonderful ship, in the near future, will every day corroborate our sovereignty in the northern territories of the Arctic Ocean," he said at the launch ceremony. "The Arctic is ours."

The 2019-built, 9,000 dwt *Arktika* is expected to arrive in Murmansk in early October for delivery to Rosatomflot, increasing the firm's nuclear icebreaker fleet to five vessels.

Its icebreaker fleet helps to maintain northern sea route transit for the 15 Arc7 ice-class liquefied natural gas tankers that serve the Novatek-led 16.5m tonnes-a-year Yamal LNG project.

But Russia wants to see commercial merchant shipping also using the route, which can substantially reduce voyage time. The distance from Rotterdam to Japan of 11,000 miles via the Suez Canal is cut to only 7,600 miles.

Russia is not alone in seeking to determine and exploit the commercial value of the route, with several recent studies underlining the potential of the route for commercial merchant shipping.

The US National Science Foundation earlier this month awarded a grant to three scientists to determine the feasibility of navigating the Arctic environment.

Hiba Baroud and Ralf Bennartz of Vanderbilt University will work with Alice DuVivier, a scientist at the National Center for Atmospheric Research, to develop a risk-analysis framework to evaluate the

economic and environmental trade-offs between the NSR and existing southern routes.

According to Ms Baroud, there are many factors that must be taken into consideration to determine if a journey along the northern sea route is a net benefit to the shippers, surrounding environments and coastal communities.

"For example, cargo ships must be outfitted for protected navigation, have safe places to dock and be reachable by emergency responders before we could definitively say that the NSR is a safe and cost-effective way to move shipments around the world," she said.

"A preliminary analysis of a simulation comparing the two routes enabled us to make a projection for what global shipping routes could look like through 2100. Until 2050, the Suez Canal will remain a better option for shippers because of the increased risk of navigation along the NSR.

"We continue to review and incorporate projected climate events and sea-ice changes from our collaborators into our calculations."

A recent study by the Congressional Research Service, called "Changes in the Arctic", drew attention to the wide-ranging political and commercial impacts on global trade if the Arctic were to become a viable shipping route.

In that case, the report claims, the ramifications could extend "far beyond the Arctic". It claims that lower shipping costs could be advantageous for China, Japan, and South Korea — potentially roiling trade lanes.

It said those countries' "manufactured products exported to Europe or North America could become less expensive relative to other emerging manufacturing centres in Southeast Asia, such as India".

Last week, the US stepped up its presence in the region by re-establishing the Department of Energy's Arctic Energy Office which will have several scientific functions such as research on methane hydrates, as well as development of advanced micro grids.

But US officials have also underlined the geopolitical nature of the office in addition to its scientific activities.

“The re-establishment of the Arctic Energy Office will bring the power of DoE innovation and

expertise to the region, ensuring we play an important role in its energy future,” said deputy energy secretary Mark Menezes. “As the region’s geopolitical importance increases, the office will also better facilitate strategic co-ordination with our fellow Arctic nations.”

MARKETS

Strong demand puts lid on inactive boxship fleet

THE level of idle containership capacity has continued to fall as rising demand on the main east-west trades and stronger shortsea and feeder markets saw more tonnage come out of layup.

Idle capacity fell to 644,293 teu, or just 2.7% of total capacity, by mid-September, bringing it back to a level comparable to the same point in 2019, figures from Alphaliner show.

“With Chinese Transport Authority intervention and the US Federal Maritime Commission scrutiny to curb the surging spot freight rates from China to the US, all three alliances in the east-west trades have responded by cancelling a portion of their planned blanked sailings for the transpacific in October,” the analyst said.

“This is likely to dampen the usual increase on the inactive fleet count during the Golden Week in China.”

Weekly capacity on the transpacific reached a new record high at the beginning of the month, Alphaliner noted, standing at 523,000 teu, up 11.6% on the corresponding period last year.

“No less than 65,000 teu of weekly capacity was added to the trade in the months of July and August in response to strong cargo demand,” it said.

The introduction of Mediterranean Shipping Co’s Santana service in August had taken capacity over 500,000 teu, but the addition of numerous extra loaders had pushed capacity even higher.

“The continuous capacity increase has not prevented spot rates from Shanghai to Los Angeles or Long Beach from hitting new highs,” said Alphaliner. “Spot rates are now up a staggering 189%, compared to the \$1,338 per feu of one year ago.”

But interventions by regulators in China calling for carriers to increase capacity at a time of record

highs contradicted shipper assertions that carriers were limiting capacity to increase rates, it added.

“While the Chinese government is not in a position to set freight rate levels its power cannot be underestimated,” Alphaliner said. “The big carriers might therefore find it difficult to impose further rate increases, particularly if the state-owned Cosco and its Hong Kong sister OOCL stick to current rates.”

Maersk had already indirectly responded to the Chinese request by reinstating two temporarily closed services, and saying that blankings would be lower during the Golden Week holidays than in previous years.

While carriers may not see any further benefit from the increased demand, owners of charter tonnage have been able to secure better rates.

Rates for classic panamax, which crashed substantially following the opening of the new Panama Canal locks in 2016, and hit lows of \$6,500-\$7,000 per day in May, have now risen to the highest levels in nearly a decade.

Alphaliner recorded on 5,000 teu vessel achieving \$20,000 per day for a transpacific voyage, a level not seen since 2011. While longer term rates are lower, another vessels had been chartered for 12 months for \$16,000 per day.

“The strong cargo demand on many routes, particularly on the Pacific and on the Asia-South America trades, as well as the shortage of larger tonnage are driving this rally,” it said. “Short employments are commanding especially healthy charter rates, as carriers are keen to cover their high-paying spot cargo requirements, but longer charters are also seeing fast improving figures.”

But it also warned that the bonanza may be short-lived, given the fragile state of the global economy.

“A greater availability of larger tonnage, quite likely during and after the forthcoming Chinese Golden Week holiday, could also take its toll.”

Industry ‘shocked’ by lack of Brexit planning as UK warns of port chaos

UK PORT operators are warning that a major government and cross-industry effort is needed to ensure hauliers and shippers are prepared for the potential issues arising from the end of the UK’s Brexit transition period.

The British Ports Association, which represents the majority of UK ports, said that while preparation in the ports sector for new trading conditions from January 2021, wider trader preparedness was unknown.

The intervention came after Michael Gove, the UK minister responsible for Brexit planning, wrote to logistics groups warning of disruption to imports and exports, particularly through the Channel port of Dover.

Mr Gove said the flow of freight between Dover and Calais could be reduced by as much as 80%, while as many as 70% of trucks travelling to the EU may not be ready for new border controls.

In the leaked letter, seen by the BBC, Mr Gove said “reasonable worst-case scenario” could lead to “maximum queues of 7,000 port-bound trucks in Kent and associated maximum delays of up to two days. Both imports and exports could be disrupted to a similar extent.”

The UK is anticipating disruption if the EU imposes full border controls on freight traffic without the correct documentation at the end of the transition period on January 1.

“The government’s worst-case scenarios are a stark reminder about the major changes that much of the UK’s freight industry will have to embrace following the end of the transition period,” said BPA chief executive Richard Ballantyne.

“Whilst highlighting particular issues in Kent the analysis also underlines that this will be a national issue for traders and hauliers moving goods through a wider number of gateways facing the same issues. Put simply if the traders have not completed the correct customs requirements, they will be unable to transport their goods through any port.”

He said ports were working to ensure infrastructure was ready, but that in terms of wider freight operations, there was more to do.

“We will now be looking at ways to support the government’s drive to communicate the new requirements to the wider freight and logistics industry to avoid many of the scenarios given in the analysis from arising.”

The UK Major Ports Group, whose members include nine of the 10 largest ports in the UK, also called on businesses to urgently prepare for disruptions to their supply chains following the end of the Brexit transition.

“Regardless of whether a deal with the EU is reached or not, arrangements for handling goods moving to and from the EU and the UK will change,” said chief executive Tim Morris. “The implementation of new border controls will mean new requirements, processes and checks.”

Mr Morris said the minister’s letter “clearly sets out the potential for significant disruption, particularly in Kent.”

He said the UK had ports around its coast with additional capacity to handle EU-UK trade flows, many of which were “highly experienced in enabling global trade and border processes”.

“It is vital that UK businesses understand their supply chain options and prepare really urgently for likely disruption in some areas and new requirements,” Mr Morris said.

Freight forwarders say they are “shocked” by the lack of consistency in UK government policy, systems planning and procedures for the end of the Brexit transition period.

The British International Freight Association said in a statement that traders and logistics providers are still waiting for “so much information and clarity” from the government.

BIFA said the government had received repeated warnings from the supply chain that neither

businesses involved in importing and exporting goods, nor the freight and logistics sectors transporting goods, were ready for the new procedures in place from January.

“With just over 14 weeks to go before the end of the Brexit transition period, traders and logistics providers are still waiting for so much information and clarity from the government and are shocked by the lack of consistency in government policy, systems planning and procedures,” said its director-general, Robert Keen.

“The government has a funding scheme which is due to open for application later this month,” he told Parliament’s Treasury Select Committee on September 22.

“Clearly that’s cutting it quite tight for stuff to be actually delivered and in place, when significant civil works are involved, by early next year.”

Logistics UK, formerly the Freight Transport Association, said it had warned the government of the potential for border delays.

IUMI head says ‘environment will set the tone for decades’ to come

ENVIRONMENTAL issues will be a new priority for insurers and will ultimately prove even more important than coronavirus, said Richard Turner, the newly re-elected president of the International Union of Marine Insurance.

“Everyone is focused on Covid-19 right now, but the real big issue is the environment,” he said in an interview. “Covid-19 will at some point fade away, the environment will set the tone for the industry and the clients we support for many decades to come.”

Mr Turner’s second two-year term as head of the trade association was confirmed during its virtual conference.

Geographical expansion, education and lobbying politicians and regulators will also be high up on the agenda, he said.

“I have always seen my job as to evolve the organisation’s priorities. To that extent, it’s about expanding the membership, particularly in areas of the world where economies are developing and growing rapidly,” he said.

To this end, IUMI has been successful in adding members in Asia, and has now turned its sights to

“While there is still time to put mitigations in place to avoid them, it will be a huge challenge for government and industry to achieve,” said policy director Elizabeth de Jong. “The ability of traders to complete and provide the correct paperwork will be key to ensuring the continued smooth passage of goods through the UK’s supply chain, and we are urging businesses exporting to the EU to install and understand the systems they will need to use in time for the January 1 deadline.”

She said the UK government had to ensure logistics businesses had details of and access to the UK’s logistics systems in sufficient time to ensure training and testing.

“Full working guidance on the port systems to be used in Europe, particularly in France and Ireland, must also be provided by our EU partners to minimise delays and the potential for disruption to the supply chain at a time of year when the UK depends on imported goods across a number of sectors.”

recruiting national insurance trade associations in Africa.

The organisation’s online tutorials in cargo insurance and hull insurance have also proved popular.

Meanwhile, restrictions on travel during the pandemic have seen IUMI increase the volume of webinars it holds, and a series of podcasts has been launched, planned to be monthly in future.

“A lot of the infrastructure for education in marine insurance has been whittled away in the past few decades, and I definitely see a role for IUMI helping fill that gap.”

Lobbying activity, embedded in policy forum, is focusing on agitation for changes to the design and operation of boxships, action on misdeclaration of cargoes and fires on ro-ros, and the rise of low-sulphur fuel oil.

But new to list will be the environment, a decision taking in line with members’ wishes, said Mr Turner.

“We did a poll to ask our members what position they wanted IUMI to take and the outcome was

strong endorsement to do more in this space,” he said.

“Individual branded insurers have been signing up to sustainability initiatives, so the question we were trying to address is, what is the specific role for IUMI in that space.”

There is now no doubt that natural catastrophe “natcat” claims are increasing in both frequency and severity, a development that has disproportionate effect on marine insurance.

Although not a topic directly covered by Lloyd’s List, sustainability is a particularly important question for IUMI members who insure fishing vessels.

Things have reached the point where plastic in the planets oceans and warming water temperatures could actually making fishing unviable in some parts of the world.

“In some instances, change will improve risk for insurers, and in some instances, it will make it more challenging. Our job is to make sense of what that risk dynamic is.”

The pandemic’s biggest impact on marine insurance is the reduction in world trade volumes.

Latest projections from the World Trade Organisation are more optimistic than earlier prognoses, but still suggest a hit at least in mid-teen percentage points ranges.

Cargo premiums are based on a percentage of volumes shipped, and lower volumes will mean a reduction in aggregate premium.

Coronavirus is also the proximate cause of the crew change crisis. The idea that extended tours exceeded a year or even topping 15 months will see greater fatigue, and thus more human error accidents, has been widely canvassed.

“It’s an insurer’s job to worry. One of our worries right now is whether, in a situation where you have crew fatigue, is there a possibility that could lead to an increase in incidents,” said Mr Turner.

“That being said, the pandemic has in the short term led to lower utilisation of ships, certainly in the first months. It’s equally possible the pandemic will result in fewer casualties. There’s lots of pluses and minuses here. Where a ship is waiting for weeks to get into a port is less likely to have a casualty than when it’s navigating.”

IN OTHER NEWS

EU proposes asylum plan migrants rescued at sea

THE European Union has proposed a common migration pact as shipping groups called on the bloc to help with Mediterranean search and rescues.

European Commission president Ursula von der Leyen said the bloc’s system for dealing with migration no longer worked and member states must find “the right balance between solidarity and responsibility”.

The proposals include compulsory pre-entry screening of migrants with health, identity and security checks, and faster asylum processing with quicker returns of failed applicants.

Euronav eyes consolidation in response to peak oil demand

EURONAV, one of the world’s largest crude tanker owners, sees an opportunity for sectoral consolidation and more efficient operations amid the advent of global peak oil demand.

“Whether we have passed the peak, or are approaching peak, we believe the decline will be gradual,” said chief executive Hugo De Stoop.

He acknowledged that crude oil demand will not be growing over the next decades but believes the pace of its demise will steady.

UK-backed ferry company with no ships goes bust

SEABORNE Freight, the British

ferry shipowner that never owned any ships, is being voluntarily wound up, according to documents filed with Companies House, the UK company register.

The company will go down as a sorry footnote in the UK’s departure from the European Union and the government’s ill-fated attempt to ensure the continued cross-Channel trade.

It was appointed in 2018 by the then Transport Secretary Chris Grayling as one of four companies that would provide emergency ferry services in case of a no-deal Brexit.

Norden revises forecast boosted by Dry Operator unit

NORDEN, a Danish shipowner

and operator, has revised up its full-year earnings guidance on the back of a strong performance from its dry bulk business unit.

The company raised its adjusted results estimate to a range between \$70m and \$110m, it said in a statement. The previous guidance was \$40m to \$80m.

"Dry Operator is capitalising on having proactively chartered period vessels in the past quarter combined with efficient regional positioning of these vessels during the third quarter of the year," said chief executive Jan Rindbo in the statement. "This has enabled the business unit to enter into contracts with significantly better margins than previously expected."

Golden Ray capsizing caused by unstable loading, says US Coast Guard

UNSTABLE loading led to the capsizing of the ro-ro car carrier *Golden Ray* in the port of Brunswick, Georgia, on September 8, 2019, according to an analysis by the US Coast Guard.

The ship's centre of gravity was too high and left the 1973-built, 8,688 dwt *Golden Ray* susceptible to rolling over, said Lt Ian Oviatt, a naval architect with the USCG's Marine Safety Center.

"The cause of the vessel capsizing was lack of righting energy due to the way the vessel was loaded," Lt Oviatt told officials investigating the shipwreck.

Port of Singapore boosts electrification efforts

SINGAPORE is pushing ahead with efforts to prepare its port for a transition towards a low-carbon future with a call for joint proposals on the electrification of harbourcraft.

The Maritime and Port Authority of Singapore and the Singapore Maritime Institute are calling for proposals to be put up by consortiums comprising industry players and institutes of higher learning and research institutes, with some S\$9m (\$6.6m) from the Maritime GreenFuture Fund to be set aside to co-fund projects, with a preference given to proposals with scalable business models.

MPA earlier this year initiated the Maritime GreenFuture Fund to accelerate efforts in research and test-bedding, and promote the adoption of low-carbon technologies to position Singapore for long-term maritime sustainability.

WFW moves co-managing partners to Hong Kong

A LEADING maritime law firms

which recently set up in Hong Kong has transferred one of its co-managing partners to the city.

"The idea of having a managing partner in Asia is not a new concept but a developing trend," Chris Lowe, of Watson Farley & Williams, said in an interview. "Law firms see opportunities in Asia increasing."

He cited the increased strength of Asian operators and rising numbers of Chinese newbuildings as being among the leading factors.

TEN posts record second-quarter profit

TSAKOS Energy Navigation posted record results for the second quarter in spite of market volatility caused by the coronavirus pandemic.

The New York Stock Exchange-listed tanker owner reported second-quarter net income of \$49.6m, compared with a \$300,000 profit in the year-earlier period.

Voyage revenues soared by 32.5% to \$190.8m as the coronavirus outbreak contributed to "wide contango spreads that resulted in a strong tanker market, which TEN's modern fleet took full advantage of," the company said in its earnings statement.

Classified notices follow



PAKISTAN NATIONAL SHIPPING CORPORATION
(Statutory Corporation, Established under the ordinance, XX of 1979)

INVITATION TO BIDS

INTERNATIONAL TENDER FOR VERIFICATION OF INVENTORY OF HAZARDOUS MATERIALS (IHM) PART-1

Tender No. MRD/18830/08/20

Pakistan National Shipping Corporation is a National Flag carrier under the administrative control of the Ministry of Maritime Affairs, Government of Pakistan, Invites bids for the "Verification of Inventory of Hazardous Materials (IHM) Part-1 as per compliance with EU Ship Recycling Requirements & Hong Kong Convention" from the member of International Association of Classification Societies (IACS) on PNSC prescribed bidding documents, as per Rule -36(a) read with amendment 7(A) ibid of PPRA rules, 2004.

Bidding documents containing detailed Terms & Conditions may be obtained free of cost from address stated below, from Monday to Friday during 09:30a.m to 04:30p.m (PKT) / 0430 to 1130 (GMT) till **October 26th, 2020**, and also can be downloaded from PNSC website www.pnsc.com.pk,

Bids will be received through Protected e-mail: ship.class@pnsc.com.pk only, latest by 1000 (GMT) on **October 27th, 2020**, which will be opened on same day @ 1030 GMT, at Conference 1st, floor PNSc Building.

PNSC reserves the right to accept or reject any or all bids as per PPRA, 2004.

**MAINTENANCE REPAIR&SPARES (MR&S) DEPARTMENT,
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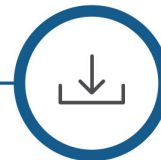
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