Thursday November 19, 2020

Lloyd's List
Maritime intelligence | informa

Daily Briefing
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Maersk to focus on buying containers rather than ships

MAERSK IS NOT about to return to the shipyards for new tonnage any time soon, and instead will focus its capital expenditure on acquiring new container equipment.

Speaking in an analyst call following the release of the company's third-quarter results, AP Moller-Maersk chief executive Søren Skou said the company had sufficient tonnage to compete and would only order replacement ships where necessary.

"We remain committed to operating a network of around 4m teu," Mr Skou said.

"But I want to emphasise that we have all the Triple-E ships that we need for the foreseeable future."

Ships would be ordered to replace older tonnage, but that would be in the 10,000 teu-15,000 teu range, where it was not cost effective to charter ships, he added.

Moreover, there was a "not trivial" technology risk in ordering ships now.

"Buying ships today that won't be delivered for two years and last for 25 years is a risk when we do not know exactly what fuels we will be using from 2030," Mr Skou said.

"For all of those reasons we are not anywhere near a huge ship order. We need to replace and invest in terminal automation and we also need to own more of the containers than we do, because it is much cheaper for us."

Maersk, which remains the world's largest carrier in terms of deployed capacity, does not see any need for additional capacity, particularly given current market conditions.

"Even though we expect volume growth in the coming years we will only be back to 2019 levels in terms of volumes in 2021, so we do not see a huge need for growing the capacity," Mr Skou said.

"We had enough capacity in 2019 to carry the volumes, and if we assume we will get to the same level of volumes next year, that will be a very nice 4%-5% growth from this year, but within our 4m teu of capacity."

Maersk would focus instead on maximising what it already had, he added.

"We continue to work with network design on top of that with the objective of squeezing more sellable slots out of that 4m teu."

The statement of intent comes as a number of Maersk's rivals start to head back to the yards for orders of ultra-large tonnage. Cosco has confirmed an order for seven 23,000 teu ships, while Mediterranean Shipping Co is in discussions with yards over a similar order. Hapag-Lloyd has also said it will make a decision over newbuildings within the next six months.

Mr Skou also said that with the 2017 acquisition of Hamburg Süd, Maersk has achieved the scale it needed and had no plans to participate further in consolidation in the Ocean sector, but it would continue to make "bolt-on" acquisitions in its Logistics and Services division, which has seen rapid earnings growth over the past quarter.

Chief financial officer Patrick Jany said that the agile deployment of vessels had seen sailings increase by 8.6% during the quarter, matching demand fluctuation while improving utilisation.

"Looking ahead, we will continue to employ an agile deployment strategy to ensure we are able to protect earnings."

Although there would be some investment in replacement tonnage, capital expenditure will be focused on terminal automation and investments in container equipment.

"We will maintain our strict approach to capital allocation in the years to come, focusing on creating a strong free cash flow while replacing some smaller, older vessels and purchasing, more than leasing containers, given the economic advantage," Mr Jany said.

"We will expressly refrain from adding capacity."

While the cost of leasing containers had been low for some years, buying its own containers, with their additional resale value made a "very good business case", he added.

Maersk still expects global demand growth to contract by 4%-5% this year, while its own organic growth in Ocean to be below the market growth.

"We saw improvement in volumes in October and we expect the fourth quarter to be roughly flat compared to the fourth quarter of 2019 in terms of volumes."

The strength of the transpacific market, where Maersk is not a large player, and the weakness of some other markets, such as South America, where it was a significant operator, were behind Maersk's relative weakness.

But improvements in the key Asia-Europe market, which are beginning to be felt now, would play into higher volumes and stronger rates in the fourth quarter, which had prompted the line to increase its full-year earnings guidance from $7.5bn-$8bn to $8bn-$8.5bn.

WHAT TO WATCH

Dry bulk operator signs first English law Libor phase-out finance deal

UK-BASED dry bulk outfit Seastar has signed what is thought to be the first English law secured loan to incorporate a benchmark switch mechanism in readiness for the impending phase-out of the London Interbank Offered Rate.

The transaction — with an unnamed European bank in the role of lender — will link repayments to the dollar-based Secured Overnight Financing Rate, compounded in arrears, once Libor gets the chop next year.

The deal involved eight vessels, which are registered in Gibraltar, Malta and Panama, and included discussions on what would replace dollar Libor as of the end of 2021.

Ultimately, the parties decided to document a top-up to the facility to incorporate the latest Loan Market Association rate switch provisions, and to set a specific date next year from which the replacement rate will become effective.

"This deal was extremely topical, in that it had to address the question of the discontinuation of Libor, and at what stage this should be tackled," said Dora Mace-Kokota, a partner at law firm Stephenson Harwood, which advised the bank.

"To our knowledge, this is the first ship finance English law set of facility documents, since Libor discontinuation was announced, which incorporates a rate switch mechanism referencing SOFR compounded in arrears."

Libor is long established as a fixed point of reference for many financial instruments, supposedly representing a neutral risk-free lending rate and thus a proxy for cost of funds.

It is generally supplemented by a premium reflecting the perceived risk represented by individual borrowers and quoted in basis points, which sets the interest rate.

However, its reputation took a hit in the wake of the global financial crisis, when it emerged that investment bankers were colluding in the systematic misstatement of true borrowing costs to their own advantage.

Libor is still quoted, in five currencies and for seven maturity periods, from overnight to one year.

But in July 2017, the UK's Financial Conduct Authority announced that it will be phased out by the end of 2021.

Several alternatives have been devised, including the Sterling Over Night Index Average, known as Sonia, in the UK, and the Euro Short Term Rate, known as €STR, in the eurozone.

However, SOFR has won endorsement from the US Federal Reserve, and is thus expected to come to the fore.

SOFR represents the cost of borrowing cash overnight, collateralised by US Treasury securities. Unlike Libor, it is thus based on actual market activity, with sufficient transaction volume to support the data.

Apart from new deals, existing Libor-benchmarked shipping loan agreements will need to be reworded and rebased on a new rate, a ship finance expert told Lloyd's List earlier this year.

This will also be an issue far beyond the confines of shipping. Probably the majority of borrowers throughout the world — including residential mortgage customers — are borrowing on the basis of Libor denominated agreements.

In theory, it should be straightforward to reword contracts to substitute SOFR for Libor throughout. In particular, bank margins will have to be adjusted.

Where SOFR has been historically lower than Libor, margins will inevitably be increased. That does not necessarily equate to higher outlay in cash terms.

But in the real world, lenders will determine how interest is calculated, and will do so in their own best instruments.

IMO welcomes efficiency measures amid criticism of climate complacency

THE SECRETARY-general of the International Maritime Organization Kitack Lim has welcomed IMO governments' approval of a new short-term greenhouse gas emissions reduction measure amid vocal external criticism.

Mr Lim said on Wednesday the new combined measures that the IMO Marine Environment Protection Committee approved on Tuesday were "important building blocks" and without them future discussions on mid and long-term measures would not be possible.

"It has not been easy, many viewpoints have been expressed. The outcome may not be perfect, but it is a highly important compromise based on your sweat and solidarity over several years marking a milestone in the further progress by IMO towards decarbonisation," the IMO secretary general told the MEPC.

Mr Lim's congratulatory but cautious tone followed an underwhelming and lengthy series of interventions on the measures the previous day, the approval of which environmental organisations and leaders have criticised.

IMO governments approved the combined measures on Tuesday but many of them expressed disappointment at their scope with carefully crafted statements stressing that the measures were merely a starting point in the IMO's decarbonisation efforts.

The new hybrid measure imposes new energy efficiency requirements on existing ships, widely known as EEXI, based on vessel type and size, from 2023 onwards.

It also forces carbon intensity indicators on ships of 5,000 gt and above, which would be mandatory only from 2026 onwards. These vessels will need to achieve annual carbon intensity reductions, and calculations for the reduction rates will be based on guidelines that the IMO will develop in the future.

Ships will also be rated for their operational carbon intensity performance on an A to E rating. Vessels with poor ratings will need to develop corrective actions.

The next MEPC meeting in June 2021, is set to adopt the combined measure, making it official regulation.

Proponents of the new measures argue that they mark an important step forward for the IMO, because of their collective nature and their potential to help ships reduce carbon intensity on average by at least 40% by 2030 compared to 2008, which is one of the key goals of the IMO's April 2018 GHG strategy.

Critics, however, believe the measures fail to put shipping in line with the Paris Agreement and to deliver fundamental goals of the IMO strategy, including to reduce GHG emissions before 2023 and to peak emissions as soon as possible.

Independent research body the International Council on Clean Transportation has estimated that the EEXI measure would reduce shipping's CO_2 emissions by only 0.7% to 1.3% by 2030.

Greens MEP Jutta Paulus, the leader of the European Parliament's ongoing efforts to include shipping in the EU carbon market and force emissions cuts on ships calling at European ports, expressed her disapproval on Twitter.

"What did you actually expect from IMO? This outcome shows why we urgently have to take action at EU level: inclusion of #shipping in emissions trading system, efficiency target for 2030 with penalties looming," she wrote on Tuesday evening.

John Maggs, president of the Clean Shipping Coalition, one of the NGOs that urged member states to reject the new measure, slammed the IMO for approving it.

"Their complacency is breath-taking. Our thoughts are with the most vulnerable who will pay the highest price for this act of extreme folly," Mr Maggs said in a statement.

Brussels-based NGO Transport and Environment also condemned the IMO and called for direct action from the European Union.

"The EU should require ships to pay for their pollution in its carbon market, and mandate the use of alternative green fuels and energy saving technologies. Across the world nations must take action on maritime emissions where the UN agency has utterly failed," T&E shipping director Faig Abbassov said in a statement.

Prior to the start of Tuesday's meetings former climate change ambassador and one of the leading figures behind the Paris Agreement, Laurence Tubiana, also voiced her opposition and called on the IMO to reject the measures.

"The world is moving to net zero but the global shipping sector seems to go in the other direction," Ms Tubiana wrote on Twitter.

Zim 'no longer in distress' as it posts record profits

ZIM, the Israel-based container line, has reported its best-ever quarter, recording a $144m profit for the three months to the end of September.

That marks an almost 3,000% increase over the corresponding quarter in 2019, despite the pandemic-driven reduction in demand.

"Zim's outstanding results in the third quarter represent a new all-time record," chief executive Eli Glickman said in a statement.

"This remarkable and exceptional achievement stems from our long-term strategy and vision and reaffirms it. I expect fourth quarter results to be at least as high as third quarter results."

But he warned that while market conditions were strong in some trades, market volatility remained high and the line was still facing challenges from the pandemic.

"Nevertheless, our agile response to market developments enabled us to perform better than ever in the current new reality and deliver these excellent results."

In an interview with Lloyd's List following the results, Mr Glickman said it was too soon to tell how strong next year's volumes would be, but early indications were that the first quarter was looking good.

"Zim and the industry have enjoyed the high demand from the US especially," he said.

"There has been a trend of high demand and there are now no vessels or containers available. This has driven up rates so this is a good time for the vessel owners with charter rates going up and also for carriers."

But he added that Zim was not just benefitting from the tailwinds of the market, but was differentiating itself by delivering better results.

"We are a profit-oriented company. We are not going to compete with the big companies," Mr Glickman said. "But we will compete on profitability. For us this is the most important part."

Zim was no longer a company in distress, he said, having reduced its debts to earnings ratio from 5.3 to 2.1.

The company had had a "huge success" in paying off $55m of debt recently and is now considering its next steps. A decision on going to an IPO is expected to be taken next January, after banks were appointed to advice on a listing.

"We are now a much stronger company. We are not just a small company amongst the big ones anymore, but a leading company."

Zim does not plan to use its new found financial footing to increase its scale, but due to vessel sales by Pacific International Lines has found itself in the top 10 carriers by capacity.

"That is a good neighbourhood to be in," Mr Glickman said

Zim's revenues rose 20.3% to just over $1bn as liftings increased 5.1% to 762,000 teu in the quarter. This was bolstered by average freight rates rising 16.6% to $1,167 per teu.

"In 2020 the Covid-19 pandemic outbreak significantly impacted global economies, resulting in reduced demand and spending across many sectors, adversely affecting certain commodities and sea freight volumes, while also resulting in reduced bunker prices," Zim said.

But as others hunkered down during the pandemic with blank sailings and idle vessels, Zim opened new services, including its ecommerce express from Shenzhen to Los Angeles, aimed at forwarders who wanted an alternative to airfreight.

"We are not looking to compete with the container lines, but with the airfreight industry," Mr Glickman said. "Shippers willing to wait five or six more days are happy to save money on airfreight.

"Confronted with this volatile and unprecedented business environment, Zim continued to expand its global network, improved its commercial and service performance levels, resulting in outstanding financial and operational performance during the third quarter of 2020."

Despite the current challenges, Zim is confident that it can maintain its momentum.

"I am proud and pleased with our third-quarter results and will continue to pursue our goal of sustained profitability and growth, while maintaining our high level of customer service," Mr Glickman said.

ANALYSIS

Product tanker owners look to refinery closures for 2021 earnings lift

AT LEAST 17 refineries have announced they will shut since the Covid-19 demand downturn led to unprofitable crack spreads, raising questions over whether the outlook for the global product tanker fleet will improve as a result.

Closures equate to some 2m barrels per day of capacity removed from the market, covering Europe, North America and Asia, but are concentrated in the Atlantic basin, figures collated by Lloyd's List show.

About 20m bpd of global crude distillation of 79m bpd remains idle, according to the International Energy Agency.

The lower utilisation rate has decimated earnings for the global fleet of internationally trading product tankers, as refineries produce fewer transport fuels and buyers draw down inventories that built over 2020's second quarter.

Spot rates for medium range tankers plying transatlantic trades currently equate to earnings that have averaged just over $5,000 daily this month, according to the London-based Baltic Exchange. That is below operating expenses of around $7,500 daily.

The sector is in "cash-burn mode" warned Craig Stevenson, chief executive officer of tanker owner Diamond S Shipping, in a call to investors this week.

Seaborne product tanker trade would rise by 6.1% in 2021, he forecast, less than the 7.2% contraction seen in 2020.

At least one shipbroker already forecasts positives for Asia trades. Refinery closures in Australia will support imports of clean petroleum products, according to London shipbroker SSY.

At least two refineries with 240,000 bpd are shutting down there, with two others under review.

"If these closures go ahead, it would mean Australia would need to further raise imports, which will be positive for product tanker trade," said SSY in its November monthly report.

"With domestic demand recovering from Covid-19 restrictions and amidst current run cuts, shipments into Australia have already increased contributing to an uptick in South East Asian medium range rates in October."

The shipbroker said government plans to issue grants to build diesel storage capacity by 40% would also be positive for product tanker markets next year.

Total oil products imported by Australia were at 643,000 bpd in August, the most recent month for which figures are available, according to the Joint Organisation Data Initiative. That compares to 644,000 bpd for the same period last year.

Although imports are steady year on year, medium range tanker earnings on the Singapore-east coast Australia route remain weak, at just over $7,000 per day, Baltic Exchange data show. They reached as high as $10,800 in late October.

The closure of refineries will impact the aframax tanker trade in Asia, according to SSY, as crude shipments to Australia decline.

Whether refinery shutdowns announced in Spain, France and Belgium will add tonne-miles or volumes carried for product tanker markets in 2021 is uncertain, however.

Although there is a significant capacity overhang, European refineries do not produce enough middle distillates to meet demand and need to import extra jet fuel, gasoil and diesel.

Conversely, European refineries are configured so that they produce a surplus of gasoline, which is exported mainly to the US and West Africa, with Mediterranean shipments to destinations east of the Suez Canal.

The EU28 imported 80.3m tonnes of jet fuel and low-sulphur diesel in 2019, JODI figures show. Each long range two tanker carries 90,000 tonnes of cargo.

That included 26m tonnes from Russia, the biggest supplier, 16.6m tonnes from Saudi Arabia and 8.4m tonnes from India. The Russian market, from Baltic ports, is mainly short-haul voyages to northwest Europe on medium range tankers.

Whether imports will gain in 2021 and support product tanker rates depends on whether the pace of recovery in demand for diesel, gasoil and jet fuel in Europe offsets reduced production from domestic refineries.

Refinery utilisation in Europe was tracked at 74% in September, according to the IEA, compared to 84% in September 2019.

This does not suggest any huge uptick in imports or exports is in sight, with profits to refine transport fuels currently below cash breakeven levels for most in the region.

The refining profit for complex facilities in northwest Europe in October, using Brent costings, was assessed at $1.70 per barrel according to IEA/KBC figures. That compares to $7.57 a year ago, and loss-making assessments for three of the prior six months.

Middle East Gulf-Europe middle distillate trades posted most their major gains over the past six years when the first of the mega refinery complexes and upgrades came online.

Refineries in Saudi Arabia and the United Arab Emirates gained market share in Europe's diesel markets at the expense of the US, which was previously the largest supplier.

The jet fuel market to Europe, also subject to arbitrage flows from the Far East, will be among the last to recover from the massive demand slump delivered to airlines in 2020.

"In 2021, (global) refining throughput is forecast to recover by some 4.6 mb/d, but this could be as much as 1 mb/d lower if refiners continue to under-produce relative to demand to absorb the 2020 product stock overhang," said the IEA in its November report.

"The main incentive will come from crude oil price developments which depend on inherently uncertain supply and, increasingly, Chinese crude oil buying behaviour."

Despite global refinery overcapacity, planned additions in 2020 and 2021 total 2.4 million bpd, according to the IEA.

Saudi Arabia's 400,000 bpd Jizan plant is scheduled to start up early next year, as well as two new Chinese refineries or expansions, which will see the country overtake the US in terms of installed capacity, the report said.

China appears best placed to supply product deficits in Australia, as well as Asia where refinery closures have been announced in Japan, Singapore and the Philippines. This most benefits medium-range tankers, rather than the long range one and two sizes that typically trade between the Atlantic and Pacific basins.

Total product exports from China exceeded 1m bpd in August, JODI figures show, the highest since March. A record 1.9m bpd was shipped in November, 2019.

Fuel oil was the largest product exported in August, at 369,000 bpd, followed by 334,000 bpd for gasoline and 253,000 bpd for diesel and gasoil.

MARKETS

GoodBulk reintroduces dividends as dry bulk outlook brightens

CAPESIZE owner GoodBulk has brought back dividends for shareholders on the strength of a brighter view of dry bulk prospects than it had three months ago.

The Monaco-based company suspended payouts in the second quarter as uncertainty reigned over the longer-term impact of the coronavirus pandemic.

The $0.20 per share third-quarter dividend announced on Wednesday is modest compared to the $1 per share paid out in the first quarter of the year.

"We will be wanting to add to what we can pay to our shareholders," chief executive John Michael Radziwill told Lloyd's List. "We are pretty positive going forward."

Mr Radziwill highlighted a ratio of order book to existing fleet capacity of less than 8% for capesizes and under 7% for dry bulk generally as one of the major causes for optimism.

"On the supply side it looks a very rosy picture for 2021 and even better for 2022," he said.

In his view the demand outlook was also offering encouragement again after the shock of economies locking down earlier this year.

"Now a lot of big demand-driving countries are coming back on line in a positive way for dry bulk," he said.

Stimulus programmes that focused on infrastructure projects were increasing demand for cargoes such as iron ore, coking coal and bauxite but agri-trade was also "robust" as countries moved to secure food supplies, he said. GoodBulk, which owns 22 capes and one panamax, posted a $1.2m net loss for the latest quarter, but that included a one-off $5.2m charge incurred for refinancing the entire fleet earlier this year in a move that has reduced company financing costs.

Given that, said Mr Radziwill, GoodBulk saw the quarter as a "positive P&L quarter and positive cash-flow quarter."

Last month the company sold the 2003-built *Aquacharm*, its oldest capesize, for $10.6m, generating $5.6m of free cash and a $2.6m profit that will be recognised in fourth-quarter results.

IN OTHER NEWS

Migrant rescue ship Maersk Etienne gets new owner and name

THE product tanker *Maersk Etienne* has been renamed *Keonamex Victory* after its sale to Nigeria's Keonamex Petroleum, Lloyd's List understands, and also reflagged from the Danish International Ship Register to Panama.

Maersk Product Tankers did not reveal the identity of the new owner but said the sale earlier this month was part of its active sale and purchase programme. Following the disposal, the ship is no longer under Maersk Tankers management either.

The 37,300 dwt vessel was left stranded near Malta for more than five weeks after it had responded to a plea to pick up refugees stranded on a sinking boat.

Neither Malta, which had issued the request, nor other nearby countries, would allow *Maersk Etienne* to dock and let the migrants disembark, despite intense lobbying from Denmark, Maersk Tankers and the wider maritime community.

The crisis was eventually resolved in early September when the asylum seekers were transferred to an NGO ship and taken to Italy.

UK places maritime in 10-point green plan for net zero emissions

THE UK government has pledged financial support for research projects to develop a zero-emission maritime sector.

It is part of a £12bn programme announced by Prime Minister Boris Johnson which he says is a "global template for delivering net zero emissions" by 2050.

His 10-point plan, which sets out a green industrial revolution to tackle climate change, includes £20m ($26.5m) for shipping. There is an aim to support what Mr Johnson describes as "difficult-to-decarbonise industries" to become greener through research projects for zero emissions — namely shipping and aviation.

Harry Theochari, chairman of Maritime UK, welcomed the investment but said "much more" would be needed to reach net-zero commitments. He said new green technologies to move vessels should be matched by green infrastructure at ports to allow vessels to recharge and refuel.

Felixstowe congestion to continue into December

CONGESTION at the UK's largest container port, Felixstowe, is expected to continue into December and possibly into the New Year, as unexpectedly high import volumes, slow-moving containers of personal protective equipment, and problems managing the high activity levels persist.

In an operational update, the port of Felixstowe said that "like other major container ports worldwide", it was "still experiencing a spike in container volumes and dealing with the consequences of the ongoing Covid pandemic. In addition, we have had a high number of slow-moving containers of PPE occupying storage space."

The Hutchison-owned port added: "The current high volumes will last at least into

December and possibly through into the New Year, but we are working hard to minimise the impact on daily operations and to maintain vital supply chains."

The port is reportedly dealing with 11,000 containers of personal protective equipment for health workers that have not yet been collected. The port said: "We have been working with the government's principal forwarder to remove PPE containers as quickly as possible. Volumes have reduced significantly since the peak and should all be cleared within four weeks."

Demand and freight rates push Maersk to $1bn profit in third quarter
FASTER-than-expected demand recovery and high freight rates led Maersk, the world's largest container line, to a $1bn profit in the third quarter, as the company again raised its earnings outlook for the year.

"Our transformation towards the global integrator of container logistics is progressing well, and our disciplined and consistent execution over the past three years is now starting to deliver tangible results," said chief executive Søren Skou.

"This quarter, we were yet again able to grow earnings and cash flow, as operating earnings increased by 39% to $2.3bn."

KSOE seals $891m order for 10 VLCCs
KOREA Shipbuilding & Offshore Engineering has secured orders to build 10 very large crude carriers worth Won986bn ($890.5m) as large crude tanker orders continue to trickle in towards the end of the year.

Three of the vessels will be built by its Hyundai Samho Heavy Industries subsidiary and the remaining seven VLCCs will be built by its Hyundai Heavy Industries unit, Korea Shipbuilding said in a stock market announcement.

The VLCCs are scheduled to be delivered by March 2023.

Bunkering ship in suspected hijacking off Togo
A BUNKERING vessel has been reported hijacked in the Gulf of Guinea.

The 1995-built, Togo-flagged, 357-dwt *Stelios K* (IMO: 8679209) was about 40 nautical miles south of Lome, Togo, when its owners lost contact with the ship on November 16.

Lloyd's List Intelligence said the ship was travelling from Greece to Lagos when it went dark.

Local maritime authorities have since reclassified the incident as a hijacking and have received confirmation that the attackers are still on board.

Seanergy eyes strong post-pandemic capesize rebound
SEANERGY Maritime, the Nasdaq-listed dry bulk owner, posted an increased third-quarter profit on Wednesday, voicing optimism about a continuing recovery in dry bulk freight rates.

Compared with the third quarter of 2019, average daily earnings dropped by 19%, although revenues "compared favourably" with a 29% decrease in average spot earnings across the capesize sector as a whole, Seanergy said.

The company generated net revenues of $15.8m in the third quarter, almost the same as in the third quarter last year. The results for the quarter included a $5.2m gain that the company recognised from refinancing two of its vessels at a discount.

Classified notices follow

HM GOVERNMENT OF GIBRALTAR

Official Notice

Applications are invited for appointment as Maritime Administrator with the Gibraltar Maritime Administration. Applicants must by virtue of their citizenship, be entitled to take up employment in Gibraltar. The successful applicant will lead and manage all aspects and functions of the Gibraltar Maritime Administration. The post holder will require sound analytical skills, mature judgement, the ability to effectively lead and direct staff as well as the capacity to carry a significant work load, achieve targets and promote the services offered by the Gibraltar Maritime Administration.

Applicants would need to be:

a) A valid Master Mariner Unlimited STCW II/2 with at least 5 years' sea service or
b) A Chief Engineer STCW III/2 certificate of competency (Unlimited), with at least 5 years' sea service, or
c) A Naval Architect accredited by a recognised society, or
a) A holder of a relevant maritime-related university degree and have properly trained and qualified as a ship safety inspector.

<u>In addition to the above prerequisites, applicants must have completed at least 5 years' service in a senior position with an internationally recognised maritime safety organisation.</u>

The post holder will be familiar with the workings of the EU, International Maritime Organisation and the International Labour Organisation, the Classification Societies and all the responsibilities of a modern shipping register and must be familiar with the legislation aspects of merchant shipping.

The post holder will also be required to supervise all matters relating to EU legislation (including Conventions and Treaties), Port State Control, Flag State Control and Common Areas.

The appointment is on contract terms, initially for three years. Salary will be competitive and commensurate with proven experience and relevant training. Further particulars may be obtained from the Ministry of Business, Tourism, Transport and the Port via email on mbtt@gibraltar.gov.gi.

Application forms may be obtained from the Human Resources Department, 82-86 Harbour's Walk, New Harbours, Rosia Road, Gibraltar, (Tel No. +350 200 71911, email: humanresources.recruitment@gibraltar.gov.gi and from the Gibraltar Maritime Administration web site at www.gibraltarship.com.

These should be returned to the Human Resources Department via email together with a brief career resume to arrive not later than **Thursday 19th November 2020**.