

LEAD STORY:

Box demand holds firm beyond peak season

WHAT TO WATCH:

Pollution mapper plots shipping's route to help the environment

Genoa looking for slice of north Continent range market

OPINION:

Greek Shipping Awards: The 2020 winners

ANALYSIS:

Top 10 maritime lawyers 2020

MARKETS:

Australia LNG to set new record despite pandemic

Quarter of elderly aframax tankers deployed in sanctioned trades

IN OTHER NEWS:

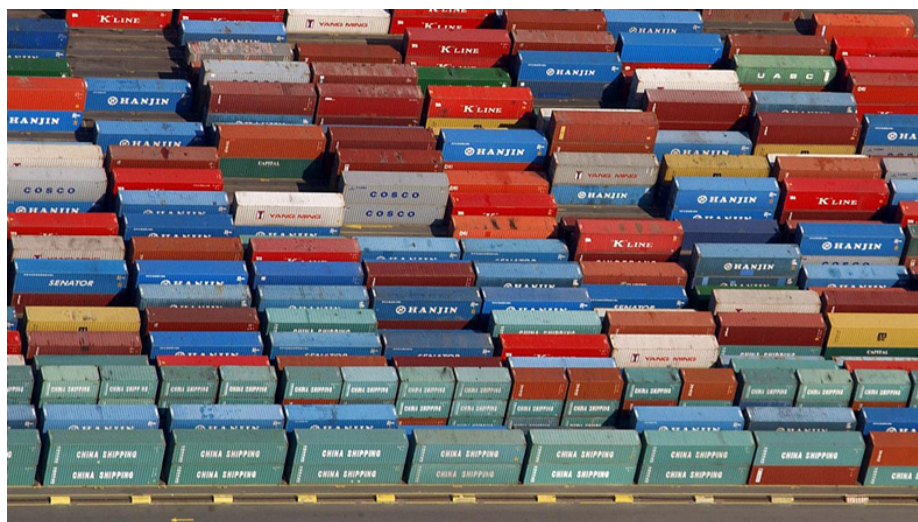
IUMI president appointed head of marine at Victor

Japanese offtakers in the wings for backfill Darwin LNG

K Line joins Japan Hydrogen Association

Cosco Shipping Energy financial chief resigns

Box demand holds firm beyond peak season



GLOBAL CONTAINER VOLUMES continued their upward trend in October with a total of 15.2m teu shipped during the month, bringing the year to date figure to 137.7m teu, down just 2.7% on last year.

The latest figures from Container Trades Statistics show that the traditional quiet season has defied expectations this year and that the peak season is ploughing on through the fourth quarter.

Trade on the transpacific fell back 4% from September levels during October to 2m teu, but remains more than one quarter higher than it was in the corresponding month of 2019. This was “by no means an insignificant volume”, CTS said.

“Volumes are such that even though carriers have been adding capacity, there is a shortage of equipment,” CTS said. “This is reflected in the Price Index, which has taken on another five points, putting it at 108, 30 points higher than last year.”

Demand had also recovered on the Asia-Europe trade, although not as much as on the transpacific. October figures were up 7% on last year to 1.4m teu, but the year-to-date total of 13.9m teu is still down 7% on 2019.

Nevertheless, Asia-Europe was facing the same equipment shortages and pricing pressure as the transpacific trade now. The CTS freight price index gained two points, and while still just lower than where it stood in January this year, is up 13 points on October 2019.

Meanwhile, analysts at Sea-Intelligence argued that the surge in North American imports, which accounted for over 70% of the global growth in October, combined with a fall in US exports, was driving the vicious

cycle of container shortages that was partially behind the high rates on the main east-west trades.

“It clearly emerges that the current boom in container shipping is to a very high degree driven specifically by cargo being shipped from Asia to North America,” Sea-Intelligence said.

“The combination of the Asia to North American boom and the simultaneous drop in North American exports, leads to a severe equipment imbalance problem.”

In normal times, trade imbalances mean there was usually a deficit of around 2.5m teu a month in Asia, which is replenished by the repositioning of empties from other regions. This year, however, that has surged to 3.4m in October, meaning an additional deficit of almost 1m teu.

“This is the key in understanding why we have an extremely tight market presently, where lack of empty equipment is the paramount problem for shippers,” Sea-Intelligence said.

Moreover, the situation was unlikely to change soon.

“There are no quick ways of suddenly shifting a million extra empty containers around, especially not at a point where many ports are already congested, and struggle to keep up with handling boxes which actually are loaded with cargo.”

Spot freight rates surged again on the Asia-Europe trades last week, with the Shanghai Containerised Freight index reporting \$2,374 per teu on Asia-northern Europe trades, up 13.5% in the week. Asia-Mediterranean rates were also up 7.4% to \$2,384 per teu.

On both trades, rates are now more than twice what they were at the end of October.

With pressure on the supply chain likely to remain for some time yet, many analysts expect the freight rate pressure to continue until at least Chinese New Year, which next year falls in early February.

WHAT TO WATCH

Pollution mapper plots shipping's route to help the environment

A SHIPPING-backed hi-tech initiative hopes to create the first global ocean pollution database to give mariners a way to help the environment.

Eyesea, a not-for-profit organisation launched on Monday, will let seafarers and recreational boat users upload GPS-tagged photos of pollution to a database. Pollution can be classed by type, such as oil, plastic or fishing gear.

Eyesea founder Graeme Somerville-Ryan said there was little reliable data on ocean pollution and the app could give seafarers a way to report the pollution they often saw.

He pitched the idea early this year to ChartWorld, a Hamburg-based navigation firm, which agreed to fund and build the app.

“It’s a remarkably simple concept,” he said. “We kept on getting people asking us ‘surely this has been done before?’ but it doesn’t seem to have been.

“There are a few terrestrial versions along these lines, but nothing that focuses on maritime.”

Mr Somerville-Ryan said the app was meant for quick use at sea and did not ask for too much information. The data is anonymous to avoid legal hassles.

He hoped the app would be a way for shipping to help the environment by providing environment groups with the data to look after it.

But he said it was critical that cargo owners got involved. “They’re the ones who have influence over the industry at a much wider degree,” he said.

About 60 commercial ships and some superyachts are preparing for sea trials of the beta version of the app. Mr Somerville-Ryan said the response to the idea had been “fantastic”.

Eyesea chairman Ignace Van Meenen, a board member of asset manager MPC Capital, said in a statement: “As an industry, we have so much good to offer when it comes to environmental protection, but up until now, there have been few obvious shipping-backed initiatives to support.

“Eyesea is a unique opportunity for the shipping

industry to be the leader in environmental management and to work with members of the public for the good of the ocean.”

Genoa looking for slice of north Continent range market

GENOA is set to extend its focus beyond the domestic market to take in northern Europe, and now sees its main competition as the north Continent range rather than rivals in the Mediterranean, the head of northern Italy’s main port authority has revealed.

However, it will need until 2021 to claw back the throughput it has lost on account of the coronavirus pandemic this year, Paolo Emilio Signorelli said.

Boosting those efforts will be the newly built Calata Bettolo Container Terminal, which handled its first ship at the end of May, and the opening of a new bridge to replace the Ponte Morandi, which collapsed in 2018.

The Genoa port complex has traditionally positioned itself as primarily a gateway facility for industrialised northern Italy rather than a transshipment point, and handles almost a third of the Italian container market.

However, industry observers point out that volumes are not keeping pace with other major Mediterranean gateways, such as Algeciras and Valencia, while Piraeus is expanding rapidly.

“With the opening of the new bridge in August that accessibility is much better than before the collapse,” said Mr Signorelli, who is president of Ports of Genoa, which includes Savona and Vado Ligure as well as Genoa.

However, Aponte-owned Calata Bettolo will not be fully operational until completion of publicly funded work on a breakwater, which has yet to commence.

The planned work should be completed in 2025 or 2026, at which point Genoa should be able to accept the latest generation of boxships.

The latest edition of the annual Lloyd’s List Top 100 container ports feature ranks Ports of Genoa at 74

The app is being tested with hopes for a general release in 2021.

worldwide, albeit trading water at 2.6m teu for the past two years.

But the port has made no secret of taking a heavy hit from the pandemic, and Mr Signorelli concedes that throughput for all cargo types from January to October is down 16% compared with the same period last year.

There has since been some degree of recovery, but a double-digit decline looks likely for the year as a whole.

However, he said any loss of ground to other Mediterranean ports, for instance through the diversion of feeder traffic, was not his top concern.

“I don’t really think we are in competition with Piraeus, which is basically a transshipment port, which is not the case with Genoa.”

Piraeus will find it hard to position itself as a gateway for central Europe, because of relatively poor road and rail connectivity, he added.

“For now, our markets are in northern Italy and it is very difficult for other ports to compete with Genoa,” he said. “The real trouble for Genoa is trying to compete for some markets beyond the Alps, and our real challenge is ports in the northern range.”

While such a strategy puts Genoa head to head with such giant ports as Hamburg and Rotterdam, a rail link between Genoa and Rotterdam is planned from 2024, which Mr Signorelli believes will enhance competitiveness in northern Europe.

“We will collaborate with these ports, so I don’t think it’s going to be an aggressive competition. That is natural, in order to serve this market better.”

Mr Signorelli envisaged an eventual situation in which southern ports would serve 15% to 20% of the northern European market.

OPINION

Greek Shipping Awards: The 2020 winners

A LARGE online audience gathered for this year's Lloyd's List Greek Shipping Awards, which saw some of the leading names in the industry picking up the iconic Greek Shipping Awards trophy, during a first-ever virtual ceremony in the 17 years of the event.

Anna Angelicoussi of Alpha Bulkers, Alpha Gas and Pantheon Tankers became the first woman since 2004 elected Greek Shipping Personality of the Year. The only precedent came in the event's inaugural year when Athina Martinou won the same award.

Thanassis Martinos was recognised with the Lifetime Achievement Award

That little piece of history was referenced by son Thanassis Martinos as he dedicated his Lifetime Achievement Award to mother Athina and wife Marina. The shipowner received numerous nominations for a career path that has led from family company Thenamaris to his own enterprise, Eastern Mediterranean Maritime, but has also included generous social philanthropy.

Other leading personalities recognised were Suzanna Laskaridis, founder of Real Time Graduates and Blue Cycle, who won the Next Generation Shipping Award for personalities under 40, and Association of Greek Passenger Shipping Companies Union president Michalis Sakellis, who was named Newsmaker of the Year for his co-ordination of the sector in keeping ferry services running safely through the coronavirus pandemic.

Guy Platten, secretary general of the International Chamber of Shipping, was elected International Personality of the Year, the only award exclusively for non-Greeks, for his tireless efforts to solve the international crew change crisis.

The award "means a great deal to the ICS team and of course to myself", Mr Platten told viewers from his office in the Baltic Exchange in London.

"It's been a time when we have come together in an unprecedented way as an industry and I am tremendously proud of what we have managed to achieve in raising awareness of the crew change crisis to governments and putting in practical measures so that they happen, and also so that our seafarers get access to medical treatment," he said.

Notable winners of company awards included Atlantic Bulk Carriers, which scooped the Dry Cargo Company of the Year Award, and Okeanis Eco Tankers, named Tanker Company of the Year 2020.

Other honorees included Onex Shipyards, owner of the Neorion Shipyard in Syros, for singlehandedly reviving the prospects for Greek shipbuilding and ship repair. The Onex Group has also lined up the acquisition of Elefsis Shipyards and has expressed interest in Hellenic Shipyards, potentially united the country's three largest shipbuilding and repair facilities.

"We wanted to be successful where everyone else failed for the past 30 years in Greece," said Onex founder and chief executive Panos Xenokostas, accepting the award.

"We began with less than five people and then we became tens of people, and then hundreds, and finally a river of people inspired by the same dream – for the rebirth of the Greek shipyards."

The event highlighted the global nature of Greek shipping with exclusive data from Lloyd's List Intelligence showing the frequency of Greek ship port calls around the world.

The highly popular annual awards event continued to receive impressive support from Greek and international sponsors, led by overall event sponsor ClassNK, despite its recasting as a digital event because of Covid-19 restrictions.

Although virtual, the production retained many of its traditional elements, including a toast to the industry's health sponsored by China Classification Society.

Viewers were greeted at the start of the event by Constantina Lemos on behalf of welcome reception sponsor Vernicos Scafi Tugs & Salvage.

The winners of the 18 awards were chosen by a panel of judges broadly representing the Greek shipping industry. Exceptions were Newsmaker of the Year, which was determined by the Lloyd's List editorial team, and the Big Data Award, judged by a team of experts at Lloyd's List Intelligence.

THE WINNERS 2020

Dry Cargo Company of the Year
Atlantic Bulk Carriers

Shipbroker of the Year
Seaborne Shipbrokers

International Personality of the Year
Guy Platten

Next Generation Shipping Award
Suzanna Laskaridis

Shipping Financier of the Year
Alpha Bank

Passenger Line of the Year
Attica Group

Technical Achievement Award
Psyctotherm

The Safety Award
VENLYS Maritime Specialisation Services

Seafarer of the Year
Capt Apostolos Apostolakis

Piraeus International Centre Award
Onex Shipyards

Achievement in Education
National Technical University of Athens

Tanker Company of the Year
Okeanis Eco Tankers

Ship of the Year
Excelerate Sequoia

Newsmaker of the Year
Michalis Sakellis

LLI Big Data Award
METIS Cyberspace Technology

Sustainability Award
Typhoon Project (A. C. Laskaridis Foundation)

Lifetime Achievement Award
Athanasios Martinos

Greek Shipping Personality of the Year
Anna Angelicoussi

ANALYSIS

Top 10 maritime lawyers 2020

Six new entries make it on to our list of leading shipping lawyers this year, reflecting the significant developments of 2020:

01/ John Russell QC, Quadrant Chambers
QUADRANT Chambers barrister John Russell was awarded 2020 Shipping Silk of the Year in both the Legal 500 UK Awards and the Chambers & Partners Bar Awards, and is ranked for both shipping and commodities in both directories. His appearance on this list adds to the recognition he is receiving elsewhere.

He already has two successful appearances at the Supreme Court, including 2018's *Volcafe v CSAV*, which established that owners have to show they meet their duty of care under the Hague Rules, rather than cargo interests show negligence. The outcome was hailed as possibly the most significant cargo decision for a generation.

In the year ahead, Mr Russell is going to the Supreme Court again, after successfully

representing the cargo interests in *CMA CGM Libra* (IMO9399193). Issues involved centre on the need for shipowners to ensure charts are kept up to date and that accurate passage planning is carried out, especially when an intended voyage involves navigating in confined and difficult waters.

Educated at Campbell College Belfast and Oxford, Mr Russell was called to the Bar in 2003. He was appointed QC in 2014.

02/ Tom Goldstein, Goldstein & Russell
SHIPPING cases rarely make the US Supreme Court, but the exception this year has been *Citgo Asphalt Refining Co v Frescati Shipping Co*, which resulted from a 2004 incident in which Tsakos-managed tanker *Athos I* (IMO8208232) spilled crude oil into the Delaware River inbound to the Citgo dock at Paulsboro.

A 7-2 majority found in favour of the shipowner, with the charterer, in this case a division of Venezuelan-owned refiner Citgo, financially liable.

SCOTUS proceedings feature entire teams of lawyers from multiple firms, and honourable mention should go to all firms on the winning side, including Montgomery McCracken Walker & Rhoads and Armstrong Teadale.

But the star turn was Tom Goldstein of Goldstein & Russell — not a shipping lawyer but a Supreme Court go-to guy — who argued for *Frescati*. He has appeared on one side or the other in around one in ten of all Supreme Court cases for the past 15 years, arguing 30.

Any attorney capable of getting liberal icon Ruth Bader Ginsburg on the same side as Trump appointees Neil Gorsuch and Brett Kavanaugh in a collision case must be doing something right.

03/ Madeline Leong, Watson Farley & Williams

HAILED as one of Asia's premier ship finance specialists, Madeline Leong is head of Watson Farley & Williams' office in Hong Kong, with a practice that focuses on asset finance, project finance, leasing structures, export credit agency financings, structured finance, debt restructuring and work-outs.

Ms Leong grew up in Perth, Australia, and admits to having applied to law school "on a whim". After an early career stint in Hong Kong, she moved to Singapore, where she joined WFW on a part-time basis that fitted in with her childcare commitments.

After seven years, she returned to Hong Kong to head the office full time, where she has presided over its rapid expansion in recent years, picking up several awards for the firm in the process.

04/ Paul Dean, HFW

PAUL Dean worked his way up from articles in 1988 to become head of shipping at the law firm that claims to have more shipping partners than any other, with more than 200 dedicated practitioners.

This has largely been a year of consolidation for HFW, with no new openings, although there have been a number of interesting promotions internally, with women well to the fore.

In January this year, the firm was recognised for its excellence in maritime law at the Lloyd's List Global Awards, with the judges praising the firm for their consistent attention to detail, impressive record and experience in dealing with high-value and complicated shipping disputes.

05/ Jai Sharma, Clyde & Co

CMA CGM Libra — which is heading to the Supreme Court in 2021 — was one of the most talked-about shipping cases this year, and Jai Sharma led the Clyde & Co team that successfully represented cargo interests in the landmark general average case. See details under the entry for John Russell.

Mr Sharma, the firm's head of cargo casualty, has more than 25 years' experience in marine casualty and recoveries, having acted for cargo underwriters in more than 300 cases during his career.

He is also representing around the lead cargo interest in the *Maersk Honam* (IMO9784271) salvage claim, potentially the largest-ever salvage claim, which went to arbitration this year, as well as *Sanchi* (IMO9356608), the largest tanker casualty in the past ten years, representing all the cargo.

06 / Edward Liu, Hill Dickinson

EDWARD Liu, legal director at Hill Dickinson Hong Kong, is now firmly established as one of the most influential shipping lawyers in Asia, as confirmed by his appointment as principal representative of the International Chamber of Shipping's Hong Kong-based China liaison office.

He is also active in the Hong Kong maritime community, serving on the Maritime and Port Development Committee of the Hong Kong Maritime and Port Board.

Indeed, he is keenly aware of the need to uphold Hong Kong's role as a shipping centre in the current political climate, and has openly advocated the need for Singapore-style centralised maritime planning, in addition to the Special Administrative Region's already-announced tax concessions.

His main area of practice is in commercial and shipping litigation and arbitration. He also has extensive experience in handling international commercial disputes, especially those connected with projects on China's Belt and Road Initiative.

07/ Caroline Pounds, Quadrant Chambers

QUADRANT'S Caroline Pounds has established herself as one to watch after winning the Chambers UK Bar Awards Shipping Junior of the Year title for a second time. She was also shortlisted in the same category in the Legal 500 Awards for 2019.

Ms Pounds' areas of specialism include shipping, carriage of goods, shipbuilding, energy/offshore and commodities. She is particularly renowned for her

handling of difficult, highly technical cases, with clients commending her grasp of detail.

She also appeared in the Supreme Court this year, as part of a team working for the successful appellants in *Shagang Shipping v HNA Group*.

08/ Nick Shaw, International Group of P&I Clubs

MARITIME lawyers don't only work for shipping law firms. Their organisational skills are often in high demand elsewhere, and Nick Shaw is a case in point.

Mr Shaw — from a shipping family — studied shipping law at Southampton University and joined what was then Richards Butler on graduation, in what was his first-ever job interview in 1987.

He stayed on for more than 30 years, during which Richards Butler was taken over by Reed Smith, before having his second-ever job interview with the IG, taking on the role of chief executive last year.

He seems to have plenty on his plate, include pool claims currently running to an all-time high, and negotiations with the new US administration regarding the future of sanctions aimed at marine insurers will likely offer full scope for his legal expertise.

09/ Bruce Paulsen, Seward & Kissel

WIDELY recognised for his expertise in both shipping-related finance and securities litigation and sanctions issue, Seward & Kissel partner Bruce Paulsen goes into bat for bondholders, secured lenders, shipowners and charterers, with a high strike rate.

High-profile successful actions this year included acting for Gourdomichalis' interests in *Pacific Gulf Shipping v Adamastos Shipping & Trading*, in which a federal court rejected an attempt to pierce the

corporate veil in order to enforce a London arbitration award in favour of a third party.

He was also to the fore in the OW Bunker imbroglio, in 2019 helping secured creditor ING establish that a bunker supplier had no lien against a Cosco vessel it supplied through a contract with an OW Bunker subsidiary.

Mr Paulsen has also frequently been quoted in Lloyd's List on Venezuela sanctions issues.

10/ Harry Theochari, Norton Rose Fulbright

LONG a stalwart of the London shipping law scene, Norton Rose Fulbright's global head of transport is bowing out shortly, with plans to retire at the end of the year.

A Londoner of Greek Cypriot extraction, Mr Theochari is credited with masterminding the firm's rise from a traditional London-based shipping law firm to a full-service corporate lawyer with substantial international presence.

But he will not be disappearing overnight. We hear he plans to keep his hand in with consultancy work, and will retain most of his unpaid roles in the wider shipping community, which include chair of Maritime UK and vice-chair of Maritime London, and a place on the Lloyd's List Editorial Board.

The Top 10 maritime lawyers list is compiled by the Lloyd's List editorial team in conjunction with our colleagues at Lloyd's Law Reports.

Sources: Lloyd's Law Reports, Lloyd's List

***Our colleagues at Lloyd's Law Reports can benchmark activity and results in shipping litigation and are finalising data for the 2020 legal year; contact yvonne.knock@informa.com to inquire**

MARKETS

Australia LNG to set new record despite pandemic

AUSTRALIA'S liquefied natural gas exports look set to beat the odds to reach a new high in a pandemic-stricken year, one consultancy forecast.

The resource-rich country has exported 6.9m tonnes of LNG in November, rebounded strongly to almost match a pre-pandemic high of 7.1m tonnes seen in December 2019, according to data from EnergyQuest.

The Australia-focused consultancy noted that total exports for the year to November reached 71.3m tonnes, putting the country on track to outperform the record set at 77.3 m tonnes for 2019.

This forecast builds on indications pointing to Australia shipments for December matching or exceeding the monthly average of 6.5m tonnes of exports from the country so far this year.

LNG priced at Platts JKM soared past \$7m per million British thermal unit in October at the start of this winter, the highest seen for trades on the Asia price benchmark since December 2019.

As of 1600 hrs Central Time on December 6, JKM-indexed LNG cargoes for front-month loading in January were still trading at above \$7, data on Chicago Mercantile Exchange showed.

Quarter of elderly aframax tankers deployed in sanctioned trades

A QUARTER of all aframax tankers more than 20 years old are deployed in Venezuelan and Iranian trades, analysis from Braemar ACM shows.

The vessels were thought to be involved in the sanctioned shipments because they do not have their Automatic Identification System on, according to the shipbroker's weekly report.

Aframax and long range two tankers are one of the most rapidly ageing sectors within the global tanker fleet, data shows.

Some 78, or 8%, are above 20 years of age. At least double that number are aged between 16 and 19 years.

The analysis from Braemar underscores the popularity of older tankers for sanctioned trading over the past two years and is one reason why so few have been removed from the fleet for either floating storage or scrapping.

The sale and subsequent deployment of aframax, suezmax and very large crude carriers for shipping Iranian and Venezuelan crude is one of the factors that has helped maintain recycling at 23-year lows.

Braemar ACM counts 856 very large crude carriers, 616 suezmax tankers or long range three vessels, and 693 uncoated and 385 LR2 aframax ships in the trading fleet, based on its monthly report.

December exports will also benefit from production resuming at one of Gorgon LNG's trains on Barrow Island from late November.

The extended shutdown of Gorgon LNG Train 2 to fix deep cracks in its propane heat exchanges held back Australia's LNG output from setting a new record during the third quarter of the year, between July and September, EnergyQuest noted.

Output at Gorgon LNG, which ranked among the largest of its kind in Australia, fell 31.7% or 1.2m tonnes compared with the previous quarter.

This was partially offset by quarter-on-quarter output expansion of between 100,000 tonnes and 500,000 tonnes from the North West Shelf, Ichthys and Gladstone LNG projects.

Of the 78 elderly aframax, only five of the 20-plus age group were subject to primary and secondary US sanctions, according to Braemar.

"But international trades subject to US sanctions – primarily loading Iranian and Venezuelan cargoes – seem to offer base-load employment for a quarter of the fleet," the report said.

"This is of course partly a conjecture, given that a majority of them keep their AIS turned off for extended periods time but the occasional 'visible' international voyages and their absence on other trades suggest this group remains mainly tied up in these sanctioned trades."

Thirteen of the 43 suezmax vessels built between 1994 and 2000 that remain trading are either sanctioned, resold to anonymous owners in the past 18 months or deployed in Iranian or Venezuelan trades, Lloyd's List Intelligence analysis shows.

A further 32 VLCCs built between 1996 and 2002, which were sold over the past 18 months, are also operating in similar trades, data confirms.

ACM Braemar titled its report "Stubbornly Trading".

Poor earnings for larger crude tankers have hastened expectations that vintage tankers will be removed and scrapped in 2021, helping spot rates to recover alongside wider distribution of coronavirus vaccines, which in turn boosts demand for crude.

Braemar's analysis showed that 21 Aframax ships were in Iran and Venezuelan shipments, another 22 were involved in international trading and 20 in coastal trades, mainly in the Middle East Gulf and Asia.

A further nine were trading dark, with no AIS signals, with at least six connected to Venezuelan oil company PDVSA. Another six were stationary at oil fields.

IN OTHER NEWS

IUMI president appointed head of marine at Victor

RICHARD Turner, one of the most high-profile figures in marine insurance, has been appointed to the newly created role of international head of marine at Victor Insurance, one of the world's largest managing general underwriters.

Mr Turner has been president of the International Union of Marine Insurance since 2018, recently being re-elected for a second two-year term, and will retain the role.

He was previously chief executive of RSA Luxembourg, a post which he left at the end of last year.

Japanese offtakers in the wings for backfill Darwin LNG

A SUBSIDIARY of Japan's Mitsubishi Corp has emerged as the first long-term buyer for liquefied natural gas to be

supplied from the Barossa backfill-Darwin LNG project mooted by Sydney-listed Santos.

Diamond Gas International has agreed to purchase 1.5m tonnes of LNG per annum from Santos' equity share of output over 10 years.

The LNG tied to this offtake agreement will be priced on an index linked to the Platts Japan Korea Marker, Santos said in a statement.

K Line joins Japan Hydrogen Association

KAWASAKI Kisen Kaisha, also known as K Line, has joined the Japan Hydrogen Association to develop and promote the use of the clean fuel.

The Japanese shipowner and operator said in a release that the move represents part of its efforts to "become a leading

player to supply and transport new energy".

The company, alongside the country's shipping sector, has been among the strongest advocates of the International Maritime Organization's decarbonisation targets.

Cosco Shipping Energy financial chief resigns

XIANG Yongmin, chief accountant of Cosco Shipping Energy Transportation has resigned from the office.

The resignation is due to "a change in post of duty", said the Shanghai and Hong Kong-listed company in an exchange filing, without specifying further.

Mr Xiang, 58, has been on the post since August 2017 when he was appointed by CSET's board.

Classified notices follow



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

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

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

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

Email: Arundhati.Saha@informa.com



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



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



Consultants provide you with the future view of the world fleet



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

Choose the trusted source

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



Container Tracker

Save time. Stay compliant.



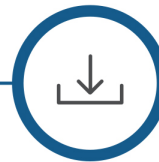
Track containers,
not just ships

Simplify transshipment tracking with end-to-end downloadable data trails on containers – by container number or Bill of Lading.



Complete checks in
minutes, not hours

Save time, with all the data you need in one interface, supported by tracking intelligence from over 600 Lloyd's agents worldwide.



Download
the evidence

Downloadable reports ensure you have the necessary documentation to prove compliance, including specific end-to-end transshipment reports and more.

Request a demo:

America Tel: +1 212-520-2747

EMEA Tel: +44 20 7017 5392

APAC Tel: +65 6505 2084

lloydslistintelligence.com/containertracker

Lloyd's List Intelligence 
Maritime intelligence | informa