

**LEAD STORY:**

US to seize Iranian oil aboard  
Marinakis-owned tanker

**WHAT TO WATCH:**

Asbestos being found on ships built  
after introduction of ban

Australia-China LNG shipments defy  
diplomatic trade rows

Wan Hai orders newbuilds and  
containers in \$700m spree

**ANALYSIS:**

Shipping's digital transformation  
driving efficiency

West Africa becoming higher risk for  
shipping

**MARKETS:**

More than 50 bulkers still waiting at  
Chinese anchorages

Biden reaffirms support for Jones Act  
with Buy American executive order

**IN OTHER NEWS:**

ABS leads study on ammonia as  
marine fuel

Oldendorff to test wind propulsion on  
newcastlemax

US west coast disruption continues

BP imports first regasified LNG cargo  
in China

Cosco tanker arm contributes to three  
newbuild Arc7 LNG carriers

DFDS to buy HSF Logistics Group in  
\$359m deal

Malaysia's Port of Tanjung Pelepas  
throughput increased 8%

Samsung Heavy wins orders for  
13,000 teu pair

Tanger Med volumes surge despite  
drop in traffic

Infinity Maritime names four major  
brokers for digital platform

## US to seize Iranian oil aboard Marinakis-owned tanker



GREEK OWNERS OF a Liberia-flagged very large crude carrier that unknowingly loaded Iranian oil are co-operating with US authorities following legal action to seize the cargo.

Marinakis Group of Companies, through Capital Maritime, is the beneficial owner of VLCC *Achilleas* (IMO: 9398072), according to Lloyd's List Intelligence.

The tanker is currently mid-Atlantic after loading about 2m barrels of Iranian-origin fuel oil or crude in the waters off the United Arab Emirates port of Fujairah in November, vessel-tracking data shows.

The VLCC is now signalling its next destination as New York on February 14 where it is understood it will discharge the cargo.

The alarm is understood to have first been raised by the London Steamship Mutual, the vessel's P&I insurer, acting on a tip-off from third parties.

One industry source with knowledge of the matter said the charterer was a Fujairah entity, but the company could not immediately be identified.

Owners of the tanker are said to have approached the US Department of Justice with the new information — a news story first reported by Bloomberg.

According to the source, the DoJ confirmed the cargo was illicit and “effectively stepped into the charterer's shoes” to cover the owners financially for diverting to the US.

The seizure order is a new legal tactic successfully used twice during the past two years to secure cargo on board sanctions-busting tankers.

The US imposed unilateral sanctions on Iran and Venezuela's oil and shipping sectors more than two years ago.

After *Achilleas* undertook the ship-to-ship transfer and sailed from the UAE on December 31 its automatic identification signal, which transmits its location, was switched off between January 1 and January 13.

The vessel's next signal was transmitted off Madagascar with the VLCC sailing around the Cape of Good Hope and it is now in the South Atlantic.

The DoJ was first contacted US authorities about a month ago, before the inauguration of President Joe Biden, who has promised a more conciliatory approach to Iran.

Legal work to seize the cargo began at this time and possibly explains the gap in AIS transmission while investigations were underway.

The original tanker from which the cargo originally came has yet to be identified.

Evangelos Marinakis has previously co-operated with US authorities seeking cargo from sanctions-busting tankers.

A Venezuela-bound gasoline cargo of 100,000 barrels on board the Marinakis-owned Malta-flagged, 2015-built 13,953 dwt tanker *Alkimos* (IMO: 9430739) was sold by auction in Houston last June.

Gasoline cargoes on four Iranian-owned tankers were also seized last year using similar legal forfeiture tactics.

This is not the first time that Iranian or partly Iranian, blended oil, has been loaded on to tankers in the Middle East Gulf with documents identifying the oil as Iraqi.

Industry sources say that the operation can be very sophisticated and can defeat owners' best efforts at due diligence.

Capital Maritime itself is likely to have been highly alert to illicit cargo risks.

In a prior case that appears unrelated to the current episode, the Greek owner took Middle Eastern charterer Al-Iraqia Shipping Services & Oil Trading to arbitration over fears that sanctions risks were not being sufficiently respected, putting lucrative long-term charters for six VLCCs at risk.

The charterer later redelivered the tankers with years of their bareboat charters still to run and the arbitration is believed to be ongoing in London.

---

## WHAT TO WATCH

# Asbestos being found on ships built after introduction of ban

MANY ships still contain asbestos despite tough safety restrictions on its use which were introduced years ago, an industry event was told.

The situation could lead to compensation claims against shipowners and insurers, prominent shipping lawyers added.

Asbestos, once a commonplace building material prized for its fire resistant and heat insulation properties, has been widely outlawed since it became apparent that inhalation could cause fatal lung diseases, most notably mesothelioma.

Spiralling asbestos-related claims from the US

brought the Lloyd's market close to collapse in the 1990s.

However, the substance is widespread on ships built prior to 2002, when the International Convention for the Safety of Life at Sea introduced a ban with some limited exceptions. An outright ban came into effect in 2011.

But Lloyd's List has previously reported instances of apparent breaches of these rules, verified by classification societies.

The issue was aired during a webinar organised this week by Lucion Marine, a Gateshead-based company

that specialises in conducting inventories of hazardous materials and the publication Ship Management International.

Kevan O'Neill, director of marine services at Lucion, claimed that asbestos is still being found even on newbuildings.

"It is now apparent that the prevalence of asbestos on vessels is an industry-wide issue and not one that is restricted to a specific vessel type," he said.

Lucion conducted 497 inspections in the two years to December 2020 and found asbestos in 332 cases. It was present in 3,641 items, with some 84 of them in the highest-risk category, requiring immediate remedial attention.

Examples included pipework flange gaskets, woven packing and gasket materials, hand pumps, isolation valves and stores.

These figures relate solely to Lucion's experience, although there is no reason to suppose that similar figures compiled by peers would differ markedly.

Law firm HFW partner Jonathan Bruce addressed the issue from a liability perspective, especially in the light of European Union ship recycling regulations.

Pitching and rolling, the enclosed space of engine rooms and engine vibrations mean that many seafarers will inevitably have been exposed to asbestos thanks to their working environment, he said.

"In 10 or 20 years' time, we might see a new wave of asbestosis claims against shipowners. It is going to be a lot easier to prove exposure. Asbestos is a massive headache for shipowners and their insurers. Mesothelioma is unique because it is so easy to sue employers for it."

## Australia-China LNG shipments defy diplomatic trade rows

CHINA'S deep energy trading ties with Australia remained unaffected in 2020 despite diplomatic ructions, as preliminary data showed the Asian nation sourced some 45% of its liquefied natural gas imports from Australia.

Australian exports to China totalled 27.6m tonnes last year, making it the world's second-largest LNG trading route, according to data from Lloyd's List

The UK and many other jurisdictions leave owners open to joint and several liability, so each employer is potentially 100% liable and claimants can pick any of them.

Owners can then seek to recover a proportion of payouts from other owners, although this is not easy in practice.

P&I clubs insure by policy year on a "losses occurring during" basis going back many years. Clubs can be sued directly, and it is straightforward for crew members to track them down.

Problems would arise where a policy year is deemed closed, but there are technical defences, including "pay to be paid" clauses in cases where owners are now out of business.

For owners, the cost of asbestos removal can be prohibitive, especially for new vessels. In extremis, that could even entail scrapping ships.

Owners may look to recover that expense, for instance from shipyards, classification societies and other service providers, and there could be a knock-on effect, with a cascade of litigation resulting.

Stephen Drury, a partner at HFW, said shipbuilding had lagged aviation and motor manufacturing in inventorising asbestos usage. But conscientious attendees are getting this done.

He highlighted a recent legal action brought in London by the widow of a Bangladeshi shipbreaking worker.

"So far, there has not been [a case], to my knowledge, with respect to asbestos. But I can see this prospect coming down the line."

Intelligence. Total Chinese LNG imports are currently tallied at 61m tonnes.

Global LNG exports were tracked at 366.5m tonnes, compared with 364.8m tonnes in 2019, the data shows.

That makes LNG is the only energy fuel that showed an increase in seaborne trade last year, while

pandemic-induced demand destruction saw shipments plunge for crude, refined products and coal.

China imported 61m tonnes in 2019, of which 28.4m tonnes was from Australia. This reveals little difference from the previous year, even after a tumultuous 2020 when diplomatic relations between the two countries plunged to their lowest in 50 years.

An unofficial ban on coal imports from Australia has left more than 60 bulk carriers unable to discharge at Chinese terminals and imperilled more than \$23bn in metallurgical coal trade alone.

Imports of LNG and iron ore have not been targeted by these bans even as China has placed further restrictions on copper, wine, barley, timber and sugar from Australia.

The pragmatic stance reflects China's inability find other sources for iron ore needed for steelmaking and LNG for power and heating.

Australia–China LNG flows were the second-largest LNG trading lane, surpassed only by the Australia–Japan route. Almost 29m tonnes were shipped to Japan from Australia, compared with 30.4m tonnes in 2019.

Overall, Australian exports are provisionally seen at 75.3m tonnes on 1,098 voyages, with Japan and China comprising 37% and 38% respectively of

market share. South Korea was the third-largest market for Australia receiving 11% of LNG shipments.

Australian LNG exports were tallied at 77.2m tonnes with 1,071 shipments, with the difference from last year likely reflecting production issues in December.

The countries showing the largest export increases were Russia and the US, even though the pandemic resulted in significant cargo cancellations for the US in mid-2020.

Russian shipments rose to 30m tonnes from 22.3m tonnes in 2019, according to preliminary data, while US exports of 21.9m tonnes on 357 voyages was 66% higher.

The US shipped to 33 different countries, consolidating its role as a swing supplier in the evolving spot market for LNG. Spot cargoes, rather than dedicated long-term deals now comprise about a third of the market.

Qatar was the largest exporter of LNG last year at 80m tonnes on 1,026 voyages, followed by Australia and Russia.

Japan was the largest importer at 76.4m tonnes, followed by China, and South Korea at 41m tonnes.

The 27 countries of the European Union plus the UK accounted for 35m tonnes.

## Wan Hai orders newbuilds and containers in \$700m spree

WAN HAI Lines has announced more than \$700m of orders for ships and containers.

The Taipei-listed shipping line said it will build a dozen 3,013 teu vessels worth \$565.2m in total at Japan Marine United and Nihon Shipyard.

The ordering plan has been circulated on the market since late last year.

It has also agreed to purchase 50,000 teu of containers from China International Marine Containers for \$141.7m, according to a separate filing.

Wan Hai said these investments will serve the company's long-term fleet development and meet its operational requirement.

The deals come with a freight market fueled by a pandemic-led surge in demand for containerised goods and a shortage of carrying capacity.

In its latest financial report, Wan Hai recorded T\$1.8bn (\$64m) net profit in the third quarter of 2020, up 175% year on year.

The Taiwan-based company has been increasing efforts to expand business, especially in the intra-Asia market where it is highly competitive.

It said in November it planned to enhance its networks between China and Cambodia/Vietnam by adding a new service from December.



The world's 11th largest liner shipping carrier operates more than 120 ships, of which about 70 are self-owned, according to analyst Alphaliner.

It also has 15 vessels — 11 holding 2,028 teu and four accommodating 3,055 teu — on order, which are scheduled for delivery between 2021 and 2022.

## ANALYSIS

# Shipping's digital transformation driving efficiency

THE past year has seen an explosion of demand for connectivity — on board ship and ashore. The list of opportunities grows week by week.

Beginning with vessel administration and crew welfare, satellite communications are now being explored for remote maintenance and servicing, bridge and engine data, performance analytics, remote surveying and health care, the status of cargoes, and soon even augmented reality.

Ships are being fitted with additional satellite terminals, and faster broadband is being installed across bridges, in cabins and social areas, and in engine rooms.

Upgrading communications has moved faster than industry experts had expected. There has undoubtedly been a transformation since the pandemic began. This has presented challenges of its own. Those challenges are being overcome using lateral thinking.

Remote maintenance and servicing of vessels at sea has become a necessity because technicians can no longer fly out to a ship. In an era of digitalisation, ships still have mechanical components on board that need to be overhauled, cleaned, or replaced.

This has put maritime service companies and vessel operations teams under great pressure.

“The obvious solution has been to combine the challenges of remote servicing with the possibilities of video conferencing, which is widely used in business,” said Sven-Eric Brooks, head of business development at KVH Industries.

Video conferencing is already used to support experts in the oil and gas, and automotive sectors.

“Troubleshooting demands high-resolution images, allowing technical documents and drawings to be

shared. However, video conferencing is data-heavy and would strain the capability of satellite terminals used mainly for crew welfare and vessel administration,” he said.

Fortunately, a rapid increase in demand for connectivity has come at a time of rapid growth in the number of satellites going into space. The addition of satellite terminals onboard can be accommodated.

Increased demand for equipment capable of gathering data from around the ship and sending it ashore for vessel operating performance analytics led KVH to ask why different monitoring equipment had to be installed by several companies looking at essentially the same data.

“This is how we arrived at KVH Watch,” Mr Brooks said. It is a digital solution that makes data available to third parties so they can offer digital services “in the most cyber-secure, most efficient and most scalable manner”.

Rhode Island-headquartered KVH Industries designs, manufactures, and provides connectivity and content services. It works closely with Intelsat, the communications satellite services provider, and is building a network of technology partners around the world.

For KVH Watch, these include Kongsberg, ioCurrents, TMS Solutions, Kilo Electronics and GreenSteam. Others are yet to be confirmed.

The Watch solution has been designed to sit between on the one side equipment manufacturers, service providers, class and shipyards, and on the other side ship owners, fleet managers, charterers, authorities, and investors.

It seeks to address what Mr Brooks believes to be one of the overarching tensions in the industry: “shipping's pragmatic mindset combined with very strict rules and regulations... Finding that

balance has always been a challenge for maritime.”

The industry has certainly shown its interest in Internet of Things services over the past year, said KVH global sales manager Mark Woodhead.

The company responded early to the crew change crisis by offering a heavy discount on an upgraded connectivity package, which was taken up by hundreds of customers. It is understood this discount will remain in place for the early months of 2021.

Mr Woodhead said the business started 2020 well, was hit by Covid-19, but recovered strongly to meet all its orders. The year-end numbers are not yet available.

KVH is thinking of the possibilities of connectivity in the next decade. Start-ups are exploring augmented reality from several different angles. There are “interesting solutions” combining the visual experience with data that’s available in the Cloud, Mr Brooks told Lloyd’s List.

## West Africa becoming higher risk for shipping

REPORTED suspicious approaches off West Africa soared in 2020 as crews responded to threats both real and imagined, while other piracy and security incidents were steady.

There was a 79% rise in reports of suspicious activity compared with 2019, according to Risk Intelligence.

The Danish security consultancy said incidents were reported to various agencies such as piracy watchdog the International Maritime Bureau, the French Navy’s MICA Centre, and UK-French naval reporter MDAT-GoG.

Risk Intelligence senior analyst Dirk Siebels said many suspicious approaches were false alarms reflecting “normal patterns of life”, such as when crew spot a fishing ship 1.5 nautical miles away at night in an area where fishing is prevalent.

“However, it does highlight the level of concern among seafarers, among crew operating in the region,” he told a webinar meeting.

The total incidents off West Africa, from attempted thefts to violent kidnappings, increased from 122 in 2019 to 135 in 2020, the data show.

He says the problem for shipping is knowing what digital solutions to install today, which will only generate benefits in three or four years’ time.

“A company with 20-year-old ships might be thinking of ordering newbuildings. They need to be educated in what is available right now so the ship to be built in next few years can support this new technology in 10 to 15 years to come.”

KVH is in talks with naval architects who, traditionally, have focused on hydrodynamics and hull structure. Mr Brooks is excited to see latest designs incorporating networks and digital solutions.

The focus for the next year or two will be on crew training, cyber security, and upgrades for older ships. But Silicon Valley tech companies are starting to invest in maritime, so the future looks increasingly connected.

The period of a pandemic will be seen with hindsight as the moment of transformation.

Risk Intelligence recorded 28 kidnap-for-ransom attacks, one more than the year before. Dr Siebels noted that different agencies’ statistics varied widely.

But the percentage of high-profile attacks “hasn’t really changed significantly over the past five or even 10 years”, though they were happening further from the Niger Delta, where they originate.

Dr Siebels noted concern over a recent attack on the Turkish containership Mozart (IMO: 9337274), in which one seafarer was shot dead and 15 were kidnapped offshore Sao Tomé island.

But he said investigations were ongoing and there was “no truth” to rumours the ship’s citadel had been breached. He added that the vessel was not following antipiracy Best Management Practices guidelines when it was attacked.

Calls for foreign naval intervention were a good sign seafarers’ voices were being heard, “but at the same time it’s also important that naval forces have to be equipped with the right mandate and with the right assets in place”.

Dr Siebels said better awareness of piracy had led to better reporting and regional navies were taking the threat “much more seriously”.

More ships used BMP measures but ships without them were still targeted. Crew preparedness and regular drills were “massively important” to stop kidnappings.

“We’ve seen in the past where one crew member was kidnapped because he wasn’t able to find the citadel, and that should not be happening,” he said.

Risk Intelligence recorded 47 suspicious approaches in the Gulf of Aden and Red Sea region, mostly where international trade routes intersected with local shipping and smuggling.

But some incidents were related to the war in Yemen, the region’s main security threat since Somali piracy was suppressed.

These included naval operations against sea mines and waterborne improvised bombs. Dr Siebels said the danger there was not so much profit-driven piracy as collateral damage from political conflicts.

---

## MARKETS

# More than 50 bulkers still waiting at Chinese anchorages

OVER 50 laden bulkers remain stranded in Chinese anchorages with Australian coal because of the political standoff between the two countries, according to Lloyd’s List Intelligence vessel tracking data.

However, the numbers have reduced by six to 55 since last week as vessels have been diverted to other locations including Japan, South Korea and Singapore.

Of those waiting to offload cargoes, there are 10 panamaxs, 29 post-panamaxs and 16 capesizes, Lloyd’s List intelligence data shows.

Most of the ships arrived before the ban was imposed by China with three vessels waiting to offload since May last year, while the rest have been stationed since July, August and most recently November.

With Beijing signalling that the ban would remain in place for the foreseeable future, Chinese buyers of these cargoes have sought to sell them into other markets.

The 2010-built, 93,274 dwt *SM Challenger* (IMO: 9574418) is heading to Japan bound for the port of Oita, Lloyd’s list Intelligence data shows.

The vessel left Australia on July 11 and reached Caofeidian port in China on July 27. Since then the vessel has been waiting outside many port anchorages to discharge.

Another 2010-built, 50,697 dwt ultramax ship *Shun Chang* (IMO: 9498860) which has been sitting in Chinese anchorages since October 10, is moving towards South Korea, with Lloyd’s List Intelligence showing its next port of call as Gwangyang.

Meanwhile, post-panamax vessel *Aquadiva* (IMO: 9469675) is heading to Singapore after waiting for four months in anchorages outside China.

Braemar recently noted that one cargo has been discharged in China, from a vessel which had been waiting since October 2020. Lloyd’s List believes that *Aquadiva* is the vessel because its draught has since dropped to 15.2 metres.

“With domestic coal prices remaining elevated, calls from steel mills and power utilities to ease restrictions have mounted, which may have pressured economic planners to clear this cargo,” the shipbroker said in a recent note.

As this pressure continues, Braemar expects to see more ships head to discharge, freeing up some of the tonnage currently waiting.

Arrow Research has similar views and believes that the easing of Australian coal imports is likely to happen in the first half of the year.

“The burden of procuring non-Australian coking

coal is going to grow as supply is inelastic and ex-China steel demand continues to roll back online. Having said that, the situation is largely at the mercy of politics, and China's current hardline position in their spat with Australia is not allowing for an easing of imports."

## Biden reaffirms support for Jones Act with Buy American executive order

US PRESIDENT Joe Biden has signed an executive order underlining his administration's staunch support for the Jones Act, including it as part of a broader effort to support the revitalisation of the country's manufacturing base.

"The President will continue to be a strong advocate for the Jones Act and its mandate that only US-flag vessels carry cargo between US ports, which supports American production and America's workers," a White House statement said.

It said the Jones Act has also been affirmed as an "opportunity to invest in America's workers as we build offshore renewable energy, in line with the President's goals to build our clean energy future here in America".

The announcement drew widespread praise from leaders in the US maritime industry.

"We applaud President Biden and his administration for moving aggressively to grow the US maritime industry," said Tom Crowley, chief executive of Crowley Maritime Corporation. "Working together we will put America on a road to recovery and prosperity."

Matt Cox, chief executive of Matson, said his firm "appreciate knowing that we have the support of the White House".

Matthew Paxton, president of Shipbuilders Council of America, said "essential national and domestic security industries like the US shipyard sector, and the maritime defence industrial base, will grow stronger because of the actions taken today".

President Biden's order also seeks to impose stricter rules on government procurement practices to increase purchases of products made in the US.

His policies will include tightening government procurement rules, making it more difficult for

Coal exports from Australia to mainland China declined by 22.2% year on year in 2020, to just 70.1m tonnes, although Banchemo Costa data shows although China was the destination for 19.6% of Australia's coal.

federal agencies to purchase imported products, revising the definition of American-made products and raising local-content requirements.

United Steelworkers International President Tom Conway said the order closed loopholes in how domestic content is measured, while the call for stricter enforcement of existing legislation was "an important step toward revitalising our manufacturing base."

"Taking concrete steps to make it easier to identify and utilise US suppliers, will help ensure we are efficiently meeting our own needs as we look to rebuild our long-neglected domestic supply chains," he said.

While the Jones Act enjoys almost universal support in the maritime community, it still has critics.

Congressman Ed Case has reintroduced three bills in Congress to reform the century-old Jones Act, which he sees as artificially inflating the cost of shipping goods to Hawaii.

"These three bills are meant to end a century of monopolistic closed market domestic cargo shipping to and from my isolated home state of Hawaii as well as the other island and separated jurisdictions of our country," he said this month. "The bills aim directly at one of the key drivers of our astronomically high cost of living in Hawaii and other similarly located jurisdictions.

"Because the Jones Act severely limits the supply of shipping to and from our communities, it has allowed a very few companies to control our very lifeline to the outside world and, as a result, command shipping rates way higher than the rest of the world."

Colin Grabow, a policy analyst at the conservative Cato Institute, also is critical of the



Jones Act, saying that it has not fostered a vibrant domestic maritime industry or freed the US from foreign reliance to meet its maritime needs.

“What it has produced is economic harm, a domestic fleet insufficient to meet US national security needs, and shipyards so uncompetitive that vessels are dispatched to the far side of the Pacific Ocean for repair and maintenance,” Mr Grabow wrote in December.

He said the Jones Act was “a case study in the failure

of protectionism, and one that should no longer be tolerated.”

Such criticism notwithstanding, President Biden’s nominee for Secretary of Transportation, Pete Buttigieg, last week affirmed his support for the Jones Act at his nomination hearing in the Senate.

The Jones Act “is so important to a maritime industry that creates hundreds of thousands of jobs and the shipbuilding industry here in the United States,” he told senators.

---

## IN OTHER NEWS

### **ABS leads study on ammonia as marine fuel**

SINGAPORE continues to boost the development of future fuels with ABS, Nanyang Technological University, and the Ammonia Safety and Training Institute collaborating on a study of the potential of ammonia for Singapore.

Intended to explore supply, bunkering and safety challenges of ammonia as a marine fuel, the joint study will look at safety protocols and possible gaps in the supply chain, specifically bunkering for marine vessels.

ExxonMobil, Höegh LNG, MAN Energy Solutions Singapore, Jurong Port, PSA Singapore and ITOCHU Group with their partners, are initial project partners, contributing technical information about marine fuel handling, ship-to-ship transfer and bunkering in the port of Singapore.

### **Oldendorff to test wind propulsion on newcastlemax**

GERMANY’S Oldendorff Carriers, the largest European bulker operator, has joined a project to develop a wind propulsion solution for the sector.

The project, signed with manufacturer Anemoui Marine Technologies, the Lloyd’s

Register classification society and Shanghai Merchant Ship Design and Research Institute, is scheduled for completion in 2022, the company said.

Oldendorff seeks to “achieve a comprehensive functional application of wind technology that returns environmental and commercial benefits throughout our vessels’ entire life cycle”, said director of innovation Torsten Barenthin.

### **US west coast disruption continues**

A NUMBER of ships anchored in San Pedro Bay have been forced to put to sea to avoid dragging during a storm.

With sustained winds of 30 knots and gust of up to 55 knots bringing 5 m seas into the anchorage, many of the scheduled movements due were unable to take place on January 25, according to the Marine Exchange of Southern California.

“We cannot recall a more complex situation with this many vessels and this bad a wind and sea condition, for such as sustained period of time,” said Kip Louttit, executive director of MXSOCAL, which manages vessel movements for ships calling at Los Angeles and Long Beach.

### **BP imports first regasified LNG cargo in China**

BP has started supplying regasified liquefied natural gas to customers in China.

It has delivered on Sunday the first such cargo through its share of regasification capacity at the Guangdong Dapeng terminal.

The 173,000 cu m liquefied natural gas tanker British Sponsor (IMO: 9766580), on BP Shipping’s fleet, called at Guangdong on January 19 and offloaded a cargo sourced from the Freeport LNG project in the US by January 24, Lloyd’s List vessel tracking data showed

### **Cosco tanker arm contributes to three newbuild Arc7 LNG carriers**

COSCO Shipping Energy Transport has joined Mitsui OSK Lines in the construction of three ice-breaking liquefied natural gas carriers worth \$923.3m for the Arctic LNG 2 project in Russia.

The Shanghai and Hong Kong-listed company, the oil and gas shipping unit of China Cosco Shipping Corp, said in an exchange filing that it will set up a special-purpose vehicle in Hong Kong to acquire a 50% stake in three single-ship entities.

The trio – Arctic Gold LNG Shipping, Arctic Silver LNG Shipping and Arctic Bronze LNG Shipping – were set up by Japanese shipping major MOL in Cyprus in September 2020.

### **DFDS to buy HSF Logistics Group in \$359m deal**

DFDS, the Danish shipping and logistics company, has agreed to buy cold chain logistics provider HSF Logistics Group in a deal worth Dkr2.2bn (\$358.8m).

It said it was making the debt-free purchase, which will create northern Europe's leading cold chain logistics provider, through a newly established and wholly owned subsidiary.

HSF Logistics group, a family-owned business that specialises in offering services to meat producers and other food producers operating in controlled temperature supply chains, employs 1,800 people and has annual revenue of around Dkr2.8bn.

### **Malaysias Port of Tanjung Pelepas throughput increased 8%**

KEY Malaysian transshipment centre port of Tanjung Pelepas posted a record 9.8m teu in throughput in 2020 despite the global economic uncertainties

caused by the coronavirus pandemic.

The 8% rise from 9.1m teu the year before puts the fast-growing container terminal, which is operated by a joint venture between MMC Group and APM Terminals, on the cusp of joining the 10m teu club of container ports and helped it to further strengthen its position as one of the main transshipment hubs in the region.

Growth was driven by exceptional demand arising from pandemic disruptions and supply chain dislocation, said chief executive Marco Neelsen.

### **Samsung Heavy wins orders for 13,000 teu pair**

SAMSUNG Heavy Industries has clinched orders for two post-panamax containerships worth Won229.2bn (\$208m).

The Seoul-listed shipbuilder did not identify the buyer, only describing it as an owner in Oceania.

Delivery of the 13,000 teu pair is scheduled for the end of 2022.

### **Tanger Med volumes surge despite drop in traffic**

TANGER MED said it recorded a

20% increase in container volumes during 2020, despite a decline in total vessel traffic to the Moroccan port by a third.

The port's four box terminals handled 5.8m teu of container traffic, pushing it ahead of its Mediterranean transshipment hub rivals.

"This traffic confirms Tanger Med's position as a leading port and becomes the first container port in the Mediterranean," the port authority said.

### **Infinity Maritime names four major brokers for digital platform**

NEW digital ship finance platform Infinity Maritime has enlisted four leading shipbroking houses to support its acquisition and trading plans.

The London-based platform, which recently told Lloyd's List that it hoped to make its market debut in the first quarter of 2021, will be working with Maersk Broker, Simpson Spence Young, Arrow and BRS.

"We are hoping that other brokers will come into the fold too," a spokesman for Infinity said.

---

## **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](mailto:maxwell.harvey@informa.com)

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

Email: [Arundhati.Saha@informa.com](mailto:Arundhati.Saha@informa.com)



**Inspector of Marine Accidents, Engineering – MAIB (Marine Accident Investigation Branch)**

**Salary: £74,485**

**Southampton**

Do you have extensive senior management experience at sea and ashore in an engineering role?

If so, we have a rare opportunity to join the Marine Accident Investigation Branch (MAIB) to investigate marine accidents.

**About us**

The MAIB is an independent organisation within the Department for Transport. Based in Southampton, the Branch is responsible for investigating accidents and incidents involving UK vessels anywhere in the world, and any vessels within UK territorial waters, with the aim of improving the safety of life at sea and the avoidance of accidents in future.

**About you**

You will be an integral part of a multi-disciplinary team of inspectors responsible for investigating a wide range of marine casualties to determine their circumstances and causes.

Your key responsibilities will include:

- deploying to accident sites and leading investigations
- collecting evidence and interviewing witnesses
- conducting detailed analysis in order to identify safety issues and draft recommendations
- writing investigation reports and safety bulletins
- giving evidence at inquests and fatal accident inquiries

You will already have extensive senior management experience at sea and ashore in an engineering role.

You will be expected to apply sound judgement and strong leadership skills, and to be empathetic when dealing with next-of-kin or others seriously affected by marine accidents.

You will be highly motivated and assertive, inquisitive and a critical thinker. You must be able to work under pressure and be comfortable working in a team or independently. You will require considerable diplomatic skills and be able to engage colleagues and external stakeholders in the discussion of new, unfamiliar or controversial concepts.

You will have excellent verbal and written communication skills, be capable of producing accurate and clear written reports to challenging deadlines, and have good presentation skills. You must also be computer literate.

<https://www.civilservicejobs.service.gov.uk/csr/jobs.cgi?vxsys=4&vxvac=90447>

**Closing date: 29 January 2021**



## **Inspector of Marine Accidents, Nautical – MAIB (Marine Accident Investigation Branch)**

**Salary: £74,485**

### **Southampton**

Are you an experienced nautical professional seeking an opportunity to make a difference in the investigation of accidents at sea?

If so, we have a rare opportunity to join our Marine Accident Investigation Branch (MAIB) to investigate marine accidents, and we would love to hear from you.

### **About us**

The MAIB is an independent organisation within the Department for Transport. Based in Southampton, the Branch is responsible for investigating accidents and incidents involving UK vessels anywhere in the world, and any vessels within UK territorial waters, with the aim of improving the safety of life at sea and the avoidance of accidents in future.

### **About you**

You will be an integral part of a multi-disciplinary team of inspectors responsible for investigating a wide range of marine casualties to determine their circumstances and causes.

Your key responsibilities will include:

- deploying to accident sites and leading investigations
- collecting evidence and interviewing witnesses
- conducting detailed analysis in order to identify safety issues and draft recommendations
- writing investigation reports and safety bulletins
- giving evidence at inquests and fatal accident inquiries

You will be expected to apply sound judgement and strong leadership skills, and to be empathetic when dealing with next-of-kin or others seriously affected by marine accidents.

You will be highly motivated and assertive, inquisitive and a critical thinker. You must be able to work under pressure and be comfortable working in a team or independently. You will require considerable diplomatic skills and be able to engage colleagues and external stakeholders in the discussion of new, unfamiliar or controversial concepts.

You will have excellent verbal and written communication skills, be capable of producing accurate and clear written reports to challenging deadlines, and have good presentation skills. You must also be computer literate.

Apply here: <https://ad.doubleclick.net/ddm/clk/486602570;293487326;r>

**Closing date: 29 January 2021**





Maritime news, analysis and industry trends, tailored to you

2,000+ Reliable and trusted data sources worldwide

350 Million Positional data points processed every day

80+ Analysts researching, cleaning and validating data

100% Coverage of live vessel movements

600 Agents supplying data not available elsewhere with our exclusive Lloyd's Agents Network

8,200 Professionals relying on our data every day

### 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](http://lloydslist.com/maritimesolutions)



## Container Tracker

# Save time. Stay compliant.



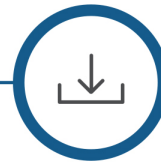
Track containers,  
not just ships

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](https://lloydslistintelligence.com/containertracker)

**Lloyd's List Intelligence**   
Maritime intelligence | informa