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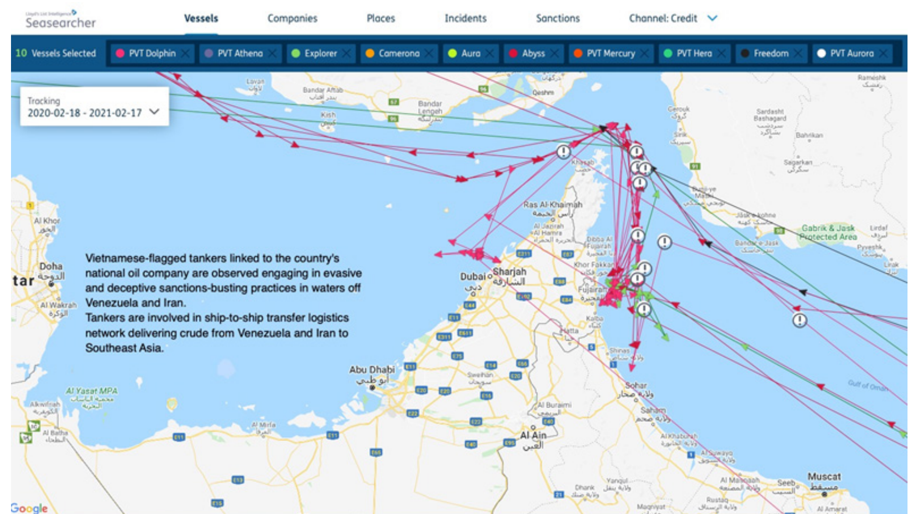

TWO VIETNAMESE STATE-OWNED shipowners are involved in transporting US-sanctioned Iranian and Venezuelan crude on a fleet of 10 tankers, according to vessel-tracking data analysed by Lloyd's List.

The eight aframax tankers and two smaller vintage product tankers are also identified engaged in evasive and deceptive practices to obfuscate the origin and destination of cargoes.

Vessel-tracking identifies *PVT Aurora* (IMO: 9508938), *Aura* (IMO: 9260823), *Camerona* (IMO: 9247376), and *Explorer* (IMO: 9230098) as loading Venezuelan crude since August 2020, according to data from Lloyd's List Intelligence.

Over the last 12 months, aframax tankers *Abyss* (IMO: 9157765), *Freedom* (IMO: 9336414), *Explorer* (IMO: 9230098) and product tanker *PVT Dolphin* (IMO: 9288277) have been linked to loading or ship-to-ship transfers of Iranian crude.

All are Vietnam-flagged, with numerous unexplained gaps in Automatic Identification System signals in crucial areas for periods of time that would allow for loading cargoes off Venezuela or Iran.

Owners or managers are either the Petrovietnam Transportation Corp (known as PV Trans), Vietnam Oil & Gas Corp (Petrovietnam), and FGAS Petrol Joint Stock Co. All have been approached for comment. Vietnam Oil and Gas Group has a 51% stake in listed PV Trans.

One of the tankers, *Abyss*, was linked to a high-profile aborted ship-to-ship transfer earlier this month.

Abyss delivered an Iranian-origin cargo to the Panama-flagged *Shanaye Queen* (IMO: 9242118) that was then being loaded on to the Maersk Tankers-operated *Diamondback* (IMO: 9315446) on January 28 in waters off Sohar.

During a five-day AIS gap in the in the Middle East Gulf, satellite photos provided by non-governmental organisation United Against Nuclear Iran showed the Abyss loading in Iran days before the *Shanaye Queen* STS transfer.

Vessel-tracking also indicates that tankers are frequently switching off their AIS signals or showing signal patterns that suggest they are spoofing their locations. Spoofing means vessels signal their location is one place while they are physically in another.

The Vietnam-flagged tankers form part of a fleet of some 130 tankers identified by Lloyd's List as being involved in sanctioned trades and have not been designated or identified by US authorities.

Most of the tankers are vintage or elderly vessels bought for cash by single-purpose companies since sanctions were imposed more than two years ago for sole deployment in these trades.

The beneficial owner is untraceable for 60 of the 130 vessels, while most are anonymously incorporated companies across a range of countries.

The open involvement of a company with national links outside of tankers owned by the National Iranian Oil Company and Venezuela's PDVSA is very rare.

Only another three tankers are seen behaving this way. They are beneficially owned by a national Chinese oil company: very large crude carriers *Yong Le* (IMO: 9623257), *Limostar* (IMO: 9237539) and *Silvana III* (IMO: 9183348).

All are owned by the China National Petroleum Corp and operated by a sanctioned entity, Kunlun Shipping.

Gard has two of the tankers entered *PVT Hera* (IMO: 9364227) and *PVT Mercury* (IMO: 9426946), according to its website. Hydor has the *Abyss* entered, its website shows. Gard and Hydor have been approached for comment.

PVT Hera has two-month AIS gap between September 5 and November 8 around the Cape of Good Hope, a pattern widely used by tankers that complete dark voyages to Venezuela to load.

PVT Mercury has multiple AIS signal aberrations and gaps suggestive of spoofing over the past five months as the vessel shipped crude loaded via STS to destinations in China.

The final destination of Iranian and Venezuelan oil moved on the Vietnam-flagged tankers is difficult to determine. China is the biggest buyer of all sanctioned oil but the Vietnamese tankers appear to be involved in a complex STS transfer network in waters off Malaysia and Indonesia, as well as Fujairah.

Adding to complexity, AIS signals for many of the tankers in Southeast Asian waters are seen both off Vietnam and Chinese ports, suggestive of a spoofing pattern that prevents discharge destinations being determined.

WHAT TO WATCH:

Maersk to launch first carbon-neutral ship within two years

MAERSK has brought forward its planned introduction of a carbon neutral ship by seven years and expects to have a dual-fuel methanol-powered feeder ship in its fleet by 2023.

The carrier also said that all future newbuildings in its fleet would be able to operate on carbon-neutral fuel sources.

"This is clearly something that will need collaboration across the industry, but if we collaborate this is Mission Possible," Maersk's head of decarbonisation Morten Bo Christiansen said in an interview.

Maersk's methanol-fuelled feeder vessel will have a capacity of around 2,000 teu and will be deployed in one of its intra-regional networks. While it will be able to operate on standard very low-sulphur fuel, the plan is to operate the vessel on carbon neutral e-methanol or sustainable bio-methanol.

But that would require the establishment of a methanol supply chain. As yet, such a supply chain does not exist.

While no shipbuilding contract has been signed with a yard yet, building the hardware was the least challenging aspect of the decision, said Mr Christiansen.

"That is the one we are most optimistic that we can achieve. The ships are not that different. We still need some technology to be developed but we are relatively confident that that will happen."

Sustainably sourcing carbon-neutral methanol would be more of a challenge.

"Today the market does not exist, but we are saying that in two years we are going to need some relatively big volumes," he said. "So that is a big area where we will need to collaborate."

Maersk is in discussion with a number of potential suppliers, but no decisions have been made yet, even over which region the vessel would operate in.

"Getting a sustainable methanol supply is not straightforward," Mr Christiansen said. "We obviously need to make some decisions very soon for this to be done."

Nevertheless, Maersk is aware of the challenges in creating the necessary supply chains. Part of the reason for ensuring the vessels were dual-fuel capable was as a hedge against ending up with stranded assets if methanol did not take off as an option.

He added that Maersk was not taking sides on the debate over which zero-carbon fuel should become a standard.

"This is not a bet on anything," he said. "It is just one of several promising technologies. We still believe in a future where there will be several options."

Maersk still supported other options, such as ammonia and biofuels, but methanol was the only option that was ready to be trialled.

"We are going ahead with methanol because we can," he said. "The technology is here. You cannot get an engine yet that can operate on ammonia."

Demand from customers for greener shipping alternatives meant that the higher operating costs for carbon-neutral fuels could be passed on, he added.

"The capital investment needed to make the vessel ready for methanol is actually quite limited and within our current capex guidance," he said.

"The problem is the operating cost, as there is still a lot of uncertainty there as there is with any new technology. The price ranges we're looking at are wide but if you look at the middle point, it does actually look like something that is feasible for customers."

Nevertheless, he argued that while there was a lot of speculation about the cost of alternative fuels, ocean transport would still be viable.

"If you look at it from the perspective of the impact on consumer prices, we are are talking cents not dollars," he said. "For a flat-screen TV, carbon-neutral shipping should add on $0.50 to the final retail price."

Initially, Maersk is looking at carbon-neutral ships as a premium product in the market that will appeal to large customers that have a carbon agenda of their own that they want to fulfil.

"We are hopeful that it will come together commercially," Mr Christiansen said.

Maersk first committed in 2018 to cutting all carbon emissions by 2050. At the time, it said that given their 20-year working life, the first carbon-neutral ships would need to be on the water by 2030.

Bringing that date forward by seven years without a ready source of carbon-neutral fuel will be difficult, said Mr Christiansen.

"It is going to be a stretch, but we will give it our best. This is what is needed to get the ball rolling and break the chicken-and-egg situation that we are in at the moment."

Clubs go easy on worst-hit shipping sectors in tough renewal round

P&I CLUBS are getting some — but not all — of the 5%-10% premium increases they are seeking in the current renewal round, according to big name brokers.

There is also anecdotal evidence that the not-for-profit mutuals have been mindful of the difficulties facing shipping's most stricken sectors, and have let them off comparatively lightly.

The comments from David Mahoney of Aon and PL Ferrari's Stephen Hawke come after American Club chief executive Joe Hughes yesterday argued that the desired rate hikes were largely sticking.

However, the renewal round is currently at its most intense, with the formal deadline at noon on Saturday and in practice, the close of business on Friday.

Given the conflicting imperatives of brokers and underwriters, some discrepancy between the official narratives is only to be expected.

Interestingly, no large fleets are known to have switched clubs at this stage, despite early predictions of an upturn in club hopping in response to higher pricing.

While there is still potential for this to happen, right up to the last minute, the revised expectation appears to be that retention will be around the 98%-99% mark, making the renewal typical in that respect.

The club's need for improved premiums has been generated by a combination of coronavirus, uncertain investment returns and increasing strains on the IG pool, which could top the half billion dollar mark this time.

As a result, the range of 2020-21 P&I rate hikes runs from 5% at Shipowners, Steamship, Swedish Club and the American Club to 7.5% at West and 10% at Standard, London, the UK Club, Japan Club, and North.

Two clubs have said they will seek additional premiums via ship-by-ship pricing, with Gard aiming between 2.5%-5%. Britannia is seeking high single digits in terms of percentage points.

Underwriters look to be adopting an outlook markedly tougher than that seen in 2019-20, when they ostensibly pushed for around 7.5% more, but in practice settled for less than half of that.

Mr Mahoney, Aon's executive director of commercial risk solutions, pointed out that marine mutuals were in a different position from commercial insurers, who find it easier to walk away from business.

The kind of rises seen in earlier years, of the order of 2.5%, can be justified as a means to offset rate erosion, but double-digit price hikes demand stronger justification.

"It's difficult to get the level of increases they are seeking, and they won't, quite frankly. They certainly won't achieve that on business that has got a good claims performance.

"But they'll get somewhere near it and they'll revisit the same circumstances next year. There will be another round of general increases," he predicted.

He accepted that clubs were in genuine in need of more money, given that the recent run of 100%-plus combined ratios and the threat of downgrades from Standard & Poor's if this is not rectified speaks for itself. But ultimately the job of a broker is to keep costs down.

"It's all well and good saying, we need 5%, but what are people paying to start with? Five percent on $50,000 is not the same as on $100,000."

Thanks to its size, Aon has accurate information on what vessels of every type and size are paying, and can thus benchmark against what is being charged elsewhere, he added.

Ferrari's Mr Hawke also admitted that it was naïve not to understand that the clubs have no choice but to seek higher premiums.

"The clubs have been under unusual pressure over the last five years on downward rates, which they have been able to subsidise through significant levels of investment income and very large free reserves.

"However, that has meant they have been underwriting at a loss. That is not sustainable, particularly when they have the twin uncertainties of Covid and the downturn in the investment market, coupled with an unusually high level of pool claims.

Over the table in the current renewal round, clubs have been fairly rigorous in keeping to their general increase stipulations, and indeed have been penalising owners with bad records beyond that general increase, he went on.

But even so, there has been some tendency to offset higher rates through higher deductibles.

Moreover, passenger, cruiseship and offshore operators have been cut some slack in recognition of the specific difficulties facing their sectors, namely the pandemic and subdued oil prices. In particular, clubs seem to have gone easy on vessels that are laid up.

Nevertheless, the IG pool situation is serious, especially given the built-in tendency for claims years to deteriorate for three-four years before the final outcome is known.

"That creates a problem for the clubs, as they've got to then budget forward based on the lessons of history. This is why, in part, they've needed to get the rates up.

"I'm old enough to have gone through a number of cycles, and the fact is, pool claims are accidents. They're not specific to any one industry sector, they're not because of any one cause or reason."

Every few years, a bad year comes along. Mr Hawke does not regard this situation as the new normal, and believes claims will settle down to a more normal level.

Fleets don't change clubs as often as people think, typically under 1% of world fleet by units moves in any one year, and Ferrari was not recommending changes, he added.

ANALYSIS:

DNV GL shines light on the 'dark side' of innovation

DNV GL has identified an "emerging safety gap" related to future technologies.

"To ensure the safe and timely transformation towards a digitally-smart and carbon-neutral future, the industry urgently needs to close the looming safety gap by addressing the safety-related risks," the classification society said in a white paper launched this week.

"There is a dark side to innovation, and a new risk picture is emerging" related to cyber security, automation, new fuels and digital technologies, said head of maritime Knut Ørbeck-Nilssen on a webinar to launch the study.

"Decarbonisation is creating a safety gap which, if left unmanaged, could delay industry progress," he added.

Collaboration is thus required as early as possible in designing, testing and verifying systems, he said, as a maritime renaissance takes place this decade.

The safety of maritime operations depends on holistic risk management, covering human, organisational and technical elements, the report's lead author Fenna van de Merwe said on the webinar.

"The maritime industry currently has no formal method or toolset for including system complexity in the overall risk picture in a rational way," she said, while safety regulations are starting to lag behind the accelerating digital developments.

As a result, new technologies and systems may be introduced without relevant standards for verification and testing in place to prove equivalent safety, according to Ms van de Merwe, who is principal consultant for safety, risk and reliability.

Digital transformation calls for system integration, while the transformation to carbon-neutral shipping requires collaboration to increase transparency, she said. Coupled with that should be a strong regulatory framework and a culture of continuous learning.

"Technology and the human element need to go hand in hand," she said.

According to DNV GL, liquefied natural gas as fuel, batteries and hydrotreated vegetable oil have come closest to meeting safety-related challenges, whereas hydrogen and ammonia have the fewest rules and guidelines in place to control safety risks.

LNG as fuel has had rules in place since 2001, Mr Ørbeck-Nilssen said, while overheating batteries are a work in progress.

Flammable and toxic gas releases are among common safety-related risks associated with several alternative fuels such as ammonia and hydrogen, DNV GL said, adding that its MarHySafe project is an important first step in removing hurdles to establish rules and regulations for the safe use of hydrogen as a maritime fuel.

One safety-related advantage of using more digitalised systems in the transition to decarbonisation is that such systems can reduce the need for manual operations. Fuel cells, for example, require less maintenance than combustion engines, reducing the need for follow-up by crew, while increased use of sensors cuts the number of people being exposed to toxic fuels on board.

Slow steaming, meanwhile, needs a holistic approach to risk as extra maintenance and inspections are needed, Ms van de Merwe said.

InceMaritime adds tech to legal and consultancy expertise

INCEMARITIME, a wholly-owned subsidiary of London-listed Ince Group, is tackling an uncertain future for mid-tier law firms by pushing into the consultancy and technology space.

Led for the past 10 months by senior partner Julian Clark, InceMaritime has been created to bring legal, consultancy and tech expertise to clients under one roof.

First to come alongside is US-headquartered Mission Secure, which provides operational technology protection, including cyber threat hunting and incident response.

“Cyber security is one of the industry’s greatest challenges,” Mr Clark explained. “The threat level and sophistication of hackers increases every day. Many shipping companies do not fully appreciate the seriousness of the issue they face.”

He warned that the new IMO requirement, combined with the devastating impact of a cyber-attack, was a serious burden for those engaged in vessel operation.

“Shipowners and managers need to move beyond just basic compliance, and away from a tick-the-box approach to cyber security,” said Mission Secure vice-president Rick Tiene.

“Of most concern is the fact that even if they are compliant with the latest IMO (International Maritime Organization) regulation as well as other industry cyber security guidelines, the reality is that they will not be sufficiently protected, particularly from OT (operational technology) cyber attacks,” he said.

The Ince brand has pedigree in maritime law. This has been strengthened by a move into consultancy with a presence in Abu Dhabi, Cyprus, London and Hamburg. Mission Secure launched InceMaritime’s expansion into the fields of regulation and risk through technology.

A wholly owned subsidiary was the best way to achieve this expansion.

“It’s a challenge for a regulated law firm to launch that [consultancy and technology] product. The non-shipping partners of a standard 50-100 partner law firm wouldn’t see the opportunities; and from a regulatory standpoint, the partners would argue that they are a law firm, not a tech firm of a corporate,” Mr Clark commented.

“Lawyers don’t know tech, and developers of tech are not lawyers or consultants. My solution was to bring them together in a single phone call.”

Mr Clark said he was close to rolling out a proposal that would use artificial intelligence to address sanctions. This would offer due diligence in relation a shipowner checking before fixing a cargo, a bank ensuring they are not making payments to a sanctioned entity, and a charterer or trader making sure they are trading with the right people.

“If a client does find themselves with the fleet on a sanctions list, I could provide OFAC with everything they need to know about this fleet very quickly to show they are not a sanctions risk, and should be de-listed,” he outlined.

Beyond that, he is planning to use sensor technology to focus on the facts of a laytime or demurrage dispute, reducing the number of disputes, avoiding litigation and cost, and getting swift solutions. Then he plans to explore the advantages of blockchain applications to address small claims and insurance

procedures, tracking dangerous goods cargoes, and assessing crew medical records.

"Anywhere there is a tech solution that addresses regulatory and risk issues attaching to the industry and coming to the market with a solution we can manage under one roof," Mr Clark told Lloyd's List.

"You don't need a consultant or a separate lawyer or tech provider. We've done that job for you on the back of the Ince brand. So rather than you having to conduct a beauty parade of 12 tech providers, we have done that job for you."

Mr Clark is inspired by the Maersk approach to business, where traditional operating boundaries are pushed aside. "If Maersk can do that, why can't we?" he asked.

"If we sit in an ivory tower thinking the world's client base will still come to us for legal advice, we'll wake up one morning to find we have no work. We must be innovative."

He believes other law firms will follow, although there will be regulatory hurdles to overcome from the partnership structure.

"Covid has encouraged all law firms to consider their future. While the larger firms are likely to do well because of the breadth and depth of their expertise, and small niche firms focused on swift contractual work without the bells and whistles will also survive, the mid-tier law firms have most to lose," he predicted.

"I think the mid-tier will struggle. There's an increasing raft of regulation plus difficulties with renewals, at a time when professional indemnity insurance premiums for law firms have gone through the roof.

"These firms will go one way or the other. I believe law firms must become full-fledged solution providers and consultants."

Firefighting standards are not fit for the age of ultra-large containerships

FIRES on containerships are often significant events that fall well outside the experience and ability of ships' crews to fight them, calling into question the standards of training offered to crew.

Speaking in a webinar, Nick Haslam, principal master mariner at marine consultants Brookes Bell, warned that requirements for firefighting training established in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers was insufficient to meet the requirements of modern ultra-large containerships.

"Fires may often involve significant quantities of chemicals, often highly reactive with high risk of explosion," Mr Haslam said.

"The use of simple fire hoses and jets in such cases may prove to be ineffective in nature and may place the seafarers at significant risk. The skills required for specialist firefighting fall outside of the STCW basic training requirement."

The problem was compounded by the nature of the materials that can potentially cause and fuel a fire.

Not only were there declared dangerous goods on board, but there was a risk of misdeclared or undeclared dangerous goods, which in some circumstances could be aggravated by normal firefighting processes.

But even without these, containerised cargoes were often both flammable and toxic.

"The majority of containers carried aboard a ULC are not classed as DG, however they may pose a similar threat in terms of firefighting," Mr Haslam said.

"The volumes of plastics and other combustible material is significant. The process of combustion often produces extremely toxic gasses which may pose a significant threat to those boarding a casualty even after the fire is extinguished."

The exponential growth in boxship sizes, which has seen container carrying capacity almost double in the past decade alone, had made firefighting even more difficult, particularly when trying to access and control a fire in a particular container before it can spread.

"Containers may now be stored 11 high below and above deck and 23 rows across," Mr Haslam said. "Access to specific containers is seriously hampered and accessing a particular container would be dangerous and time consuming."

But despite the increase in size, with few exceptions, containerships of any size are treated the same way under the Safety of Life at Sea Convention.

"There is little to differentiate the Solas requirements of a 10,000 dwt general cargoship and a 24,000 teu ULC, capable of carrying significant quantities of highly volatile cargo," Mr Haslam said.

"Given the very significant growth of container capacity on modern ULCs, and despite the numerous amendments to Solas and STCW, it may be questionable whether the standards have kept pace with this growth."

While a ULC could carry 20,000 tonnes of mixed chemicals as part of their everyday cargo, seafarers on board were only required to undertake basic firefighting training.

"If this is compared to a 20,000 dwt chemtanker, where the training requirements are higher and are specific to that type of vessel due to the potential nature of the cargo on board, it may be seen that, despite similar cargo carrying capacity, the standards of training differ significantly," Mr Haslam said.

"Given that history has shown us what can happen on containerships, is it not time that the construction of these vessels and the training of their crews is revised to reflect the devastating nature of these fires?"

MARKETS:

Dry bulk tonne-mile demand falls as Argentine grains miss the boat

AUSTRALIA is poised to become the largest exporter of grains to the Pacific for the first time in three annual export seasons, though tonne-mile demand suggests this may not be positive for the dry bulk market.

The 2021 season for wheat and barley exports from Argentina is facing fierce local competition in the wider Pacific region, as Australian farmers have harvested a near record new grain crop after three years of drought, according to Danish consultancy Bull Positions.

The Argentine export loadings in December 2020 and January 2021 to all major export regions were significantly below the export loadings in the same months last season.

The first two months of last season's export campaign for wheat and barley saw close to 6m tonnes of loading activity, data from the consultancy shows.

In comparison, in the first two months of the current export campaign, the export loadings only reached 3m tonnes.

Total Argentine 2021 exportable wheat and barley volume is estimated at slightly lower than 2020, but at par with a five-year average, it said.

"The main reason for the low volumes and slow export intensity in the first months of the export season is a significant drop in Asia-Pacific demand for Argentine wheat exports," the consultancy's managing director Jesper Buhl said.

"Despite an unusually large export volume of Argentine barley to China, much lower volumes of wheat heading to Indonesia, Bangladesh and other destinations in Southeast Asia and along the Arabian Sea drove the slowdown."

With Australian wheat and barley available in abundance, the latest upgraded production estimates now show a new all-time record production beating the previous record from 2016, he said adding that Asian buyers' preference shifts are leading all other long-haul originations, such as Argentine wheat and barley, which will struggle to be regionally competitive in the coming months.

"This could lead the remaining exportable monthly volume of Argentine wheat and barley loading in the next part of the peak season to be lower and last longer as the peaks provided by Asia Pacific importers will shift to slower monthly import demand derived from Cross Atlantic and Latin American demand."

IN OTHER NEWS:

Retail investors buy into shipping

RETAIL investors appear to be buying into shipping, as they see upside in values, according to equity analysts.

While shipping has been largely overlooked in Wall Street over the past years, activity has increased over the last few weeks across the board, leading to higher share prices, a panel on a Capital Link webinar said.

"For the first time in years, we have seen robust capital raising with new initial public offerings as well as secondary offerings," moderator Nicolas Bornozis said when introducing the topic. "Shipping has attracted attention not only from institutional investors but also from the wider individual investor community which now accounts for a good portion of the daily trading."

Jefferies' head of shipping equity research Randy Giveans acknowledged that share prices for the 31 shipping companies he covers were up an average of 34% since the start of the year. Investors see the upside in the value of the stocks given the global economic recovery combined with solid fundamentals, he said.

Combined with that, balance sheets were in better shape than in previous years, he noted.

Smaller accounts such as family or retail investors can "make a better bet" than institutional investors or hedge funds. although trading liquidity was not massive, said Mr Giveans, who is currently seeing more of a balance between the two types of investors.

His top pick is containers, followed by dry bulk, then gas, and finally tankers, where investors should look past the current weakness and focus on the upside expected over the next two years.

TECO 2030 plots mega hydrogen factory in Norway

OSLO-listed marine technology firm TECO 2030 wants to build a major hydrogen fuel cell factory in Norway that could supply bunkers to ships.

The company announced on Wednesday that it plans on building the facility capable of producing 1.2 gigawatts of hydrogen fuel cells per year, starting operations in 2022.

"This will be the first volume production of fuel cells in Norway and a hub for the Norwegian hydrogen industry," TECO 2030 chief executive Tore Enger said in a statement.

Hydrogen fuel cells, which convert hydrogen into electricity without emitting pollutants, are considered to be one of the options for shipping's decarbonisation efforts, especially shortsea shipping, given the higher storage requirements of the fuel.

Golden Ocean launches private placement as it buys 18 bulkers from affiliate

GOLDEN Ocean, John Fredriksen's dry bulk unit, is considering buying 18 modern bulkers from an affiliated company for $752m.

The purchase of 10 newcastlemaxes and eight kamsarmaxes, built between 2019 and 2021, is from Hemen Holding, which is indirectly controlled by family trusts set up by Mr Fredriksen. All vessels are scrubber-fitted.

The transaction "will add significant scale to Golden Ocean's operating fleet, contribute to reducing cash breakeven levels and is in line with the company's fleet renewal strategy, " Oslo-based Golden Ocean said in a statement.

The purchase is being made at the low point in the cycle with "attractive financing attached," it said.

Affiliates of Hemen have agreed to provide a loan facility of $414m, while Golden Ocean has launched a private placement to raise proceeds of about $338m.

Kim Heng makes inroads with Taiwan offshore wind JV

SINGAPORE-LISTED Kim Heng Offshore & Marine Holdings has repurposed three vessels to pursue contracts in Taiwan's burgeoning offshore wind sector.

Kim Heng's executive chairman, Thomas Tan told Lloyd's List that each of the three vessels had undergone modification valued at roughly $500,000 to $1m.

Kim Heng has also transferred the three vessels comprising two four-point mooring barges and one flat top deck cargo barge to its joint venture, Bridgewater Marine (Taiwan).

BWMT is jointly owned by Kim Heng, which holds a 49% stake and Taiwan-based Lianhao Ltd.

Maersk sees continuing surge of imports at its North American terminals

AP MOLLER-MAERSK has drawn attention to the surge of containerised traffic around the globe, but especially at its terminals in the US where strong imports continue at an "unprecedented" pace.

Maersk said the lunar new year had resulted in "no significant" slowdowns in demand out of Asia, and there could be missed sailings due to vessel slidings resulting from the "continued operational delays" especially in the San Pedro Bay ports of Los Angeles and Long Beach.

"All are keeping a close eye on how the situation in Asia is developing with truck availability and factory closures around the holiday period," Maersk said.

Danaos reports 'outstanding turnaround' for the container industry
DANAOS CORP, underlining a dramatic end-of-year turnaround, reported fourth-quarter 2020 net income of $43.2m, on revenue of $119.6m, while for the year as a whole it announced profit of $153.6m on revenue of $461.6m.

Danaos chief executive John Coustas drew attention to the final quarter results, saying "we witnessed the most outstanding turnaround in the container industry for as long as I can remember".

He said market participants were "caught by surprise as the chronic underinvestment in capacity coupled with a sudden resurgence of demand created a spike that drove container box rates to all-time highs".

The underinvestment and resurgence of demand led to a "massive increase" in the profitability of the firm's customers and significantly diminished the counterparty risk that was so prevalent at the end of the first quarter of 2020.

"The charter market, in turn, rapidly strengthened, resulting in decade-high charter rates across almost all vessel types," Dr Coustas told an earnings call on Tuesday.

Another Maersk boxship loses containers in north Pacific storm
WEATHER conditions in the north Pacific have led to another Maersk containership losing containers overboard.

The 2010-built, 13,000 teu *Maersk Eindhoven* (IMO: 9456771) suffered from an engine stop in "harsh weather near Japan, while en route from Xiamen to Los Angeles, Maersk said in a customer advisory.

"Our preliminary reports indicate that a number of containers have been lost overboard," the company said.

"Unfortunately, we do not yet have the visibility into which of our customers' containers have been lost or damaged. We are awaiting further updates from the vessel regarding potentially lost or damaged containers and will share the details once available."

All crew members were reported to be safe and the ship's propulsion had been restored, it added.

Maersk said it was assessing the nearest suitable port options in Asia to berth the vessel.

Wallenius Wilhelmsen plans wind-powered ro-ro
CAR carrier operator Wallenius Wilhelmsen says it will design the world's first wind-powered pure car and truck carrier, claiming it could cut emissions by up to 90%.

The Scandinavian ro-ro giant hopes its design for *Orcelle Wind* will be ready to contract with a shipyard by mid-2022 and ready for launch by 2025.

Wallenius Wilhelmsen said the PCTC "will achieve up to 90% reduced emissions compared to today's best vessels".

The planned ship would be 220 metres long and carry 7,000 cars as well as heavy machinery and breakbulk. It could reach 10-12 knots under sail and higher speeds with supplemental power.

"The journey towards zero emissions requires great strides forward," chief executive Craig Jasienski said in a statement. "We believe the *Orcelle Wind* is one of them."

Hutchison looks to expand Oman container terminal
FRESH from sealing a new port concession in the southwest of Saudi Arabia, Hutchison Ports is looking at consolidating its presence to the east of the Arabian Peninsula with an agreement to conduct a feasibility study for the expansion of Sohar Port in Oman.

Hutchison Ports said in a press release that its Oman unit Hutchison Port Sohar had signed a development agreement with Sohar Port and Freezone to look at the expansion of the port alongside the addition of a new container terminal capable of receiving mega-vessels.

The feasibility study will begin this year and will assess the social, environmental, logistical, in-country value and economic impacts of any future expansion.

Classified notices

VARIATION TO CONSENT APPLICATION

NOTICE PURSUANT TO SECTION 5 OF THE ELECTRICITY GENERATING STATIONS (VARIATION OF CONSENTS) (ENGLAND AND WALES) REGULATIONS 2013 ELECTRICITY ACT 1989

APPLICATION FOR VARIATION TO THE BLYTH OFFSHORE DEMONSTRATOR PROJECT SECTION 36 CONSENT

Notice is hereby given that Blyth Offshore Demonstrator Ltd (BODL), 40 Grosvenor Place, London, SW1X 7EN, has applied to the Marine Management Organisation to vary their section 36 consent in accordance with section 36C of the Electricity Act 1989. A variation to the supporting Marine Licence is also proposed under Section 72 of the Marine and Coastal Access Act 2009.

BODL is seeking the following section 36 consent variation;

- to increase stated maximum upper limit of individual turbine capacity from 8.5 to 14 MW (overall capacity to remain as 99.9 MW);
- to increase the stated maximum tip height of each turbine generator from 195 m to 258 m above HAT;
- to increase the stated maximum hub height of each turbine generator from 110 m to 140 m above HAT; and
- include dynamic cabling options in inter-array cabling.

Under Regulation 4(6) of the Electricity Generating Stations (Variations of Consent) (England and Wales) Regulations 2013, the applicant has received notice that the Marine Management Organisation considers the application as suitable for publication.

Further information regarding the variation application is available to download for free at https://www.edf-re.uk/our-sites/blyth-2 or can be viewed during normal office hours and on prior appointment at:

National Renewable Energy Centre, Offshore House, Albert Street, Blyth, Northumberland NE24 1LZ

To make an appointment to view the application at the National Renewable Energy Centre's office please email blythadmin@ore.catapult.org.uk

Copies of the application and supplementary information may also be obtained;

- electronically on the MMO's marine licence register which can be found at the following website address: https://marinelicensing.marinemanagement.org.uk/mmofox5/fox/live/MMO_PUBLIC_REGISTER/
- in hard copy from the MMO at the address below for a charge not exceeding a reasonable amount for copying; and
- by inspection during normal office hours free of charge and on prior appointment at the following location:

Marine Licensing Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne NE4 7YH

To make an appointment to view the application at the Marine Management Organisation's office please email Marine.consents@marinemanagement.org.uk

Representations or objections in respect of the consent variation application should be made in writing, giving an address to which correspondence relating to the representation or objection may be sent, to the Marine Management Organisation, Marine Licensing Team, Lancaster House, Hampshire Court, Newcastle Upon Tyne, NE4 7YH, or alternatively emailed to: MLA/2012/00122@marinelicensing.marinemanagement.org.uk by no later than 26th March quoting reference number **MLA/2012/00122/10**.

Marine Licensing Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne NE4 7YH
Tel: 0300 123 1032 Email: Marine.consents@marinemanagement.org.uk

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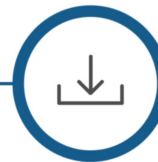

Download the evidence

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