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LEAD STORY:
IEA says shipping won't reach zero emissions by 2050

WHAT TO WATCH:
IMO prepares for heavy lifting in finalising new emission measures

Ports closed and dozens missing at sea as Cyclone Tauktae hits India's west coast

ANALYSIS:
Rare leadership change puts Helmepa on sustainable path

MARKETS:
Castor to acquire two more panamax bulkers

China shipbuilding mega-merger gets antitrust greenlight

IN OTHER NEWS:
Eneti profits from strong dry bulk market

American Hellenic Hull joins ship recycling transparency push

BW LPG increases stake in Indian joint venture

Flex LNG fixes term charters as freight rates improve

Hapag-Lloyd unit reflags five ships for US fleet

MOL reinstates ammonia shipping business

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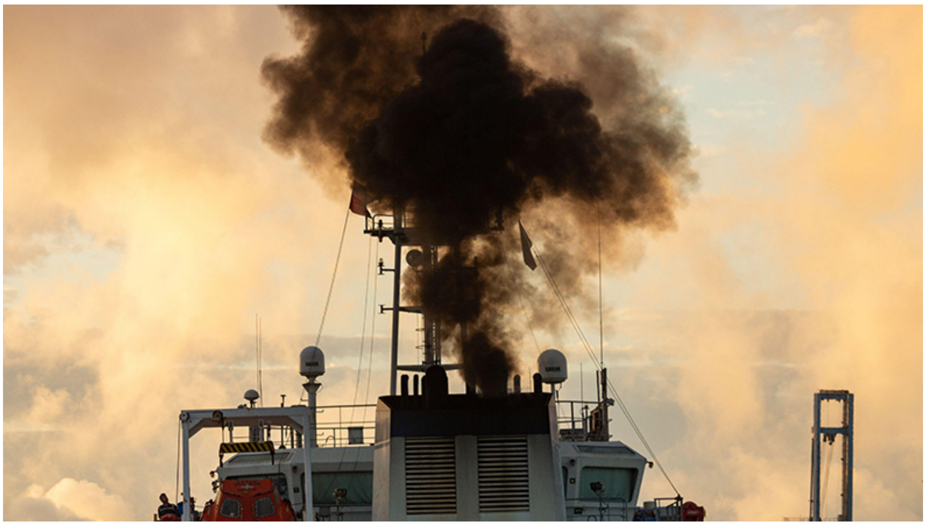

SHIPPING WILL NOT be a zero emissions sector by 2050 even in a world where the global energy sector achieves net-zero carbon dioxide emissions, the International Energy Agency says.

In a new road map to achieve net-zero emissions by 2050, the IEA forecasts emissions from domestic and international shipping operations will decline annually by 6% by 2050, dropping to 120m tonnes of CO_2, an 86% reduction compared with 2020, when they accounted for 2.5% of total energy sector emissions.

However, "due to a lack of available low-carbon options on the market and the long lifetime of vessels (typically 25 to 35 years), shipping is one of the few transport modes that does not achieve zero emissions by 2050", in the net-zero emissions by 2050 scenario.

The assessment amounts to higher expectations for the sector than current regulatory ambitions, at least for international shipping, but will also raise doubts about whether full decarbonisation or net-zero emissions from shipping by mid-century are achievable.

The International Maritime Organization currently aims to reduce international shipping greenhouse gas emissions by at least 50% by 2050 compared with 2008. CO_2 is the dominant greenhouse gas from international shipping.

The IMO goal will be revised in 2023. The US has said that it wants to see it raised to absolute zero emissions by 2050.

The IEA said the energy sector accounts for three quarters of greenhouse gas emissions today and achieving global net-zero CO_2

emissions by 2050 is consistent with global efforts to limit any temperature increase to 1.5°C this century.

It also warned governments that despite 70% of global CO_2 emissions being covered by net-zero targets, most of these pledges still lack supporting policies and measures and would still leave 22bn tonnes of CO_2 emitted in 2050 even if they are successful.

"The continuation of that trend would be consistent with a temperature rise in 2100 of around 2.1°C," it said.

Net-zero targets allow the continuation of some emissions so long as the same amount of emissions are removed from the atmosphere, leading to a neutral state.

Radical changes

The road map envisages radical changes to the energy sector's profile, with no new oil and gas fields approved for development and now new coal mines and mine extensions starting in 2021.

"Unabated coal demand declines by 90% to just 1% of total energy use in 2050. Gas demand declines by 55% to 1,750bn cu m and oil declines by 75% to 24m barrels per day, from around 90m bpd in 2020," the IEA said.

Under the net-zero emissions scenario, two-thirds of total energy supply in 2050 is from wind, solar, bioenergy, geothermal and hydro energy, with solar becoming the single largest source. A fifth of the energy demand still comes from fossil fuels.

"Fossil fuels that remain in 2050 are used in goods where the carbon is embodied in the product such as plastics, in facilities fitted with carbon capture, utilisation and storage, or CCUS, and in sectors where low-emissions technology options are scarce," the IEA said.

In the shorter term, the agency expects energy efficiency to play a major decarbonising role, as it assumes a 40% growth in the global economy by 2030, but also a 7% decline in energy consumption.

"A major worldwide push to increase energy efficiency is an essential part of these efforts, resulting in the annual rate of energy intensity improvements averaging 4% to 2030 — about three-times the average rate achieved over the last two decades," it said.

Shipping is one of the sectors that should reap the benefits of improved energy efficiencies in the short term, according to the IEA, before it switches to low carbon fuels.

The net zero emissions scenario anticipates that in 2030 just under 80% of shipping bunkers will still be oil-based, with hydrogen-based fuels and bioenergy claiming a bigger share than gas.

Only a decade later, oil fuel shipping bunkers account for just over 40% of total consumption, while hydrogen-based fuels almost account for almost 40%.

Hydrogen-based fuels account for over 60% of the fuels shipping consumed by mid-century, with ammonia claiming the single biggest share of shipping fuels at around 45% of the market.

Active support

But the renewable energy production that will power this transition will require active support form policy makers and the agency warned that it needs to start immediately.

"Decisions will be needed on whether to produce hydrogen domestically from low-carbon electricity via water electrolysis or from gas with CCUS or a combination of both, and whether to rely on imported hydrogen-based fuels," it said.

Policy-makers will also need to find ways to lower the cost of hydrogen and scale up its supply, with industrial ports labelled a "good starting point" for the latter due to their access to low-carbon hydrogen supply though offshore wind or CO_2 storage and their promotion of hydrogen use by ships and trucks.

"The establishment of hydrogen trade will require the development of methodologies to determine the carbon footprint of the different hydrogen production routes and the adoption of guarantees of origin and certification schemes for low-carbon hydrogen (and hydrogen-based fuels)," the IEA said.

"Sustainable biofuels" will also provide almost 20% of total shipping energy needs in 2050, in this net-zero emissions scenario. Their prevalence in shipping grows higher after 2030 as cars and trucks rely more on electrification, a resource shipping is not expected to draw on.

"Electricity plays a very minor role, as the relatively low-energy density of batteries compared with liquid fuels makes it suitable only for shipping routes of up to 200 km," the IEA said. "Even with an 85% increase in battery energy density in the net-zero emissions as solid-state batteries come to market; only short-distance shipping routes can be electrified".

But for sustainable biofuels to take off and become competitive, it said by 2025 plans will have to be made for their mobilisation.

"Measures will need to incentivise the rapid development and deployment of advanced liquid biofuel technologies in end-use sectors (particularly heavy-duty trucking, shipping and aviation), using mechanisms such as low-carbon fuel standards, biofuel mandates and CO2 removal credits," it said.

WHAT TO WATCH

IMO prepares for heavy lifting in finalising new emission measures

THE members of the International Maritime Organization will seek to adopt the first new global short-term measures for shipping greenhouse gases next month, but not before hearing new concerns and demands from their peers and industry.

The Marine Environment Protection Committee meets in June to adopt technical efficiency and efficiency measures that will help the IMO attain its target of improving the global fleet's average carbon intensity by at least 40% by 2030 compared with 2008.

The hope is that the IMO will finalise the measures, allowing itself to move on to more pressing and longer-term issues, such as the discussion over a potential carbon levy and the strengthening of its greenhouse gas strategy in 2023.

But despite having approved the measures in its last meeting in November 2020, the number of submissions to the meeting on the short-term measures and their level of detail suggests that the committee will have to engage in another round of virtual negotiations.

While the technical efficiency measure, the Energy Efficiency Existing Ship Index, will require further deliberations, it is the operational efficiency measure, known as the Carbon Intensity Indicator that is expected to be the more contentious.

The CII will require ships to improve their carbon intensity performance by a certain percentage annually from 2023 until 2030. Ships will be graded from A to E for their performance and those with D and E ratings will need to formulate corrective action plans to rectify their shortcomings.

IMO governments have been criticised for lack of sufficient enforcement of the CII. A previous proposal to force ships that perform poorly out of the global fleet was abandoned in the run-up to last November's MEPC.

Since then, a correspondence group, which was jointly co-ordinated by China, Japan and the European Commission, developed the implementation details of the regulations.

Actual reduction rates

Among the most important are the CII calculation method, the carbon intensity reduction rates and the actual reduction rates.

The correspondence group has tabled two alternative reduction rate methods for the governments to choose from and hit the at least 40% by 2030 target; a demand-based measurement or a supply-based measurement.

Accounting for different variables, the two options have different starting points, with the group estimating that in 2019 international shipping had achieved 33.3% and 23.6% from a demand-for-shipping based and supply-of-shipping based perspective respectively, compared with 2008.

The group then suggested that the incoming annual carbon intensity requirements for ships would need to improve aggregate CII by at least 10% and 21.5%, in demand-based and supply-based terms respectively, by 2030 compared with 2019.

These measurements would get the international fleet over the minimum 40% improvement by 2030, as the IMO had agreed to.

The targets would be backed by required annual improvements in carbon intensity, which both lead to the cumulative reduction in 2030 and ensure a continuous decline in the carbon intensity through 2030.

Delegates will have to decide whether to prescribe specific carbon intensity reduction rates for different ship types or the same flat reduction rates to all vessel types.

As governments are called to choose between options, countries and industry associations are looking for clarifications and amendments on specific ship types and other details, through submissions to both the MEPC and a preparatory meeting, known as the intersessional working group that convenes in late May.

Some submissions seek to address more fundamental issues and steer higher level policy making towards a certain direction. For example, the United States and France warn about the limitations of following a demand-based approach to emissions reductions compare to a supply-based approach.

Denmark has asked the IMO to allow companies to comply with the CII on a fleet level rather than forcing them to attend to each individual ship.

The World Shipping Council is questioning whether the correspondence group's estimated 2019 efficiency improvements are accurate and suggests that a single uniform annual reduction rate is used for all vessels to "promote further efficiency improvements across the fleet as a whole".

Greece wants to see specific reduction factors for different ship types.

"It should be taken into consideration that slow-speed ships (such as tankers and bulk carriers) cannot achieve the same flat reduction as faster ships, which have enough speed margin to drop their speed by a few knots and easily achieve their reduction rate," it said in a submission.

Other submissions are much more specific to issues and vessel types; there are concerns raised for refrigerated container cargoes, cruiseships without traditional propulsion systems, adverse weather conditions, voyages in ice conditions onboard CO2 capture, among other issues.

The volume of submissions was somewhat expected as the finalisation of the CII and the EEXI will be the biggest step the IMO has taken since it adopted its initial GHG strategy in 2023.

But the MEPC is pressed for time and with around 200 documents to get through on everything ranging from marine litter to the industry's proposed $5bn research and development fund, delegates at the week-long meeting will have to find a way to address outstanding concerns and convincingly deliver the new measures.

Ports closed and dozens missing at sea as Cyclone Tauktae hits India's west coast

SEVERE cyclonic storm Tauktae has made landfall on India's west coast, shutting down ports and refineries at a time when the nation is already battling a coronavirus surge.

The storm had led to the suspension of operations in 21 ports in Gujarat, including the important port of Kandla and private port of Mundra.

According to Lloyd's List Intelligence casualty report, around nine incidents took place due to the cyclone in the Arabian Sea, which resulted in the capsizing of barges and tugs.

At least 205 people are missing at sea, with search and rescue operations ongoing, Lloyd's List Intelligence said.

Due to the rough weather, one sailor fell overboard and slipped into Arabian Sea and three other crew members on board containership *SSL Ganga* (IMO: 9256406) were injured, Lloyd's List Intelligence reports.

Another tug *Alliance* (IMO: 9632973), which was caught in a passing cyclone, capsized and reportedly sank off Mangalore, western India, on May 15.

Out of eight crew members who were on board, two managed to swim to the shore, one crew member was reported dead and five crew members remain missing, according to the casualty report.

The Gujarat Maritime Board advised port authorities to suspend loading and unloading operations and drift all ships, including liquefied natural gas vessels and oil tankers, to high seas.

"Signal number 10 is at five ports of Pipavav, Veraval, Jafrabad, Victor and Diu. This signal means great danger and the cyclone is expected to move over or close to the ports," said Gujarat Maritime

Board chief executive Avantika Singh said, as reported by local media.

"Similarly, signal nine, indicating severe weather is at Alang, Bhavnagar, Dahej, Magdalla, Bharuch and Daman have been issued."

She said that there were 28 vessels berthed at the ports in Gujarat as of May 17.

"All of them have been asked to shift to high seas, where they would be safer. Right now, there are no vessels at the ports."

Force majeure has been declared at the ports of Mangalore, Karaikal, Kakinada, Vizag and Gopalpur, according to shipping agents GAC.

Tauktae is the strongest cyclone to strike the Arabian Sea region in more than two decades, with sustained winds of up to 165 km (103 miles) per hour.

Both Gujarat and neighbouring Maharashtra — home to several ports and refineries — have been placed on high alert.

The Adani group port Mundra suspended all port operations on Monday and quick response teams are deployed at strategic locations to handle any emerging situation.

"We have initiated all actions in line with our disaster management plan and standard operating procedures thereof at Dighi, Hazira, Dahej, Mundra and Tuna terminal," the port said in a statement.

The cyclone is expected to reach Jamnagar this evening, said GAC India shipping operations manager Sajinath Manghat. "We understand that Sikka, Pipavav and Vadinar ports remain closed."

There is heavy wind and rain at Surat, Hazira and Bharuch (Dahej), he added, which is expected to clear by this evening. "The ports are closed, and there will be no operation till midnight or tomorrow morning."

Kandla port has advised that vessels can return to anchorage area from the high seas, but there is no confirmation on when port operations will resume.

Standard P&I club's senior surveyor Akshat Arora said it was likely that the disruption caused by this cyclone and its impact on revenue could be far-reaching.

"Apart from the safety implications, there is an economic impact on shipping and ports as ships have to be deviated, logistical supply chains come to a halt with ports shutting down and there could be potential delays in the aftermath as key infrastructure has to be repaired."

ANALYSIS

Rare leadership change puts Helmepa on sustainable path

OLGA Stavropoulou has been unveiled as only the third-ever director-general in the near 40-year existence of the Hellenic Marine Environment Protection Association, or Helmepa. The last time leadership of Helmepa's secretariat changed hands was 38 years ago.

That by itself suggests an organisation facing some of the biggest changes in its history. Neither Ms Stavropoulou nor Helmepa's chairperson, Semiramis Paliou, seem concerned to play down this impression. Rather, they embrace it.

"For the past 40 years we have had the same structure," says Ms Paliou. "We want to build on the solid foundations we have by bringing in new ideas and new energy."

According to Ms Stavropoulou, we are looking at "Helmepa 2.0".

There can have been few institutional leadership successions where the credentials of the outgoing and incoming chief executives were so divergent, but that is understandable given the span of time between them.

The organisation was launched by shipowner George P. Livanos in 1982 to unite Greek shipowners and seafarers in an effort to eradicate ship-generated pollution.

The sincerity of the initiative was enshrined in a small red founding booklet and membership pledge, Declaration of a Voluntary Commitment — "To Save the Seas".

Helmepa has been governed by a 15-member board that over the years has been chaired by some of the most esteemed names in Greece's shipping industry.

Until recently, a constant since 1983 had been its director-general Dimitris Mitsatsos.

Mr Mitsatsos, a navy veteran and combat hero who was handed the task of safeguarding the fledgling association by Mr Livanos himself, was widely seen as the conscience of the organisation.

He fought stubbornly to ensure that, while it spread its wings with new activities, Helmepa never strayed far from its original ideas and commitments. Above all, Helmepa had to mean business and not sell out.

By the early 1990s, Helmepa's seafarer refresher training and other activities had been publicly recognised by the International Maritime Organization and it participated in the Greek delegation at the International Maritime Organization.

In 1993, Helmepa Junior was formed to involve children in environmental activities through their schools and community projects.

It has helped tens of thousands of children in Greece grow more aware of environmental imperatives.

With the benefit of hindsight, Helmepa was far ahead of its time and it put the Greek shipping community at the fore of sensitivity toward the marine environment at a time when climate change anxieties were the concern only of scientists and a few activists.

Inevitably, some skeptics saw it as an early example of "greenwashing" although back then the term had not yet been coined.

But Helmepa steadily won over international opinion and inspired several cousin organisations to be set up in other countries. Its hard-won credibility was a testament above all else to Mr Livanos' passionate, maverick vision and Mr Mitsatsos' unbending commitment to the cause.

Renewing the organisation

Helmepa 2.0 envisages renewing the organisation's commitment to save the seas and leveraging the network it has built up over the years, while aspiring to broaden its engagement with the shipping industry and with wider society.

Ms Paliou, now the chief executive of major New York-listed dry bulk shipowner Diana Shipping, was elected last year as Helmepa's first woman president at the head of a revamped board of directors.

"The board is on average younger than before and includes a lot of women. There is a lot of energy to try to understand what society needs from Helmepa today and to better communicate what we are doing," she says.

With the organisation's 40th anniversary looming next year, she feels that it is the right moment to look forward to what Helmepa should achieve over the next 20-30 years.

"We need to respect the past, which is our legacy, and at the same time understand the needs of the future," she says. "As a board we have a duty to leave something for the next generation that reflects their needs and expectations."

Ms Paliou says that a key addition to the board came in December when Peter G. Livanos, the founder's son and a important industry personality in his own right, joined as an honorary member.

"Mr Livanos is an asset," she says. "He is part of the legacy, he has an open mind and he can help the board navigate a path that maintains the founder's vision and at the same time enables us to move forward."

Enter Ms Stavropoulou, who has a wealth of leadership experience with large multi-stakeholder projects across education, environment, the blue economy, culture and the labour market.

She is also an entrepreneur and mentor who has founded two companies, Knowl Social Enterprise and Militos Consulting, and has a track record of working with European institutions and non-governmental organisations such as Prince's Trust International and the Stavros Niarchos Foundation. Significant public information campaigns are another specialty.

The 49-year-old from Athens, who has lived and worked in the US, France and Belgium as well as Greece, says that she accepted the invitation to come on board because she was inspired by Helmepa's mission and its current challenges.

"Our vision is to contribute to a more sustainable future for our children," says Ms Stavropoulou.

"Helmepa has always collaborated with other stakeholders and has built up trust for 40 years. Having that position of trust, we can use it to inspire and educate."

Action and communication are two sides of the same coin. "We must walk the talk. But Helmepa has value and as long as we are producing value we want to make that visible," she says.

Iconic emblem

The pair cite Helmepa's iconic seagull emblem, which has featured in public campaign posters and has been animated in television spots since the early days, as illustrative of the need for a fresh take.

Both women fondly recall seeing the ubiquitous seagull as children.

"We grew up with that symbol everywhere and it still plays on TV — but young people don't watch as much TV anymore. So, it has to be adapted to current modes of communication. We need to talk the language of young people."

They are keen to increase Helmepa's footprint in society at large as part of their vision for repositioning the organisation in the 2020s. But Ms Paliou is also convinced that activities and messaging on the shipping side need updating.

"Helmepa was founded at a time when there were not so many regulations as there are today," she says. "Now there is a global behavioural change underway, and in the industry we should do what we can to adapt to more sustainable practices across the board.

"So, we are introducing more corporate social responsibility and sustainability into our courses and offering ideas about how to integrate these principles. The younger generation in shipping has begun to understand this but there are still shipping companies of an older mindset that need help."

In another headline change, Helmepa has slashed its membership fees — although these were never particularly exorbitant — to boost the membership and this seems to be paying off.

From just under 400 vessels enrolled at the end of 2020, membership has tripled to more than 1,500 vessels.

"If we want to have an impact, we need to have a voice," Ms Paliou says. "We needed a high number of members."

But she is ambitious to widen the net beyond the circle of shipowners that have provided the backbone of Helmepa to date.

"We want to bring in the whole shipping community, not just the shipowners and shipping companies. When it comes to decarbonisation, shipowners cannot do it by themselves. The whole community needs to embrace these principles to go forward."

MARKETS

Castor to acquire two more panamax bulkers

CASTOR Maritime, the fast-expanding Cyprus-based owner of dry bulk carriers and tankers, has agreed to buy another two panamax bulkers for a combined cost of just over $40m.

The two bulkers, which are expected to join the fleet during the third and fourth quarters of this year, bring to 20 the number of purchases Castor has made from the secondhand market since the start of 2021. Of these, 10 have been announced within the past 30 days alone.

Following the delivery a few days ago of Magic Vela (IMO: 9473327), a 75,0003 dwt bulker acquired last month as the Brahms from Borealis Maritime, Castor now has 14 vessels on the water and the fleet will rise to 26 once all agreed acquisitions are delivered.

The Nasdaq-listed company did not name the two latest acquisitions but the panamaxes were described as an eight-year-old Japan-built unit and a seven-year-old vessel built in South Korea. The price tags were $19.06m and $21m respectively.

The 2013-built bulker comes with a time charter at a daily rate of $11,650 that upon delivery will have a remaining estimated term of two to four months, the company said.

While Castor's appetite for dry bulk tonnage has remained seemingly inexhaustible to this point, it has also dramatically ramped up its fledgling tanker fleet in the past few weeks.

It announced its largest deal so far at the end of April, the acquisition of five tankers for $49.25m. The deal included three long range two tankers constructed between 2002 and 2004, and two 15-year-old medium range one tankers.

Although unidentified by Castor, the tankers have been identified by market sources as coming from the fleet of Greece-based Eletson.

The deal followed hard on the heels of a singleton aframax tanker purchase for $14.8m, announced in mid-April.

Castor only entered the tanker market earlier this year and has already grown the tanker side of its fleet to eight vessels.

“This diversification allows us to pursue attractive opportunities across different shipping sectors,” chief executive Petros Panagiotidis said.

China shipbuilding mega-merger gets antitrust greenlight

CHINA State Shipbuilding Corp is expected to win the antitrust approvals for its merger deal, paving the way for the state conglomerate to further integrate its business.

The shipbuilding group was created in late 2019 by combing the former CSSC and China Shipbuilding Industry Corp under Beijing’s mandate. It was touted as the world’s largest player in the sector, with total assets of $112bn.

“The competition authorities from major countries or regions involving the merger have just completed their reviews. Therefore, the external and internal conditions of the restructuring have been met, while the uncertainties are largely cleared up,” said Shanghai-listed CSSC Holdings, a main subsidiary of CSSC.

The company did not identify the foreign authorities involved.

In comparison, its South Korean rival Hyundai Heavy Industries said its takeover of small domestic rival Daewoo Shipbuilding & Marine Engineering was pending antitrust approvals from several jurisdictions, including the European Union, Japan, China, Singapore and Kazakhstan.

Only the latter three countries have so far given their go-ahead to the deal.

A CSSC group executive earlier told Lloyd’s List the Chinese giant would face fewer regulatory hurdles compared with its South Korean counterpart, whose products have a bigger market share in certain segments, such as the liquefied natural gas carriers.

The regulatory approvals, disclosed in a stock filing, were used by CSSC as a reason for scrapping a previous asset reorganisation plan.

The plan was initiated by the former CSSC before the merger to remove the unnecessary competition between its two flagship listed arms, CSSC Holdings and CSSC Offshore & Marine Engineering Co.

Through asset swaps and injections, the former was set to specialise in shipbuilding and the latter in engine making.

The costly move no longer makes sense, according to CSSC Holdings, with the inclusion of CSIC and its subsidiaries, which are now part of the CSSC group.

It added various means are being reconsidered to consolidate the business within the parent group to “completely resolve” the internal competition issues among all affiliates.

IN OTHER NEWS

Eneti profits from strong dry bulk market

ENETI, formerly known as Scorpio Bulkers, has profited from a strong dry bulk market as it maintains its exposure to the sector while it transitions to the renewable energy arena.

The US-listed company posted net income of $41.9m in the first quarter of the year compared with a net loss of almost $125m in the same period a year earlier.

The company said it gained from an “increase in fair value of common shares” held in Star

Bulk Carriers and in Eagle Bulk Shipping, which were received as part payment for bulkers it sold.

American Hellenic Hull joins ship recycling transparency push

AMERICAN Hellenic Hull Insurance has become the first specialised marine hull and machinery underwriter to sign up to the Ship Recycling Transparency Initiative.

The Cyprus-based insurer, which provides coverage for more than 3,000 vessels, brings the number of signatories to 29.

It joins leading shipowners, including Maersk, CMA CGM, Evergreen, NYK Line, Stolt-Nielsen and Teekay, and — according to the initiative — "a growing cohort of financial stakeholders committed to enabling responsible ship recycling through transparency and accountability".

BW LPG increases stake in Indian joint venture

BW LPG, a Singapore-based shipowner, has expanded its presence in India by increasing its stake in a joint venture to 85% from 50%.

The company said it has also added a very large gas carrier to the fleet, taking the total to five vessels trading on time charter contracts in the country, which is battling the worst coronavirus cases and a cyclone that has shut several ports.

The venture with Global United, which was set up in 2017, also secured a five-year term loan for up to $198m from a syndicate of seven banks, at an all-in cost of Libor plus 1.98%.

Flex LNG fixes term charters as freight rates improve

FLEX LNG has secured another term charter for an ocean-going tanker on its fleet.

A leading trading house has agreed to hire the 173,400 cu m LNG carrier *Flex Constellation* (IMO: 9825427) for a firm charter period of three years plus an option to extend for up to another three more years, the shipping firm said.

The vessel first joined the working fleet in 2019 on its delivery from South Korea's DSME shipyard.

Hapag-Lloyd unit reflags five ships for US fleet

HAPAG-LLOYD's US subsidiary has begun reflagging five containerships to replace vessels it currently holds in the US government's Maritime Security Program.

Hapag-Lloyd USA is replacing the vessels under its Operating Agreements, according to the Maritime Administration which runs the programme.

"Marad has approved five vessel replacements in MSP in 2021," a spokesperson told Lloyd's List. "All MSP Operating Agreement holders can, once approved, replace existing vessels in the Maritime Security Fleet with qualified replacement vessels while participating in the programme."

MOL reinstates ammonia shipping business

MITSUI OSK Lines, the Japanese shipping group, has re-entered the ammonia transport business as it expands its presence in developing the future green fuel.

The company said it has signed a time charter contract with trader Trammo for *Green Pioneer* (IMO: 9471018), a 35,000 cu m ammonia and liquefied petroleum gas carrier.

"MOL was active in the ammonia transport business until 2016 and this contract marks its re-entry into the field."

For classified notices please view the next page.

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HYPROC SHIPPING COMPANY spa

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NIF N° : 0 999 3101 03669 77
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NATIONAL AND INTERNATIONAL OPEN CALL FOR TENDER
N°. 02 /HYPROC S.C/PMD/2021

HYPROC SHIPPING COMPANY, located at ZHUN USTO, BP 7200, ES-SEDDIKIA, 31025 ORAN, is seeking for a qualified shipyards interested in the Design, the procurement, the construction, the commissioning and the delivery ready for service of ONE (01) LPG carrier, ranging from 13 000 to 15 000 cbm capacity on firm basis, plus one (01) sister ship on option in one batch.

Once the Tender Call advertisement is published on two daily newspapers and BAOSEM, interested companies may obtain a copy of the tender documents and specifications from “HYPROC S.C. SPA, Cellule Centrale des Marchés de l’Entreprise”, ZHUN USTO - BP 7200 Es-Seddikia- Oran 31025, Algérie against presentation of Power of Attorney and bank voucher for tender fees of Two hundred US Dollars (200 United States Dollars) for International Bidders or Twenty thousand Algerian Dinars (20 000 D.A) for National Bidders net of bank charges for the Beneficiary :

HYPROC SHIPPINC COMPANY at following bank account:

Banque Extérieure d’Algérie (BEA), AGENCE EL DJAMEL
RIB number : 002 00081 081 22000 36/49
SWIFT: BEXA DZ AL 081.

(**)

The bidder can request to receive the tender book by electronic mail (mail: **ccme@hyproc.dz**), after delivery of payment vouchers.

The bidder shall present the technical offer under two sealed envelopes. The external envelope should be anonymous with only the following indications:

“National & International Open Call for Tender
N° 02 / HYPROC S.C / PMD / 2021

Technical offer – Do not open”.

The internal sealed envelope shall contain the indication “Offre Technique», the name, the logo and the bidder stamped.

Page **1** / **2**

The offers should be couriered to:

Hyproc Shipping Company

La Cellule Centrale des Marchés de l'Entreprise

ZHUN USTO - BP 7200 Es-Seddikia- Oran 31025, Algérie,

or directly handed to Bureau d'ordre General (BOG) of Hyproc SC.

The bidder must provide all the following documents and appendixes laid out in the tender book.

Non transmission of one of the following documents will lead to systematic rejection of the submission:

1. **Declaration to be signed.**
2. **Bidding guarantee or the swift** (the swift is provided by the bidder, in the case of the impossibility to produce the Bidding guarantee);
3. **Technical offer.**

The deadline for the reception of bids at BOG (Bureau d'Ordre Général) is fixed for the **July 07th, 2021 at 9h.30 a.m (L. T).**
Submission reception date is to be considered according to Hyproc's BOG (Bureau d'Ordre Général) stamped date of receipt by post or by hand delivery.

Bids opening ceremony will be held to the same day at **10 .00 a.m (L.T).**

If the date of deposit of the bids coincides with a public holiday or a legal rest day, this date is extended until the next business day.

Any submissions received after the closing date will not be considered.

Bidders shall be committed trought their offers for 180 days from the closing date.

Technical offers will be opened in a public session at HYPROC SHIPPING COMPANY headquarters as per date and address indicated here above.

The present call of tender is considered as an invitation letter to bidders who have already sent their Technical offers to attend the opening ceremony.

After the evaluation of the technical offers, the bidders whose their offers are declared eligible technically will be invited by mail to submit a financial offer.

The opening of the financial offers will take place, in public session, at the headquarters of HYPROC S.C on the fixed date in the invitation letter.