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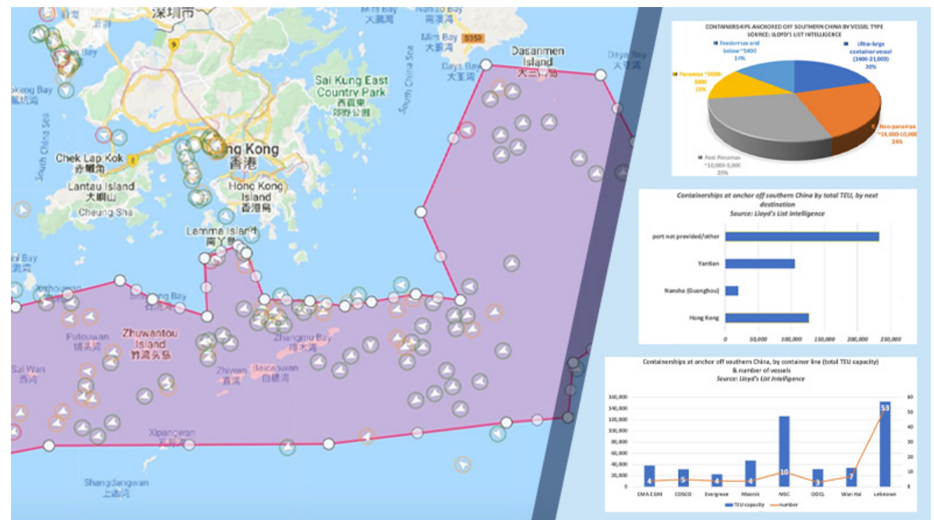
Blankings rise as Yantian disruption continues



THE NUMBER OF sailings being blanked due to the congestion in southern China's major ports has shot up as the number of ships at anchor awaiting berths remains high.

Figures from Lloyd's List Intelligence show 90 boxships comprising 484,208 teu in the anchorages nearby Hong Kong as the disruption at Yantian spreads to the nearby hubs Nansha and Shekou.

The number has fallen from its peak of 104 ships comprising 611,966 teu on June 14.

Part of the reason for the decline is vessels now being instructed to omit the ports altogether.

Figures from project44 show that 298 containerships with a combined capacity of over 3m teu that were due at Yantian between June 1-15 had skipped the port, representing a 300% increase in the usual number of blankings in a month.

"Though the total capacity was not meant for Yantian International Container Terminal, the volume of loaded export containers that were left behind has caused a severe backlog and is due to create major delays and disruptions in global supply chains shortly after the Suez Canal incident," project44 said.

The number of scheduled blank sailings announced by major carriers remains elevated through to next week, before tailing off, but that assumes Chinese authorities are able to contain the virus, and allow carriers to return to normal operations.

"Even in this best-case scenario, it could take weeks to process backlogged containers, and shippers should expect serious delays," project44 said.

Container dwell times at the port also remain elevated, with the seven-day average of median dwell times for export containers doubling to over 23 days.

"While the epicentre of this particular breakdown is YICT, these numbers spell trouble across the maritime shipping world, and particularly for companies that rely on these routes," said project44 vice-president Josh Brazil.

"Even shipments not directly impacted by the Yantian situation could feel the impact, as carriers adjust their networks to avoid congestion at YICT."

Lloyd's List Intelligence figures show that congestion has already spread to Nansha, and that many of the ships at anchor now have Hong Kong as their next destination.

WHAT TO WATCH:

IMO adopts new emissions measures

THE International Maritime Organization has adopted technical and operational efficiency requirements for international shipping, the first new measures since it agreed on a decarbonisation strategy in 2018.

Its Marine Environment Protection Committee has finalised the new emissions measures which will come into effect in November 2022, but begin applying in 2023, and aim to reduce the fleet's average carbon intensity by at least 40% by 2030 compared with 2008.

One of the core elements of this package measure is the Energy Efficiency Index for Existing Ships, which will force existing vessels to improve their efficiency on par with newbuilds that are already bound by such requirements.

The other key measure of the package is the Carbon Intensity Indicator. It will target operational efficiency of ships of 5,000 gross tonnes and above, forcing them to improve their carbon intensity annually. Earlier this week governments agreed that ships should improve their annual CO_2 intensity by 2% between 2023 and 2026, and that rates from 2027 to 2030 will be decided by 2026.

European governments, the US and certain Pacific Island nations had criticised the measure's phased approach and called for higher annual reduction requirements.

Portugal, which currently holds the rotating presidency of the Council of the European Union, reiterated disappointment with the decision to leave the 2027-2030 targets blank.

"This, in our view, does not guarantee the achievement of the 2030 target and introduces great uncertainty to business and regulators," its delegation said.

Ships will also be rated from A to E depending on their CII performance. Ships with a D rating for three consecutive years or an E rating will need to develop plans to improve performance.

Several observers have criticised this enforcement mechanism as weak, because it does not impose punishments on the worst performers.

The measures will be reviewed by 2026.

MEPC adopts 'toothless' Arctic HFO ban

THE Marine Environment Protection Committee of the International Maritime Organization has adopted a ban on the use and carriage of heavy fuel oil in the Arctic Sea which environmentalists have derided as toothless.

The ban, drawn up in subcommittee in February 2020 and approved in November, comes into effect from mid-2024. But waivers and exemptions mean it will not come into full effect for eight years.

The ban exempts ships flying the flags of Arctic states and operating in their sovereign waters until July 1, 2029. Russia won the exemptions last year after claiming the higher costs of cleaner fuel would hurt its economy.

The Clean Arctic Alliance condemned the MEPC for failing to take stronger action on CO2 and black carbon emissions.

Black carbon, which is produced when ships burn oil-based fuels including heavy fuels, has a disproportionate impact in the Arctic, says the alliance, and causes increased melt when it settles out of the atmosphere onto snow and ice.

"As if this lack of action on black carbon was not enough bad news for the Arctic region, the package of 'short-term energy efficiency measures' to reduce greenhouse gas emissions agreed on by IMO Member States at MEPC 76 is as good as useless," said John Maggs, senior policy adviser for Seas at Risk.

"The measure contains no enforcement mechanism and the level of ambition, a 1.5% annual improvement, was deliberately calibrated to be the same as what has happened historically and in the absence of regulation.

"The IMO must ensure a 7% annual improvement in efficiency to bring ship emissions down to a level consistent with the Paris Agreement's temperature goals."

He said if the shipping industry was a country, "it would be the world's sixth biggest emitter of greenhouse gases."

"Yet as governments publish their Nationally Determined Contributions (NDCs) ahead of November's COP26, the International Maritime Organization, shipping's governing body, has adopted measures that will do little or nothing to address how the climate crisis is causing chaos — in the Arctic, for small island states, and around the world."

The International Council on Clean Transportation reckons the ban allows as much as 70% of HFO carriage and 84% of HFO use to continue in the Arctic Sea.

ITF points to flag failings in abandoned crew ordeal

THE abandoned crew of the Qatari-owned bulker *Ula* (IMO: 8102414) have been allowed to return home following their two-year ordeal.

The International Transport Workers' Federation union had been fighting for the rights of 19 mainly Indian crew who were left abandoned first off Iran's coast and then in Kuwaiti waters when the vessel's owner stopped paying their wages and ceased providing basic necessities such as food, water, and fuel.

The 39-year-old 37,227 dwt vessel, which was flagged with Palau at the time of the abandonment, was carrying a cargo of clinker. It originally had 25 seafarers on board. Some crew fell ill and at times there was only enough food for one meal per day, the ITF said in a statement.

Frustrated with the lack of progress on the case, six crew members disembarked and flew home without wages in October 2020. Earlier this year, the remaining crew went on hunger strike in an attempt to draw attention to their plight.

Abandonment cases reached a record last year at 85, more than double the number in 2019, according to the International Maritime Organization and International Labour Organization, which run a joint database. The cases involved hundreds of seafarers.

Under the Maritime Labour Convention, a flag state has "clear obligations to ensure that the crew are repatriated at the conclusion of their contracts, and should step in to do this itself if the shipowner fails to do so", the ITF said.

In this case, the ITF "repeatedly raised the lack of provisions and wages owing, but no action was taken", said the union's Arab co-ordinator Mohamed Arrachedi. "Palau was nowhere to be seen."

A spokesperson for the Palau International Ship Register said that it "took its responsibilities seriously, and worked within a legal framework to resolve the issue for the crew".

PISC was in constant communication "with both sides, writing or staying in contact via the telephone, to find solutions".

The IMO held seven video conferences between July and October 2020 with representatives from the ITF and the Palau government, according to PISR.

At a meeting in early September 2020, it was agreed that Palau should "issue a certificate of deletion and

declare the ship stateless" to allow Kuwait, as port state, to intervene, it said, adding that it ceased to be involved in subsequent meetings "at the request of those taking part in the calls as it no longer had any jurisdiction over the vessel".

While the seafarers have now been repatriated with help from the Indian government, the case is not over as legal proceedings have begun to try to recover the many months of owed wages for all 25 crew, Mr Arrachedi said.

While the cargo was said to have been sold, the Kuwaiti authorities have been trying to auction off the vessel.

"Even if the ship is sold for a good price and all of the wages are returned to these seafarers — what is the human cost? What is the price of this trauma?" Mr Arrachedi said.

He added that the *Ula* case had become one of the "most notorious" akin to modern slavery.

"Firstly, we have an employer hiding his true identity and ownership in the ridiculous corporate shadows allowed by the flag of convenience system, so that he can cut a crew loose and not have to face up to the financial and legal consequences of that decision," he said.

"Then, we have a failure of the flag state, which might as well be a flag of convenience," Mr Arrachedi said.

He added: "Palau, like other flags that are popular with dishonest shipowners, fail to enforce the standards that they are supposed to uphold under the MLC."

The ITF said it was time to clean up this "toxic system of flags-for-sale".

The worrying rise in abandonment cases reflected "a general increase in the abuse of seafarers' rights", the organisation's inspectorate co-ordinator Steve Trowsdale said, adding that this was a trend that the "flag state regulators were failing to address".

"Certain flag states have failed to ensure their obligations as defined in the MLC are implemented by shipowners and, when necessary, enforced through action. Failure by these flag states to do their job has contributed to the rise of abandonments we are seeing," he said. "Clearly, rogue shipowners think they can get away with it — and too many do."

The co-ordinator said that flag states had a duty to ensure that seafarers employed and serving on ships which fly their flags are, as a minimum, afforded the benefits and protections provided for in the MLC.

"These registries and the countries that they represent are quite prepared to sell their flag to the lowest bidder," he said, "but seem far less willing to intervene to take action when things go wrong. It's a toxic system that must urgently be cleaned up."

Mr Trowsdale said: "It's not unreasonable to suspect that financial interests of these flag state registries might have some bearing on their cavalier attitudes to policing shipowners.

"Many registries are privatised, run for profit, or both."

He added: "There is an urgent and long-overdue need to clamp down on the irresponsible registries which allow rogue shipowners to operate and treat seafarers like modern-day slaves."

Human Rights at Sea announced a new initiative for the arbitration of human rights abuses at sea, including slavery, abandonment and denial of labour rights.

ANALYSIS:

Thinking outside the box leads Costamare back to bulkers

DURING the first five months of 2021, triple the number of bulk carriers have changed hands on the sale and purchase market than at the same stage last year.

Allied Shipbroking counted 428 bulkers sold for the period from January to end-May, compared with 145 last year.

That is the most for several years and suggests not only that there are plenty of buyers around that are inspired by a sizzling dry bulk freight market, after many years, but also that there are sufficient sellers around that may not be quite as convinced about prospects relative to the money they can get for their assets now.

Writing last week, Allied research analyst Yiannis Vamvakas said that despite rises in secondhand vessel prices this year, these were still below long-term averages and plenty of owners believe there is still “ample” opportunity for further gains.

Equally, “there are those who view today’s price levels as inflated and this to be a perfect opportunity to offload assets and cash in on the price hikes at play”, he said.

As if a text-book case were needed to illustrate this shipbroker’s dream equilibrium of willing sellers and willing buyers aplenty, along come Greece-based compatriots Costamare and the Onassis Group.

Containership owner Costamare this week disclosed that it has acquired 16 bulkers in a flurry of secondhand deals.

Onassis, which runs its shipping business through Olympic Shipping and Management, is said to be getting out of the dry side.

Neither, though, is typical of a myriad of dry bulk players trying to read the market runes to gauge when to invest and when to sell.

The Onassis name has historically been linked foremost with tankers although at most times in its history it has also run a string of dry cargo vessels as well. In recent years the foundation has had a significant investment in GasLog, the Peter G. Livanos-founded liquefied natural gas carrier owner.

Olympic reinvested in bulkers a few years ago when a previous generation of war-horses were finally disposed of.

However, the signs are that the dry bulk side has definitively lost its lustre for the group. Any impulse to exit may have gained added momentum from private equity investors said to be associated with some of the bulkers, although this could not immediately be confirmed.

By all accounts, the decision was made to sell the dry fleet last year, beginning with a sale of two modern capesizes, and the rest of the fleet has been quietly circulated this year.

Containership owner Costamare may only have acquired three of Onassis’ supramaxes, but crucially is also welcoming on board the Onassis dry bulk team, which suggests Onassis is close to finalising its clear-out of bulkers.

For Costamare, though, its spree is a return to its roots. Company founder Captain Vassilis Constantakopoulos began in the 1970s with bulkers and general cargo vessels and the company shed its last bulker in the mid-1990s after turning decisively into a containership charter owner, the first of its kind in Greek shipping.

The motive, though, is less likely to be found in nostalgia than in the numbers.

Costamare acquired no less than 15 secondhand container vessels in the first five months of 2021, but with prices soaring in its main sector, dry bulk will have seemed to offer greater bang for the buck right now.

The New York-listed owner already has a healthy bank balance, with cash of $230m at the end of the first quarter and more than $100m added from a landmark Greek euro bond last month.

With revenues from its fleet of about 80 boxships set to rise over the coming months, the company would appear to have plenty of ammunition to continue targeting bulkers for as long as prices make sense.

Although the 16 bulkers acquired to date would be regarded by many observers as a very significant diversification to say the least, it is likely to be seen by Costamare’s management as a highly affordable side-bet.

Whatever the amounts eventually splashed in the dry bulk sector, it will be seen in the context of the company’s containership fleet that is currently valued by VesselsValue at $4bn.

Costamare is promising an update on its business strategy along with its second-quarter results and it will be interesting to see whether a dry bulk spin-off is on the cards or, perhaps, just one among a range of options.

According to Mr Vamvakas, the Allied analyst, current bulker prices “seem to be still underpriced when compared to today’s period rates, making any buying decision at these numbers a safer bet than what we have seen in recent years.” As such, further price hikes may be likely over the coming months.

“The debate over current asset price levels will continue as the current boom in activity indicates,” said Mr Vamvakas. “Undoubtedly, historical data do illustrate a ‘buying opportunity’ currently at play.

"However, history does not always repeat itself in exactly the same way, leaving room for some to continue to question what the 'true' balance between asset values and freight earnings should be."

Shipping's R&D fund proposal given a third shot at survival

THE proposal for a $5bn research and development fund for shipping has been given another fighting chance by the International Maritime Organization.

The fund, first proposed by industry groups in 2019 and backed by governments including Japan, Greece and Denmark, was discussed for the second time by the Marine Environment Protection Committee this week but without a breakthrough.

The outcome means it will be considered among other mid- and long-term measures at the next MEPC meeting, in November.

The proposal would see ships paying a mandatory $2 per tonne of fuel oil consumed to finance a fund dedicated to CO_2 R&D projects and managed under a new body run by the IMO.

While the MEPC decision means the fund is still alive, its supporters had sought to avoid grouping it with other measures to secure faster approval and to prevent it from being associated with and thus perceived as a market-based measure on carbon emissions.

It also raises questions about the utility of a fund if measures such as a carbon levy, with higher price levels and at least some distribution of revenues to the deployment of decarbonisation technologies, are being negotiated and potentially approved by the MEPC at around the same time.

Industry associations and their co-sponsoring governments had attempted to respond to concerns raised at the first meeting on the fund back in November by making changes to the original.

But environmentalists have criticised the levy as being too small, while developing nations have insisted that the $2 levy on fuel is not the right way forward and new financing mechanisms, that reflect the greater obligations of developed states to respond to climate change, will be needed.

Some governments at the MEPC acknowledged that the revamped proposal was an improvement from the last version, but they still appear unconvinced of its merits.

Unlike other negotiations on emissions at the IMO, this one did not divide along obvious political lines; Sweden, Spain and the United Kingdom were more favorable towards the proposal, while Norway and Belgium were more critical of it.

France and Germany argued that the fund should be discussed as part of the mid- and long-term measures, to avoid wasting time on this issue separately and focus on developing market-based measures.

"We all know our resources are scarce so we would emphasise the need to prioritise the need for mid-term measures," Germany said.

The United States also opposed the proposal, citing its structure and its governance, as well as the need to progress onto the discussion of mid-term measures. It suggested the fund could be backed by a voluntary levy instead.

With over 25 delegations having spoken on the issue and another 27 delegations planning to do so, MEPC chair Hideaki Saito told the committee earlier this week he was pausing the conversation to begin discussing other issues, but assured delegates that the discussion on the fund would continue on June 17, the last day of the meeting.

However, he later changed course, suggesting that the topic of the fund be moved back to the meeting in November after the current gathering has had its prolonged discussions on short-term measures and other issues.

MARKETS:

Global Ship Lease agrees boxship deal in 'fantastic market'

GLOBAL Ship Lease said it has agreed a second significant boxship acquisition within days, with the purchase of four panamaxes for $148m.

The vessels, averaging 11 years of age, are expected to be delivered in the third quarter and have already been chartered for a firm period of three years.

The charterer, described only as "a leading liner operator", has an option to extend for an additional three-year period, seemingly at a lower average day rate.

New York-listed Global Ship Lease said the firm period is expected to generate earnings before interest, taxes and depreciation of $124.4m, implying a "strongly accretive" purchase price, while if the additional three-year period is exercised this is projected to generate a further $42.2m.

The vessels have not been identified but are 5,470 teu units with capacity for 1,200 refrigerated containers.

The deal follows the company's $234m acquisition of 12 containerships with an average capacity of about 3,000 teu from Borealis Finance.

The expansion promises to lift the Global Ship Lease fleet to 66 vessels of 344,650 teu.

The latest quarter of panamaxes being acquired reflect the company's strategic focus on ultra-high refrigerated container capacity, said executive chairman George Youroukos.

The vessels' reefer capacity was double the average for vessels in the 5,000 to 7,000 teu range.

"These are top-tier ships offering clear upside potential following the initial charters," Mr Youroukos said.

Adding these four ships to the company's existing high-reefer vessels of 6,900 teu meant that it now controls more than a quarter of the global high-reefer fleet up to 7,000 teu capable of carrying 1,200 or more reefer containers.

The deal maintained a "strong momentum of identifying and securing accretive vessel acquisitions with multi-year charters in a red-hot market," said Mr Youroukos, adding that the company forecasts "strong indications that the fundamental supply and demand drivers for this fantastic market are sustainable through the medium term".

China set to overtake Japan as leading LNG importer

CHINA looks set to overtake Japan as the largest importer of liquefied natural gas this year, spurred by the breakneck expansion of a recovering economy which lifted its imports of the supercooled fossil fuel to record levels.

Research agency Wood Mackenzie forecast China's full-year LNG imports will surge to 78m tonnes, ahead of the 74.5m tonnes projected for Japan.

China saw its first quarter gross domestic product expand by over 18% on the year, albeit from a low base in the corresponding three months during coronavirus-hit 2020.

Gavin Thompson, the analyst's vice-chair for Asia Pacific energy, described the recovery as "a rising tide that lifts all ships".

Gas-fired power generation jumped 14% on the year, driving up LNG imports in southern China.

In the populous Guangdong province, electricity consumption soared to a record high, prompting a rationing of power among factories and commercial services providers.

Mr Thompson attributed this to "solid export-led industrial growth" and "early arrival of higher summer temperatures" which overlapped with constrained hydropower generation and a shortfall in solar power to drive up natural gas demand.

China imported over 7m tonnes of LNG in May, up 35% on year, WoodMac estimated.

While Chinese customs have yet to release data for LNG imports in May, its imports from Australia have beaten expectations to set a new record of 3.06m tonnes in April.

Speculation was rife that heightened bilateral tension earlier this year may hold back Chinese purchases of Australian LNG.

Contrary to earlier speculation, Mr Thompson suggested that, driven by tight power supply that is likely to last to June and high coal prices, China would only try "to increase gas supplies from all sources".

"We can expect... China's national oil companies and second-tier players to continue to import LNG from Australia," he said, adding that a reported dip in Australia's share of China's LNG imports during the first quarter more likely resulted from cargo rescheduling or diversions.

That said, Australia may well need to fend off competition from the US for a share of China's imports when gas demand from the world's second largest economy eases.

"US LNG further expanded its market share to 8%, with more gas flowing to China National Offshore Oil Corp and Sinopec terminals," he said.

West coast ports still under pressure from high US demand

US CONSUMER demand is maintaining pressure on the key west coast ports of Long Beach and Los Angeles, even as spending on services becomes an available option again.

While congestion is not as dire as it was in January, figures from BIMCO show a record 1.9m teu were processed in May between the two San Pedro Bay ports.

"The ports of Los Angeles and Long Beach continue their record-breaking start to the year, exceeding pre-pandemic records again and again," said BIMCO senior shipping analyst Peter Sand.

"Already under pressure to handle a throughput that has broken the pre-pandemic record every month for 11 months in a row, practically all ports in the US will have to continue to run fast to keep up, as peak season starts breathing down their necks."

While comparisons with last year are flattered by the slump in volumes in the second quarter, the 8.6m teu handled in the first five months of 2021 are up 26.5% from the comparable period in 2019.

"Another month of record high retail sales in the US in May — when looked at on an unadjusted basis — suggests that as the US economy re-opens and services become more widely available, US demand for goods remain strong," said Mr Sand.

Retailers were struggling to keep up, and the delays on getting their goods shipped continued to cause severe disruption to just-in-time supply chains, he added.

"As long as consumer demand stays strong, the two ports in LA and others throughout the US, will continue to face massive amounts of pressure," he said. "With the traditional container shipping peak-season now fast approaching, the ports will have to continue to run fast if they are to stand any chance of keeping up."

The "state of emergency" could last throughout the rest of the year, he warned.

Pandemic-related disruptions around the port of Yantian in China was adding to the contingencies popping up anywhere along the trade lanes, causing local events to have global repercussions.

But the slowdown in exports from China due to the Yantian disruptions may offer a temporary breather for US ports, as more than 100 ships with over 500,000 teu of capacity sit idle at anchor.

Figures from the Marine Exchange of Southern California show the number of containerships waiting at anchor off Los Angeles and Long Beach has fallen to 12 from the peak of over 40 in late January as the ports' processing of volumes picks up.

Nevertheless, the high demand for imports in the US has seen the emergence of new players on the market, as supercharged freight rates make the use of smaller vessels viable, despite their higher slot costs.

IN OTHER NEWS:

CDB Leasing orders 10 MR tankers worth $384m

CDB Financial Leasing said it had ordered 10 middle-range product tankers in China, a move that underlines its continued expansion mode.

The 50,000-dwt class newbuildings, worth $383.8m in total, will be leased to a third party in the form of an operating lease at floating rates.

Such arrangements are normally used by Chinese lessors with relatively high-risk appetite to attract charterers seeking greater flexibility when hiring fresh tonnage.

Crisis regulation risks poor policy decisions

THE fractured global supply chain is raising hackles among those who rely on container shipping, but calls for greater regulation are unlikely to gain traction for the foreseeable future.

Olaf Merk, ports and shipping administrator at the International Transport Federation, said the current regulatory framework was benefiting carriers at the expense of other actors in the supply chain.

"The Covid crisis revealed a misalignment of capacity and incentives to solve the bottlenecks," he told a webinar on the impact of large vessels on ports and the supply chain. "Carriers have shown remarkable joint capacity management that was initially there to prevent losses but has now led to record profit."

Future seafarer training must focus on digital literacy

SEAFARER training should focus less on specific future skills and more on a broader digital literacy that would enable mariners to prepare themselves for shipping's evolution, a webinar heard.

The Nautical Institute event involved a discussion on how training in the use of blockchain can inform the broader experience. Jillian Carlson, the institute's president, said it should be seen within "a digital environment, a holistic skillset" to address the digitalisation of maritime.

She advised that academies and colleges can't be expected to train on specific skills every time a new piece of technology emerges.

TradeLens makes inroads in Chinese market

ELEVEN Chinese companies — including large manufacturers, port operators and logistics firms — have so far joined the TradeLens blockchain-based container logistics platform.

The move marks progress by the Maersk/IBM operating platform to develop its Chinese services, since it won the backing of local telecommunications giant China Unicom last month.

"We always knew specific requirements in China would require the identification of the right partner for TradeLens to work with and to build out our technical infrastructure in this market." Jerry Guan, senior commercial manager of TradeLens, said in an interview.

Decision to quarantine port workers faces legal challenge

AN Australian stevedoring company is taking a state government to court after police quarantined 13 of its workers for allegedly breaching coronavirus protocols at the northern port of Darwin.

Linx Cargo Care Group and the Maritime Union of Australia will demand the men's release, calling their 14-day detention order a "massive overreaction" by the government, which has halted port operations and caused the men extreme hardship.

Police took six men from the port, and seven from their homes, to the Howard Springs quarantine facility on June 11, the union said.

Britannia report shows extent of pool losses

THE International Group pool took a pounding last year, with 18 casualties resulting in an aggregate estimated ground-up gross cost of $677m.

Of that total, $478m will fall on the scheme, according to the Britannia Club's annual report.

The outcome represents the same number of claims as the previous policy year at the same stage, but a significant increase in aggregate cost from the $355m incurred in 2019/20.

M/Maritime endorses Onex Syros yard for dry docking bulker fleet

M/MARITIME, the Greece-based dry bulk carrier, is backing the revival of a historic domestic shipbuilding and repair facility.

The Athens-based company, which since its launch in 2016 has grown to 17 vessels and two additional units on long-term charters, chose Onex Neorion Shipyards on the island of Syros to put its first vessel through first special survey.

The company's 34,900 dwt handysize *Avra.GR*, built in Japan in 2016, has already completed the five-year special survey, spending a week in the Neorion dry dock.

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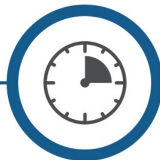

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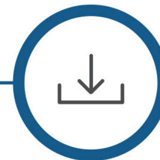

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Downloadable reports ensure you have the necessary documentation to prove compliance, including specific end-to-end transhipment reports and more.

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