



Number 147 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 07-06--2026
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Arriving from Delfzijl, the **KINGSBORG** moored at the Nieuwediepkade in Den Helder.
Photo: Wim Albers (c)

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The **[BOKA KEEPER](#)** anchored at Singapore Eastern Anchorage

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Havenbedrijf Rotterdam voltooit grootschalige vernieuwing en vervanging van openbare verlichting in de haven



Foto: IJsbreker TV

Havenbedrijf Rotterdam heeft de omvangrijke vernieuwing en vervanging van de openbare verlichting in het havengebied afgerond. De cijfers spreken boekdelen: in ongeveer acht jaar tijd zijn ruim 7.000 nieuwe lichtmasten met ledverlichting geplaatst, 11.000 oude masten en aansluitingen verwijderd en is zo'n 500 kilometer nieuw kabelnet aangelegd. Het nieuwe verlichtingssysteem omvat daarnaast ongeveer 7.500 led-armaturen en ongeveer 100 openbare verlichtingskasten. De vernieuwing resulteert in een energiereductie van zo'n 50 procent vergeleken met de oude situatie, ofwel een jaarlijkse energiebesparing van 1,6 miljoen kWh en een CO₂-reductie van ongeveer 1.030 ton per jaar. Met deze vernieuwing beschikt het havengebied over een modern, slim en toekomstbestendig verlichtingssysteem. Door toepassing van ledtechnologie, dimbare verlichting en monitoring op afstand is niet alleen het energieverbruik sterk verlaagd, maar ook de betrouwbaarheid vergroot.

Samenwerking maakt het onmogelijke mogelijk

Wat begon als een opgave die fysiek én vergunningsmatig schier onmogelijk leek, is dankzij nauwe samenwerking tussen tientallen partijen en Havenbedrijf Rotterdam tóch werkelijkheid geworden. Het ging daarbij om toezichhouders, verkeersloketten, leidingbeheerders, bedrijven langs de tracés, vergunningverleners van gemeente Rotterdam, ProRail, Rijkswaterstaat, het waterschap, bodem- en explosievenonderzoekers, VRI-beheerders, Stedin, het ingenieursbureau en aannemers Hoeflake, BAM en Van Gelder. "Door vol te houden, vastberaden te zijn en intensief samen te werken, is deze enorme opgave gelukt. Daar mogen we met elkaar erg trots op zijn", zegt Berte Simons, COO van Havenbedrijf Rotterdam. "Dit project is een toekomstbestendige oplossing en draagt bij aan een veiliger en duurzamer havengebied." Over een lengte van tientallen kilometers, van Maasvlakte 2 tot de stadshavens, is een volledig nieuw verlichtingssysteem aangelegd. Daarbij zijn kabels ingegraven, lichtmasten geplaatst en bestaande installaties vervangen. Het project ging daarmee veel verder dan het vervangen van armaturen; het ging ook om de aanleg van een compleet nieuw netwerk in eigen beheer.

Innovatie, veiligheid en duurzaam resultaat

De uitdaging zat niet alleen in de omvang, maar ook in de complexiteit. Werken in de haven betekent werken in een ondergrond die vol ligt met kabels en leidingen, terwijl bovengronds verkeersstromen, bedrijven en infrastructuur continu in bedrijf blijven. Door buiten te kijken, proefsleuven te graven en uitvoerders al vroeg te betrekken, ontwikkelden betrokken partijen een werkwijze die gericht was op maakbaarheid en zekerheid. Door de toepassing van moderne ledtechnologie en verbeterde lichtverdeling konden aannemers masten verder uit elkaar plaatsen, waardoor in het gehele havengebied duizenden masten konden worden verwijderd en het totale aantal aanzienlijk is teruggebracht.

Veiligheid

Veiligheid vormde gedurende het gehele programma een belangrijke pijler. De werkzaamheden vonden plaats langs wegen in het hele havengebied, onder uiteenlopende omstandigheden zoals stormseizoenen, broedperiodes en in gebieden met bodemverontreiniging of mogelijke explosieven. De werkzaamheden zijn met een hoge

veiligheidsstandaard uitgevoerd. Ook op het gebied van kwaliteit en beheer kon Havenbedrijf Rotterdam belangrijke stappen zetten. Door te kiezen voor standaardisatie van masten, armaturen en componenten is het onderhoud eenvoudiger en efficiënter geworden. Met de afronding van het ledprogramma beschikt het Rotterdamse havengebied over een duurzaam, veilig en betrouwbaar verlichtingssysteem dat klaar is voor de toekomst



The 24000 TEU 2022 delivered **EVER ALOT** stern first entering with a draft of 16.7 mtr the Amazonehaven at Rotterdam Maasvlakte assisted by 4 Boluda tugs after safely been moored by the **KRVE boatman** also installed **4 Shore-Tension systems** in the moorings **Photo : Marijn van Hoorn – Rotterdam Pilot (c)**



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China to retaliate over EU restrictions

China has warned it will take countermeasures if the European Union imposes new trade restrictions, reported Hong Kong's South China Morning Post. The Ministry of Commerce said that if Brussels introduces unilateral instruments and discriminatory restrictions, Beijing will "resolutely retaliate and take effective measures to safeguard its own interests." The ministry added that communication channels remain open and both sides are seeking dialogue. The warning followed European Commission meetings on Friday to discuss potential economic security tools aimed at addressing the bloc's widening trade imbalance with China. No immediate measures were announced, but officials are expected to strengthen safeguards in sectors under pressure from Chinese overcapacity.



The **BIG RED** seen berthed at Tyne dock quay Photo : David A Bowley.(c)

bp extending multilateral drilling across ACG Field offshore Azerbaijan

The C44 well, drilled from the West Azeri platform, is said to be the first multilateral drilled in the Caspian Sea.

By : Jeremy Beckman



Central Azeri is an offshore production, drilling and quarters platform located 100 km east of Baku in the Caspian Sea at a water depth of 128 m. The platform has been in operation since 2005 producing oil from the central portion of the ACG Field.

bp has deployed multilateral well technology (MLT) for the first time on the Azeri-Chirag-Deepwater Gunashli (ACG) field development in the Azerbaijani sector of the Caspian Sea.

The C44 well, drilled from the West Azeri platform, was the first multilateral drilled anywhere in the Caspian, the company said. Multilateral wells deliver multiple reservoir penetrations from a single wellbore, improving drainage

efficiency. On ACG, MLT addresses the technical challenges of drilling through complex formations and constraints on available platform slots.



bp multilateral well technology diagram

For ACG, bp plans a broader campaign to deploy multilateral wells across the field.

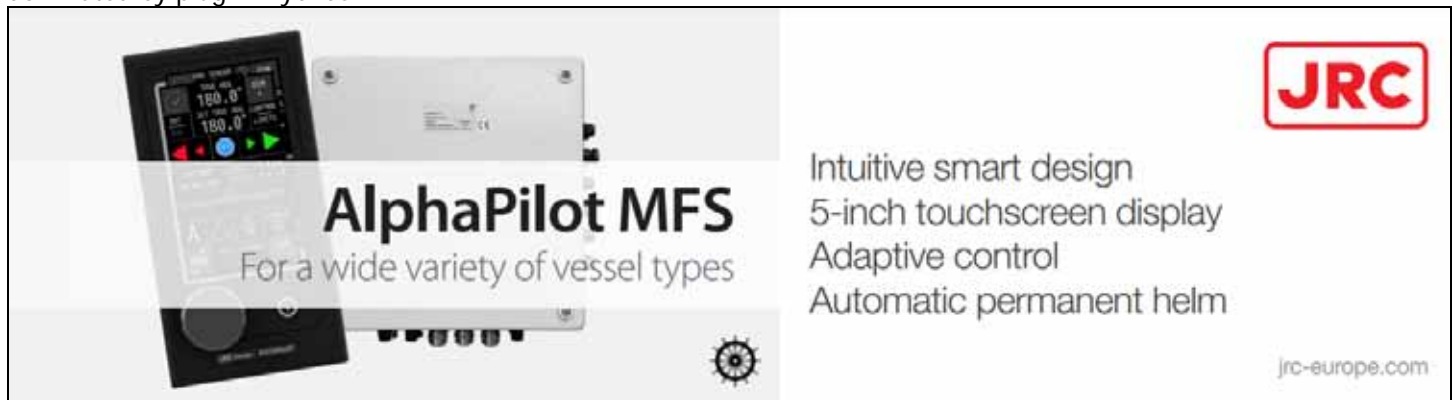
The new approach is part of the company's broader decline management strategy for the field as it transitions to a more complex and mature production phase. Gio Cristofoli, regional president for Azerbaijan, Georgia and Türkiye, bp : "By increasing reservoir contact, improving rig productivity and operational efficiency, as well as optimizing slot utilization while making the best use of existing infrastructure, MLT is a step-change solution for well delivery in ACG. "The C44 well was completed 30 days ahead of schedule.

bp now plans a broader campaign of multilateral wells across the field, starting with three this year of which C44 and D41 should both go onstream shortly. Others will follow between 2027 and 2028. Since no single multilateral solution can address the full range of reservoir conditions across the field, the strategy will be to employ the optimal technology configuration for each subsurface target. It will also involve combining MLT with other techniques such as horizontal drilling, advanced geo-steering and smart completions, including sand control and inflow management. On June 1, bp started non-associated gas (NAG) production from the ACG oilfield development.

Rising fuel costs accelerate China's EV shift

Rising oil prices are reshaping China's car market, with electric vehicles expected to capture half of domestic sales as gasoline models decline, reported Caixin. Zhou Xing, deputy general manager of sales at Geely-backed Lynk, said pure electric cars could soon account for 50 per cent of passenger car sales. He forecast gasoline-powered vehicles would fall to 30 per cent and hybrids to 20 per cent. Lynk launched its all-electric Lynk 10 sports sedan on Friday to strengthen its

position in the expanding EV segment. Battery-powered cars currently represent 15 per cent of Lynk's sales, which are dominated by plug-in hybrids.



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Container spot rates explode as peak season arrives early

By : Sam Chambers



The **CMA CGM RIO GRANDE** anchored by Singapore Changi anchorage

Photo : Piet Sinke www.maasmondmaritime.com (c)

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Container shipping spot rates are surging at a pace not seen for years as an early peak season combines with Red Sea disruptions, front-loaded cargo demand and aggressive carrier pricing power. The Shanghai Containerized Freight Index (SCFI) today jumped 155 points to 2,726.48, its highest level in the last couple of years, marking the fifth consecutive week of gains. The rally is being echoed across global benchmarks. The Drewry World Container Index (WCI) climbed 23% this week to \$3,433 per feu, driven by sharp increases on the transpacific, intra-Asia and Asia-Europe trades. An early peak is clearly gaining momentum. On the transpacific, spot rates from Shanghai to Los Angeles surged 31% to \$4,565 per feu, while rates to New York rose 20% to \$5,505 per feu. On Asia-Europe, rates from Shanghai to Rotterdam increased 25% to \$3,579 per feu, while Shanghai-Genoa climbed 20% to \$5,089 per feu. Drewry said the traditional peak season has started earlier than usual this year, with demand boosted by shippers accelerating bookings ahead of possible US tariff changes expected in July. Additional cargo linked to preparations for the 2026 FIFA World Cup and inventory replenishment ahead of major retail promotions are also supporting volumes. Carriers have capitalised on the stronger market by successfully implementing peak season surcharges and higher freight-all-kinds rates. Capacity discipline remains evident, with only three blank sailings scheduled on the transpacific next week as liners position vessels to capture rising demand. According to Lars Jensen, container shipping analyst and chief executive of Vespucci Maritime, the market has tightened dramatically. "Spot rates virtually exploded this week," Jensen wrote on LinkedIn. "We are

continuing to see a strong supply-demand balance in favour of the carriers as an early peak is clearly gaining momentum." Jensen argued that the current strength is ultimately linked to ongoing tensions in the Middle East.



The **ILONA** spotted eastbound transitting the Singapore Strait

Photo : Piet Sinke www.maasmondmaritime.com (c)

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"The Hormuz crisis is the reason why the Red Sea crisis is not resolved," he wrote. "It is the detour around Africa due to the Red Sea crisis, which continues to absorb a large amount of vessel capacity." Prior to the latest escalation in the region, shipping had begun to see the first signs of a gradual return to Suez Canal routings. Financial analysts are also becoming increasingly bullish. HSBC Global Investment Research said the market had entered an early peak season likely to persist through the coming months. "Container shipping markets have entered an early peak season with momentum that looks set to persist," HSBC stated, citing front-loading, port congestion and carrier capacity management as factors tightening vessel supply. Source: Splash 247



The 2020 built **1,809 TEU EVER CHEER** spotted eastbound transitting the Singapore Strait

Photo : Piet Sinke www.maasmondmaritime.com (c)

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Bourbon taps Subsea7 veteran Olivier Blaringhem as next CEO

By : Adis Ajdin



The [BOURBON EVOLUTION 807](#) anchored off Singapore

Photo : Piet Sinke www.maasmondmaritime.com (c)

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French offshore vessel owner Bourbon has named Subsea7 executive Olivier Blaringhem as its next chief executive, with the industry veteran set to take over from long-serving CEO Gaël Bodénès on September 14. Blaringhem arrives with more than 25 years of experience across offshore services, engineering and major energy projects. He has spent most of his career at Subsea7, holding senior management roles across Europe, Africa, Asia and the Middle East. Since 2020, he has served as executive vice president of the company's subsea and conventional business. The appointment comes as Bourbon pushes ahead with its latest growth phase following a major fleet expansion and financial restructuring. Board chairman Bruno Chabas said the company enters its next chapter from a position of strength, highlighting Bourbon's established presence in West Africa and Guyana, two of the most active offshore regions globally. "Olivier's international experience and profound knowledge of offshore services will be decisive assets as we grow our business and capture the significant opportunities ahead," Chabas said. Blaringhem said Bourbon offers a strong platform for growth, pointing to its fleet, customer base and market positioning. "The Group has an exceptional platform: a market-leading fleet operating in the most active offshore basins, deep-rooted client relationships with the world's leading offshore energy players, and a clear strategic roadmap in the context of a robust market," he said. His immediate priorities will include improving operational performance, strengthening commercial relationships and pursuing growth opportunities across the company's core offshore markets. The leadership transition follows a busy year for Bourbon. Earlier this year, the company unveiled one of the largest fleet expansion programmes in its recent history, adding 13 offshore support vessels worth more than \$180m since the start of 2026. The vessel acquisitions came after the group's financial restructuring, which Bourbon said had positioned it as a leaner and more capital-disciplined operator while retaining strong exposure to deepwater offshore activity. Bodénès, who has led the company since 2017 and spent more than two decades with the group, was credited by the board for steering Bourbon through a period of significant transformation. The Marseille-headquartered offshore vessel owner remains one of the world's largest OSV operators, with a fleet active across offshore energy markets ranging from West Africa and the Mediterranean to Latin America and Asia. **Source : Splash 247**

Harbor Star tapped to refloat bulk carrier

By Nazlyen Joy MabangloJ

HARBOR Star Shipping Services Inc. has secured a contract to assist in the salvage and refloating operations of the bulk carrier **MV GIYAS**, which ran aground off Palawan in May. In a disclosure on Thursday, Harbor Star said the vessel, laden with 71,130 metric tons of Indonesian coal, ran aground on May 9, 2026, on a sea mound identified as the Queen of the Sea Bank near Araceli, Palawan. The incident resulted in damage to the vessel's forward bottom hull and flooding of its port and starboard ballast tanks. No marine pollution was reported and the vessel remained structurally sound, the company said. Harbor Star said it signed a contract with the vessel's owner on June 3, 2026, for the deployment of manpower and resources to conduct temporary patching repairs and cargo discharge operations. After completion of these initial measures, the company will mobilize tugboats for the refloating operations of the vessel. No further details

were disclosed on the total contract value, timeline of operations, or condition of the remaining cargo. Harbor Star shares on Thursday rose P0.04, or 4.17 percent, closing at P1.00 each. Source : Manila times

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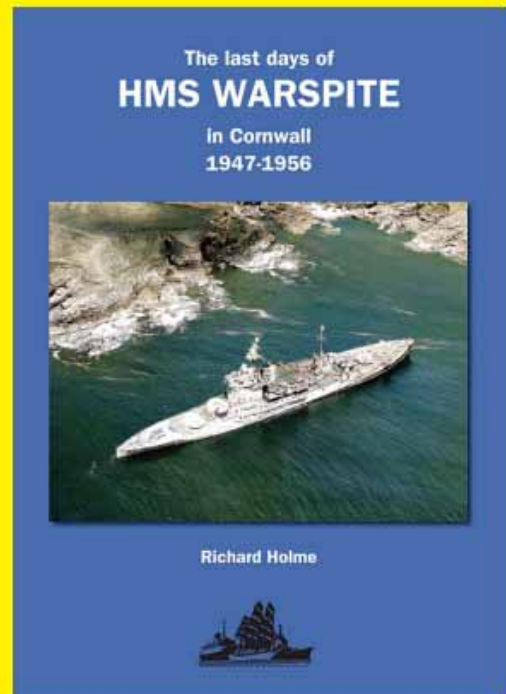
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The **ARKLOW COVE** outbound navigating the Westerschelde passing De Schoone Waardin Photo : Kees Murre (c)

MOL to Invest in the First Offshore LNG Liquefaction Facility in the United States

Mitsui O.S.K. Lines, Ltd. (MOL; President & CEO: Jotaro Tamura; Headquarters: Minato-ku, Tokyo), together with Delfin Midstream, Inc., a group of investors led by Global Infrastructure Partners (GIP), a part of BlackRock, and Vitol has reached a Final Investment Decision (FID) and formally decided to participate as an investor in an offshore floating

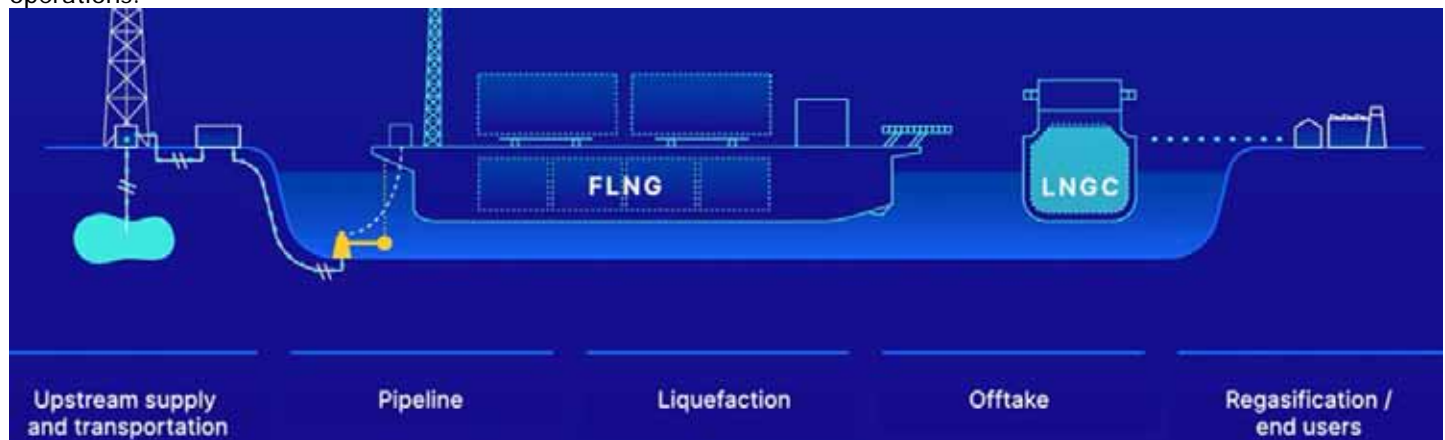
liquefied natural gas ("FLNG") project. Delfin FLNG 1 will be the first floating liquefaction facility in the United States and



the largest FLNG project globally. This world-class FLNG project will have an annual LNG nameplate production capacity of 4.4 million tons and is expected to begin first production in 2030. The total project cost is approximately USD 5 billion, and the total equity contribution by investors is approximately USD 1.4 billion. MOL plans to invest approximately USD 300 million, representing approximately 23% of the total equity contribution. MOL will be the first Japanese shipping company to invest in an FLNG project. MOL previously invested in Delfin Midstream, Inc. in 2023 (Note 1) and has since supported the company's FLNG project development while conducting a commercial evaluation of Delfin FLNG 1. As a result, all necessary conditions for project realization have been satisfied, leading to the FID.

Delfin FLNG 1, has obtained all required permits and licenses to begin construction, and has concluded long-term LNG sales agreements with Vitol and Gunvor, two

of the world's leading LNG trading companies; Centrica, a major U.K. energy company; Expand Energy, a major U.S. natural gas producer. At this FID, a construction contract for the FLNG unit will be executed with Samsung Heavy Industries Co., Ltd. and the project will move into the execution phase toward the commencement of commercial operations.



In addition to participating as an investor, MOL will support the project through its technical expertise in offshore floating facilities cultivated through projects such as Floating Storage and Regasification Units (FSRU) (Note 2), its operational and safety know-how in ship-to-ship cargo transfer operations, and its financial expertise. Natural gas is most efficiently transported after being liquefied into LNG, reducing its volume to approximately 1/600 of its gaseous state. LNG is typically produced at onshore LNG liquefaction facilities and then transported by LNG carriers. FLNG facilities liquefy natural gas offshore and have the advantage of minimizing impacts on surrounding local communities compared to onshore facilities. They also enable flexible vessel operations by avoiding congested shipping channels. Furthermore, in the event of severe weather such as hurricanes, FLNG units can disconnect from their mooring systems and evacuate to safe waters, significantly reducing damage risks. For Delfin FLNG 1, feed gas will be procured on the U.S. mainland and transported via existing pipelines to the liquefaction facility located approximately 40 miles offshore along the southern coast of Louisiana. The gas will be liquefied into LNG onboard the FLNG vessel and then loaded onto LNG carriers for delivery to buyers. Leveraging the extensive expertise and know-how accumulated through operating the world's largest LNG fleet, MOL has expanded its business into the downstream segments of the LNG supply chain through assets such as FSRUs and power generation vessels. By participating in this FLNG project, MOL will advance its vertical expansion into upstream areas closer to LNG production, in addition to LNG transportation, receiving, and regasification. This will expand MOL's LNG business across the entire value chain. Through this project, MOL will evolve its business model to create value across the entire LNG supply chain, based on the expertise it has gained in LNG transportation, and will further contribute to the diversification, stability, and decarbonization of global energy supply.



* FSRU/FSU = Floating Storage (Regasification) Unit

Through the experience and expertise it has cultivated to date, the MOL Group aims to grow into a global social infrastructure company that supports people's daily lives from the oceans, opens the door to a prosperous future, and delivers new value to all stakeholders.

LNG prices to remain elevated 'for 18 months'

By Dominic Ellis



The LNG tanker **ELISA ARDEA** spotted westbound transiting the Singapore strait earlier this week

Photo : Piet Sinke www.maasmondmaritime.com (c)

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LNG prices will remain elevated for the next 18 months come what may in the Middle East crisis. That was one of the key takeaways from Wood Mackenzie's LNG conference in London this week, with the absence of damaged Qatari capacity and delays on projects under construction keeping the market tight. But there was "near unanimity" that LNG will remain central to the global energy mix beyond the crisis. Wood Mackenzie's forecast that demand will grow by almost 60% by 2035 – up to 690 million tonnes per annum (mtpa) – assuming a swift resolution of the conflict, didn't attract any pushback from delegates. Despite near-term concerns over prices, it forecasts the arrival of 250 mtpa of new capacity coming onstream over the next five years will usher in a period of oversupply and lower prices. In terms of supply shifts from the conflict, it is too early to pick favoured sources, it found. The US offers scale, though concentration risk is a concern for some buyers. Mozambique, Argentina and Canada are among the other leading alternative sources to the Middle East, with an Australian renaissance a possible wildcard. Floating LNG is increasingly a development theme, illustrated by news from Delfin Midstream. More likely there will be additional investment in LNG capacity outside of the Middle East by the leading protagonists. **Source : Gasworld**

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U.S. forces carried out a maritime interdiction and right-of-visit boarding of the sanctioned stateless vessel MT **DAVINA** located in the Indian Ocean within the INDOPACOM area of responsibility. We will continue global maritime enforcement to disrupt illicit networks and interdict vessels providing material support to Iran, wherever they operate. International waters cannot be used as a shield by sanctioned actors. The Department of War will continue to deny illicit actors and their vessels freedom of maneuver in the maritime domain.

Jan De Nul wint miljardencontract om rivier Paraná in Argentinië uit te baggeren

Door Stefan Grommen, Belga

Het Belgische baggerbedrijf Jan De Nul heeft een aanbesteding van de Argentijnse regering binnengehaald om de rivier Paraná uit te baggeren. Het Belgische DEMA was ook in de running, maar delft dus het onderspit. De twee Belgische baggerbedrijven waren de laatste twee kanshebbers en leverden een bitse strijd om de aanbesteding. Zo verweet DEMA de Argentijnse overheid vorig jaar dat het de tender op maat van Jan De Nul had geschreven. Het bod van het Braziliaanse bedrijf DTA Engenharia werd als onontvankelijk beschouwd.

De waarde van het contract is niet bekendgemaakt, maar volgens sommige schattingen kan die oplopen tot 10 miljard dollar (8,6 miljard euro). De officiële toekenning van de opdracht gebeurt na een termijn van 7 dagen, waarin belanghebbenden bezwaar kunnen aantekenen. De regering van president Javier Milei wil de doorvaart en de efficiëntie op de Paraná bevorderen door ze verder uit te diepen. De rivier is een belangrijke economische ader, waarlangs volgens het ministerie van Economie 80 procent van de Argentijnse uitvoer passeert. Ook voor Brazilië, Bolivia, Paraguay en Uruguay is het een van de belangrijkste economische aders van het continent. Via die waterweg kan de olie, soja, graan, mais en ijzererts uit het binnenland naar de Atlantische Oceaan worden vervoerd. Maar om dat mogelijk te maken, moet er constant worden gebaggerd.



Jan de Nul's TSHD [JUAN SEBASTIAN DE ELCANO](#)
Photo : Piet Sinke www.maasmondmaritime.com (c)

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Jan De Nul stond eerder ook al decennialang in voor het onderhoud van de Paraná-rivier, in samenwerking met het Argentijnse bedrijf Emepa. Maar dat kwam onder vuur te liggen door corruptie. Sinds 2021 nam de Argentijnse overheid het beheer over en baggerde De Nul met tijdelijke contracten. Met het nieuwe langetermijncontract wordt dat onderhoud dus weer uitbesteed. Daarbij rekent de Argentijnse overheid op een kostenbesparing van zo'n 15 procent. Jan De Nul en partner Servimagnus moeten naast het baggeren ook zorgen voor de installatie van geavanceerde boeien, navigatietechnologie, milieubeheer en monitoring en beveiliging van het scheepvaartverkeer, maar kunnen tegelijk ook tol heffen op passerende schepen. Voor Jan De Nul is het contract een nieuwe opsteker. Het voorbije boekjaar noteerde baggerreus al een recordomzet van 4,24 miljard, een derde meer dan vorig jaar, en 458 miljoen euro nettowinst. Baggerwerken staan voor drievierde van die omzet. Bij Jan De Nul werken meer dan 8.800 mensen. Bron ; VRT

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Baleària Canarias christens €128m dual-fuel fast ferry Mercedes Pinto for inter-island routes

The catamaran will connect Tenerife, Gran Canaria and Fuerteventura with six daily departures.



Baleària Canarias commits €173m to fleet expansion and modernisation across the Canary Islands. Pictured: Antonia Varela, a Tenerife-born astrophysicist and the vessel's godmother (5th from left), during the christening ceremony of Mercedes Pinto, a dual-fuel fast ferry. **Image credit: Baleària** Baleària Canarias has presented and christened its new fast ferry **MERCEDES PINTO**, a 123-metre catamaran in which the company has invested €128m, with the vessel entering service on routes linking Santa Cruz de Tenerife, Las Palmas de Gran Canaria, and Morro Jable in Fuerteventura. The christening ceremony was attended by more than 400 guests and presided over by Fernando Clavijo, president of the Government of the Canary Islands. Astrophysicist Antonia Varela, a researcher at the Canary Islands Institute of Astrophysics and director of the Museum of Science and the Cosmos in Tenerife, served as the ship's godmother.




Photo : Tim de Klerk (c)

MERCEDES PINTO is capable of carrying 1,200 passengers and 425 vehicles at a speed of 35 knots. It will operate alongside two existing fast ferries — the **VOLCAN DFL TAIDIA** and the **VOLCAN DEL TAGORO** — offering six daily departures between Las Palmas and Santa Cruz de Tenerife, three between Morro Jable and Las Palmas, and two between Morro Jable and Tenerife, with a journey time of just over four hours and no transfers required. The newly completed catamaran is Baleària's 12th vessel equipped with dual engines capable of running on LNG and biogas. Baleària notes that it is working to develop and promote the supply of these fuels in the Canary Islands in the medium term. **MERCEDES PINTO** is also said to incorporate real-time monitoring of fuel consumption and emissions. It is

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described by Baleària as a "smart ship", featuring digitised onboard services, and two passenger decks with standard and VIP Premium lounges. Adolfo Utor, president of Baleària, said at the ceremony: "We are convinced that we must continue serving the islands with rigour, a personal touch, and a long-term commitment. Each island has its own identity, economy, and mobility needs, and each deserves individual attention." Clavijo praised the company's investment, stating: "This ship, which embodies innovation, sustainability, and competitiveness, bears the name of one of our most distinguished writers, who made the sea the link that kept her connected to her homeland, her identity, and her roots from exile." The entry into service of the Mercedes Pinto follows Baleària Canarias' acquisition of Armas Trasmediterránea. The company says it intends to invest a further €45m over the next three years to modernise its Canary Islands fleet, which currently comprises 12 vessels. Additional newbuilds are planned, including the fast ferry **PEPITA CASTELLVÍ**, intended for western island routes, and a new ro-ro vessel, the **JOSEFINA DE LA TORRE**, which is expected to increase freight capacity to the Spanish mainland. The ship's name pays tribute to **MERCEDES PINTO**, a writer, poet, playwright and cultural figure born in San Cristóbal de La Laguna in 1883, known for her advocacy of civil rights. The naming continues a practice by Baleària of naming vessels after women in culture, science and knowledge — a fleet that also includes the **PEPITA CASTELLVÍ**, named after a pioneer in oceanographic research, and the **JOSEFINA DE LA TORRE**, named after a writer and actress associated with the Generation of '27, whose centenary is being commemorated this year.



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The **DENIA CIUTAT CREATIVA** is original built as the **VIA LIGURE** at vd Giessen de Noord during 1993 and is at present serving the route Algeciras-Tanger Med II **Photo : Rob de Visser (c)**

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Bajaj Electricals to enter cables business

Bajaj Electricals Limited has decided to enter the cables category as a new business line under its existing Lighting Solutions segment, according to a stock exchange filing dated June 4, 2026. The company said the decision was driven by growing demand in the cables industry. It plans to commence operations in the product category shortly. According to the filing, the investment size will be evaluated and determined based on market opportunities, anticipated scale of operations, and business requirements. Bajaj Electricals reported a consolidated net loss of Rs 67.53 crore for the quarter ended March 31, 2026, compared with a profit of Rs 59.05 crore in the corresponding quarter last year. Revenue from operations during the quarter stood at Rs 1,239.52 crore, down 2.05% from Rs 1,265.47 crore a year earlier. Total expenses increased to Rs 1,242.10 crore from Rs 1,231.77 crore in the year-ago period. Other expenses rose 10.06% year-on-year to Rs 226.23 crore from Rs 205.55 crore, while employee benefit expenses remained largely flat at Rs 94.40 crore compared with Rs 94.96 crore last year. Finance costs declined 27.23% to Rs 13.15 crore from Rs 18.07 crore.

Source : Power Peak Digest



Newtide's **HANSA DREJOE** passing Breskens inbound navigating the Westerschelde **Photo : Henk de Winde ©**



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LNG orderbook share hits 90% as methane pathway investment holds firm

By : Peter Keller, SEA-LNG.

LNG bunkering volumes surge and biomethane uptake grows six-fold, despite geopolitical headwinds.

LNG bunkering volumes and biomethane uptake are rising across major ports as the methane pathway holds its ground amid market volatility and regulatory uncertainty. LNG-fuelled vessels now account for approximately 90% of all alternative-fuel ships on order globally, up from 66% year-to-date, according to data published by industry coalition SEA-LNG on 4 June. The figures, drawn from the first half of 2026, point to continued growth in the methane decarbonisation pathway despite broader market uncertainty and regulatory delays at the International Maritime Organization (IMO). According to SEA-LNG, LNG bunkering volumes have risen sharply in several major ports. Singapore recorded a 48% increase in LNG bunkering in Q1 2026 compared with the same period in 2025, reaching 150,000 tonnes. Rotterdam and

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Antwerp-Bruges together reported a 44% increase over the same period, with Antwerp-Bruges alone recording a 214% surge.





The 2025 delivered **7,928 TEU** LNG powered **CMA CGM POINTE PERCEE** west bound transiting the Singapore Strait


Photo : Piet Sinke www.maasmondmaritime.com (c)


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Uptake of liquefied biomethane (LBM) is also climbing. The Port of Rotterdam recorded a more than six-fold increase in LBM blend bunkering in 2025 compared with 2024, with 15,260 cbm bunkered in Q1 2026 alone — almost matching the total volume recorded for the whole of 2025, according to SEA-LNG. Two of its members reported notable shifts in their fuel mix: Gasum said biomethane grew from 0.8% to 12.3% of its maritime gas volumes between 2024 and 2025, while Titan Clean Fuels recorded liquefied biomethane rising from 6.5% to 19.1% of total delivered volume over the same period. Data from DNV cited by SEA-LNG shows that 60 LNG dual-fuel vessels were ordered in the first five months of 2026, spanning containerships, car and truck carriers, oil tankers and cruise ships. While the order rate is down, reflecting what SEA-LNG describes as broader market uncertainty and shipyard capacity constraints, the coalition claims that LNG-fuelled ships now represent close to 90% of all alternative-fuel vessels on order globally. Steve Esau, COO of SEA-LNG, commented: "The transition is not without headwinds. Some parts of the industry are pulling back. But the methane pathway is not one of them. Bunkering volumes are up. The orderbook is growing. Emissions are coming down. The value chain is stepping forward, not back." SEA-LNG chairman Peter Keller pointed to the resilience of the pathway in the face of regulatory uncertainty: "2026 is testing the industry's nerve. The IMO's regulatory delays have not slowed the methane pathway. It has foundations that do not bend with the headlines, and owners and operators understand the long-term value. Investment, infrastructure and fleet uptake continue to move forward together. The data proves it. This is what keeping calm and carrying on looks like." SEA-LNG argues that fuel optionality is a key driver of the methane pathway's resilience. Dual-fuel vessels can switch between LNG, LBM and conventional marine fuels as market conditions change. The coalition also notes that LBM and e-methane can be produced domestically from waste and renewable energy sources, reducing exposure to geopolitical supply disruptions. SEA-LNG is a UK-registered not-for-profit industry foundation with members across the LNG value chain, including fuel producers, shipowners, engine and asset suppliers, and classification societies. Source : bunkerindex



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SBM Offshore to sell 45% stake in FSO Chalchi companies to NYK

SBM Offshore has entered into a shareholders' agreement with Nippon Yusen Kabushiki Kaisha to sell a 45% ownership interest in the special purpose companies tied to the lease and operation of FSO Chalchi, according to SBM Offshore. The Dutch offshore contractor will retain a 55% majority stake. The transaction remains subject to several conditions precedent and approvals.

FSO Chalchi is under construction and is due to operate under 20-year lease and operate contracts with Woodside Energy through its Mexican affiliate, Woodside Petróleo Operaciones de México, S. de R.L. de C.V.

The newbuild FSO is based on a Suezmax-type hull and will be equipped with a Disconnectable Turret Mooring system designed by SBM Offshore. The unit will be moored in water depth of about 2,500 metres and will be able to store around 950,000 barrels of crude oil. **FSO Chalchi** will be deployed at the Trion field, 180 km off the Mexican coast and 30 km south of the US/Mexico maritime border. Trion is a joint venture between Woodside, which holds a 60% operated interest, and Petróleos Mexicanos, which holds a 40% non-operated interest. SBM Offshore is a Netherlands-based offshore energy infrastructure company focused on floating production, storage and offloading units, floating storage and offloading units, mooring systems and lifecycle services for offshore oil and gas projects. Nippon Yusen Kabushiki Kaisha is a Japanese shipping and logistics company with operations across ocean transport, bulk shipping, car carriers, logistics, energy transport and offshore-related services.



QUEEN MARY 2 departing Southampton into the Solent, with destination Zeebrugge. As spotted from the KLM flight Southampton to Amsterdam, 5 June 2026 **Photo : Nico van Wijk ©**

RNLI assists stricken yacht off Aberystwyth



On Tuesday evening (2 June) at 19:11, New Quay RNLI's Shannon class all-weather lifeboat, Roy Barker V, was launched to assist a yachtsman in difficulty off the Aberystwyth coast, working alongside colleagues from Aberystwyth RNLI.

With six volunteer crew members on board, the lifeboat launched on service into south-westerly Force 4-5 winds. Bernie Davies, New Quay RNLI's coxswain said: "The 29ft yacht had suffered mechanical failure, leaving the lone occupant fatigued and in need of assistance. Arriving on scene, Aberystwyth lifeboat crew had successfully evacuated the casualty to shore, where further care was provided.

"We transferred two crew members onto the yacht to assess the situation and attempt to resolve the issue with the vessel.

"Despite efforts, the yacht's engine could not be restarted. With the vessel's anchor beginning to drag and the risk of it becoming a navigational hazard in the approaches to Aberystwyth harbour increasing, we decided that establishing a tow was the safest course of action."

Aberystwyth RNLI's Launch Authority, Huw Goodchild, on his first call on service in the role, added: "Our crew were paged at 18:15 and located the vessel quickly. They were able to evacuate the casualty to safety but due to the challenging conditions we were unable to bring the vessel into Aberystwyth harbour, so we were grateful to the team in New Quay for launching to assist us in the rescue with the larger lifeboat." "Due to the prevailing weather conditions on scene, the decision was made for New Quay's all-weather lifeboat to tow the yacht to the nearest safe haven of New Quay harbour. The yacht was successfully secured to a mooring on arrival. The lifeboat was recovered and the volunteer crew stood down at 01:30. Ed Hides, New Quay RNLI's Lifeboat Operations Manager, said: "It was a very long evening for our volunteer crew and we were pleased with the outcome. Working closely with our colleagues at Aberystwyth RNLI demonstrated just how important strong teamwork and communication are in situations like this. By combining our resources and experience, we were able to bring the incident to a safe conclusion. "Remember, if you're in difficulty at sea or along the coastline, please call 999 and ask for the Coastguard."

Baltic dry bulk index loses ground as Capesize and Panamax rates slip

Increase in bauxite orders from China to drive surge in capesize bulker demand, shipping exec claims

The Baltic Exchange's dry bulk freight index fell on Thursday, pressured by Capesize and Panamax vessel segment losses. The main Baltic index fell 87 points, or 2.8 per cent, to 3,037.



The **YASA CAMELLIA** anchored off Singapore

Photo : Piet Sinke www.maasmondmaritime.com (c)

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The Capesize index was down 213 points, or 4.1 per cent, at 5,040. Average daily earnings for Capesize vessels fell \$1,934 to \$42,204. Iron ore prices slid on Thursday to record their biggest daily losses in nearly two months, weighed down by rising concerns about demand in top consumer China as steel margins shrink and steel consumption weakens

amid high input costs. The Panamax index fell 36 points to 2,254. Average daily earnings for Panamax vessels lost \$322 to \$20,285. Among smaller vessels, the supramax index was up one point at 1,584.

Source : Reuters (Reporting by Anjana Anil in Bengaluru; Editing by Joyjeet Das)



The **SPIRIT OF DISCOVERY** was berthed in Cobh, having arrived from Belfast, and departing in the evening for Bantry. **Photo : Adrian Brown (c)**

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BOW LUNA outbound from Rotterdam passing Maassluis **Photo : Suzanne Neuman (c)**

Intra-Asia container rates surge on strong demand

Container spot rates on intra-Asia trades have jumped by double digits year on year, driven by robust cargo demand, higher bunker costs and market optimism, reports London's S&P Global.

Orient Overseas Container Line has introduced general rate increases of US\$25 to \$100 per TEU depending on the trade, while Maersk, Ocean Network Express and Hapag-Lloyd have kept June rates unchanged. Executives say volumes and rates are rising unusually early in the year. Wider trade disruptions from the Middle East war have tightened capacity and lifted long-haul rates. Xeneta data show Shanghai-Singapore spot rates up 56 per cent since late February to \$1,489 per FEU, Shanghai-Vietnam up 40 per cent to \$1,287 per FEU, and Shanghai-Bangkok up 15 per cent to \$1,648 per FEU.

Drewry's intra-Asia index hit a record \$959 per FEU on May 22, supported by higher Shanghai-Dubai rates. Container Trade Statistics reported regional volumes rose 7 per cent in the first quarter to 11.9 million TEUs, after a five per cent increase to 50 million TEU in 2025. SITC lifted volumes eight per cent to 855,795 TEU in the first quarter, Cosco Shipping

Holdings rose six per cent. Executives cite stronger consumer demand in Asia and early peak-season shipments to Europe and North America. Rising fuel costs are also pushing rates higher. Singapore's high-sulphur fuel climbed 15 per cent this year to \$665 per tonne by May 22, while low-sulphur diesel rose 22 per cent to \$834 per tonne. Analysts say surcharges and port congestion in Singapore, Shanghai and Japanese hubs are adding pressure on intra-Asia trades.



For at least one week, **LOGOS HOPE** is visiting Hamburg (inbound from Scheveningen)' - seen alongside 'Überseebrücke', together with **CAP SAN DIEGO** '. **Photo : Hans Joachim Schaefer (c)**



Seascale Energy partners with Lloyd's Register Advisory to build decarbonisation expertise

The bunker firm has launched a knowledge partnership covering low-carbon fuels and maritime regulations. Olivier Josse, Alberto Pérez Espinosa and Luke Shu. Seascale Energy is building its regulatory and alternative fuels expertise as

shipping faces a complex decarbonisation landscape. Pictured from left to right: Olivier Josse, one of Seascale's CEOs; Alberto Pérez Espinosa; and Luke Shu from Lloyd's Register Advisory Team. Image credit: Seascale Energy

Seascale Energy, the marine fuels trading, broking and bunker management firm launched in May 2025 as a joint venture between Cargill and Hafnia, has entered into a knowledge partnership with Lloyd's Register Advisory (LR Advisory) aimed at deepening its understanding of low-carbon fuels and the evolving regulatory framework governing maritime decarbonisation.

The collaboration covers a range of topics including FuelEU Maritime, the EU Emissions Trading System (EU ETS), IMO decarbonisation measures, and the commercial implications of the energy transition for fuel procurement.

As a first step in the partnership, LR Advisory delivered two training workshops for Seascale teams in Geneva and Singapore, bringing together commercial and operational staff from across the company's European and Asian operations. The sessions addressed the regulatory landscape for marine fuels, biofuels and their various blends, FuelEU pooling strategies, chain-of-custody requirements, emissions accounting and future fuel readiness.

The workshops also examined the practical challenges of sourcing and managing alternative fuels, including compliance documentation, lifecycle emissions reporting and commercial risk considerations associated with biofuel adoption and emerging fuel markets.

Since its launch, Seascale says it has facilitated a number of fuel transactions involving LNG, biofuels across various blends and green methanol, reflecting what the company describes as a growing demand for guidance on low- and zero-carbon fuel solutions alongside conventional bunker procurement.

According to Seascale, the partnership with LR Advisory forms part of a broader aim to provide its members with technically grounded guidance as the shipping industry navigates increasingly complex environmental regulations and fuel pathways. Looking ahead, Seascale and LR Advisory are exploring opportunities to extend elements of the knowledge-sharing initiative externally, through client webinars and market-focused sessions. The stated objective is to help customers better understand the operational, commercial and regulatory implications of the maritime energy transition. Separately, Seascale Energy and Lloyd's Register are also collaborating on the Bunkering Services Initiative (BSI), a technology-enabled, independently audited framework designed to promote transparency in the Amsterdam-Rotterdam-Antwerp (ARA) region.

NAVY NEWS



French Navy **ACHERON** arriving at Malta, photo: Anthony Chetcuti ©

U.S. Navy to Christen Future USNS Thurgood Marshall

The U.S. Nav christened its newest John Lewis-class fleet replenishment oiler, **USNS THURGOOD MARSHALL (T-AO 211)**, during ceremony on Saturday, June 6, 2026, at General Dynamics National Steel and Shipbuilding Company (NASSCO) shipyard in San Diego, Ca. Maj. Gen. David Bligh, Judge Advocate General of the Navy, delivered the principal address. Additional remarks were provided by Vice Adm. Doug Verissimo, Commander, Naval Air Forces/Commander,

Naval Air Force, U.S. Pacific Fleet; Rear Adm. Benjamin Nicholson, Commander, Military Sealift Command; and David Carver, President of General Dynamics NASSCO. In a time-honored tradition, the ship sponsors, the namesake's granddaughters, Cecilia L. Marshall and Melonie Tibbs, and granddaughter-in-law, Alissa Kamens Marshall will christen the ship by breaking a bottle of champagne across the bow. T-AO 211 is named in honor of former Justice Thurgood Marshall, who served on the Supreme Court for nearly 25 years. The future USNS Thurgood Marshall (T-AO 211) is the seventh ship of the John Lewis-class fleet replenishment oilers and will be operated by the Navy's Military Sealift Command. The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class fleet replenishment oilers to provide underway replenishment of fuel to U.S. Navy ships at sea. These ships are part of the Navy's Combat Logistics Force.

The future **USNS THURGOOD MARSHALL (T-AO 211)** represents a proud lineage, serving as the thirteenth naval support logistics ship to be named in honor of a U.S. Supreme Court Justice. This tradition began in 1942 with the launch of the EC2-S-C1 liberty cargo ship SS John Jay, which provided vital wartime support by transporting essential military cargo to build the massive logistics reserve required for Operation Neptune—the historic D-Day landings. As we commemorate the anniversary of D-Day today, we remember a hard-won victory that dramatically reshaped the course of human history, bringing the promise of freedom to generations worldwide. Yet, this monumental triumph would not have been possible without the unprecedented Allied shipbuilding programs that preceded the war, and the tireless logistics and replenishment ships that sustained the fight—delivering the critical fuel, ammunition, and supplies that kept our troops and Allied partners moving forward to victory. Echoing the historic mission of the SS John Jay, the addition of T-AO 211 to the fleet provides the Navy with a reinforced ability to sustain distributed maritime operations, enhance mobility, and deliver the critical resupply capacity needed to support a more resilient, ready, and globally present fleet. The christening of T-AO 211 underscores the Navy's commitment to building America's Fleet of the Future. For 250 years, American naval power has projected strength globally. That mission continues – and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of the Future is our answer.

SHIPYARD NEWS



U.S. Eyes Warships from Japanese and South Korean Shipyards

By Kosuke Takahashi

Share The United States may be on the verge of an unprecedented step: procuring major naval vessels from allied shipbuilders in Japan and South Korea to help address growing capacity constraints in the U.S. naval industrial base. A proposed \$1.85 billion funding request included in the Pentagon's fiscal year 2027 budget is increasingly being viewed not merely as a study effort, but as a potential precursor to future warship procurement from allied shipyards. As USNI News first reported, the Pentagon has directed the U.S. Navy to consider Japanese and Korean shipyards and designs for use in the U.S. fleet, with budget documents stating that the funds would be "split into two separate study and procurement efforts targeting the fleet's future [cruiser/destroyer] and frigate inventories." Among the major shipbuilders that could potentially benefit from such an initiative are South Korea's Hanwha Ocean, HD Hyundai Heavy Industries and Samsung Heavy Industries, as well as Japan's Mitsubishi Heavy Industries (MHI), Kawasaki Heavy Industries (KHI) and Japan Marine United (JMU). USNI News reported that the Pentagon is considering both foreign ship designs and the possibility of constructing ship components in allied shipyards as part of its effort to expand naval shipbuilding capacity.

Advanced surface combatants can be built in both countries at substantially lower cost and faster production rates than in the United States, with both nations making extensive use of robotics and modern shipbuilding techniques. USNI News reported that then-Secretary of the Navy John Phelan acknowledged the Navy had been directed to examine the possibility of foreign-built combat ships, noting that producibility considerations would point toward South Korea and Japan. Japan's MHI and JMU provide a notable example of the speed at which allied shipbuilders can deliver major naval programs. The two companies have laid the keels for two Aegis System Equipped Vessel (ASEV) ships within the past year and are expected to deliver them in 2028 and 2029. By comparison, Arleigh Burke-class destroyers in the United States are running well behind schedule across multiple programs.

A Bridge, Not a Permanent Shift

Administration officials have repeatedly stressed that overseas construction would be a temporary measure rather than a permanent transfer of naval production abroad. The approach mirrors the "Bridge Strategy" outlined in the White House's maritime industrial policy. Under this model, foreign shipbuilders would construct initial vessels overseas while simultaneously investing in U.S. shipyards through acquisitions, modernization projects, or new facilities, with production gradually transitioning to American soil.

The administration points to its icebreaker agreements with Finland as a template, under which initial vessels are built abroad before follow-on production shifts to U.S. shipyards. Hanwha's 2024 acquisition of Philly Shipyard has been cited by U.S. officials as a model for leveraging foreign investment to strengthen America's shipbuilding industrial base.

Legal and Political Obstacles Remain

Significant legal and political hurdles remain. Current U.S. law generally prohibits the construction of naval warships in foreign shipyards unless the president issues a national security waiver, and Congressional support would likely be required for any broader procurement effort. Several lawmakers have already voiced concerns about the impact on domestic shipbuilders, supply chains and sensitive technologies, with some considering legislation that would restrict the use of federal funds for warship construction outside the United States. OMB Director Russ Vought has nonetheless signaled the administration's resolve.

"If we cannot get the ships we need from traditional sources at cost and on time, we will get them from other shipyards," he said at the Navy League's Sea-Air-Space symposium in April, according to USNI News. If implemented, the initiative could mark the first acquisition of a major foreign-built surface combatant by the U.S. Navy in more than a century, placing Japanese and South Korean shipbuilders at the center of Washington's effort to rebuild maritime power amid intensifying competition with China.

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ROUTE, PORTS & SERVICES



Brazil's Largest Port Tender Faces a Regulatory Credibility Test

By Valter Branco

The recent policy directive issued by Brazil's Presidential Chief of Staff's Office regarding "Tecon Santos 10" may ultimately have consequences extending far beyond a single port concession. While intended to support changes to the bidding framework of a new container terminal at the Port of Santos, the initiative has reopened a broader debate about regulatory independence, legal certainty and investor confidence in Brazil's infrastructure sector.

For international observers, some context is useful. The Port of Santos, located in southeastern Brazil, is Latin America's largest port and handles roughly one-third of the country's foreign trade. Tecon Santos 10 (STS10) is expected to become one of the largest container terminals in South America and is widely viewed as essential to expanding capacity at a gateway that is approaching operational constraints. Because of its strategic importance, the project has undergone years of technical studies, public consultations and regulatory scrutiny. Brazil's National Waterway Transportation Agency (ANTAQ), the independent federal regulator responsible for ports and waterborne transport, conducted extensive competition assessments to evaluate the long-term effects of the future concession. Its conclusion was clear: allowing certain incumbent operators already established in Santos to compete freely for the new terminal could significantly increase market concentration in Brazil's container sector. In some scenarios evaluated by the regulator, a single economic group could control nearly 60 percent of the container-handling capacity at the country's most important port.

This concern was not merely theoretical. Container terminal markets are characterized by scarce infrastructure assets, high barriers to entry, substantial economies of scale and increasing vertical integration between global shipping lines and terminal operators. Once market power becomes entrenched, restoring competition can be exceptionally difficult. For that reason, ANTAQ adopted a preventive approach. The original concession model imposed restrictions on certain incumbent operators in an effort to mitigate future concentration risks before the tender took place rather than attempting to address them after the market structure had already been reshaped.

The project subsequently advanced through Brazil's institutional review process, including analysis by the Federal Court of Accounts (TCU), the country's independent audit institution responsible for overseeing major federal infrastructure projects. The debate appeared largely settled. That changed when the Presidential Chief of Staff's Office issued a technical note recommending a different policy direction. The document argues that the restrictions imposed on incumbents were excessive and maintains that the federal government has no policy objective of favoring new entrants over existing operators. At first glance, the argument appears reasonable. Public tenders are generally expected to maximize participation and encourage competition.

The issue, however, is more nuanced.

Neither ANTAQ's technical studies nor the opinions issued by CADE, Brazil's competition authority, concluded that the project was free of meaningful competition concerns. On the contrary, both institutions explicitly recognized potential risks related to market concentration, vertical integration, discriminatory access and market foreclosure. The disagreement was never about whether risks existed. It concerned how those risks should be managed. The government's new approach effectively reframes a technical competition debate as a broader policy discussion centered on participation in the tender itself. Yet competition during a bidding process is not necessarily the same as competition in the market after the concession has been awarded. Infrastructure regulators around the world routinely face the challenge of balancing these objectives. Encouraging robust participation in a tender is important. Preserving competitive market conditions over the following decades may be even more important. The institutional implications are equally significant. Although the technical note repeatedly emphasizes respect for the autonomy of regulatory and competition authorities, it also challenges key assumptions that underpinned the framework previously approved by ANTAQ. This raises a legitimate question. If a regulatory model developed through years of technical analysis, public consultation and formal review can be substantially redirected through a subsequent political intervention, what signal does that

send about the stability of regulatory decision-making? The issue becomes even more sensitive because the project has already undergone review by the Federal Court of Accounts. Whether the proposed changes constitute a minor adjustment or a material redesign of the concession framework is likely to remain a matter of debate. Yet the discussion itself illustrates the degree to which the project's underlying assumptions are being revisited. The government's preferred solution would allow incumbent operators to participate in the tender provided they commit to divesting existing assets under predefined conditions. While conceptually appealing, the proposal raises practical questions. How can genuine independence between buyers and sellers be ensured? How can regulators prevent indirect ownership structures, future commercial arrangements or strategic alignments from undermining the intended competitive outcome? How can commercially sensitive information be effectively protected among parties that may already possess longstanding relationships within the same market? These are not hypothetical concerns. They are precisely the types of issues that motivated the original regulatory safeguards. Ultimately, the most important question raised by the STS10 debate may not concern port operations at all. It concerns institutional credibility. Large-scale infrastructure investments depend not only on economic returns but also on confidence in the rules governing those investments. Investors commit capital over decades because they believe regulatory decisions will follow stable, predictable and transparent processes. When a framework approved by an independent regulator and reviewed through

established institutional channels is reopened at a late stage of the process, uncertainty extends beyond a single project. Container terminals can be built within a few years. Regulatory credibility takes decades to establish—and far less time to erode.

Valter Branco is a Brazilian consultant specializing in ports, maritime logistics and international trade, with more than 35 years of industry experience. Hewrites frequently on port competition, regulatory policy, infrastructure investmentand the future of logistics in Brazil.

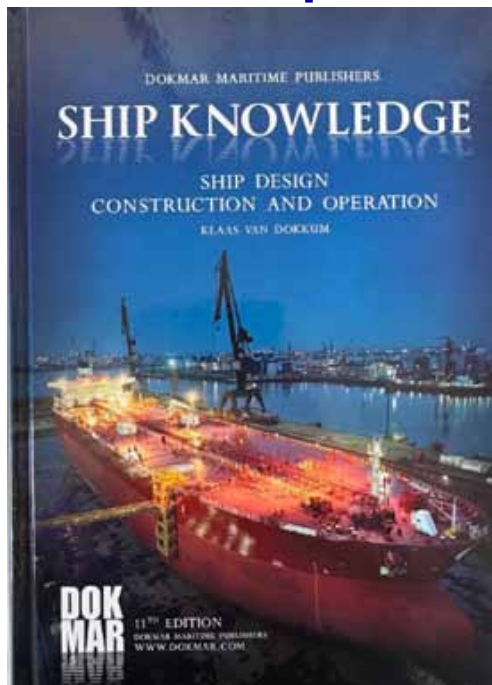


Yacht **MAYAN QUEEN** in Gibraltar for a logistical stop. **Photo : Daniel Ferro ©**

BOEKBESPREKING

By : Frank NEYTS

Ship Knowledge – Updated edition”



Dokmar Maritime Publishers BV in Holland recently issued the 11 th edition of its most popular title “**Ship Knowledge**” written by **Klaas Van Dokkum**. The contents of the book has been completely updated with about 35 pages additional text and several new illustrations. ‘**Ship Knowledge**’ is the book that tells you all about ships and shipping. The parts and systems which together form a modern ship are dealt with, from design drafts up to finished construction, including paint systems and legal aspects. Detailed description of the various subjects as well as the use of many drawings, cross-sections drawings and pictures, all in full colour, make the book perfect readable for everybody interested in shipping. After reading the book you will no longer think of a ship as a dead object, but consider it a completely self-supporting entity embodying all the modern techniques also to be found in a small town. An indispensable book for anyone interested in modern shipping! Considering the evergrowing number of foreign crew on board European vessels and in the offshore industry with consequently a growing demand for English language readers and text-books. ‘**Ship Knowledge**’ will certainly prove to be an asset, not only for use at nautical colleges, but as a work of reference for everyone employed afloat nowadays. This title has already been issued in English, Dutch and Chinese. Now a Spanish version is in preparation. It will be published (AGW) mid 2026. “**Ship Knowledge**” (ISBN 978 90 71500 64 0), a 468 page hardback publication costs

75.00euro, incl. P& P. It can be bought in the specialized bookshop or direct with the publisher, Dokmar Maritime Publishers BV, PO Box 5052, 4380KB Vlissingen, The Netherlands. Phone +31(0)612.506150, e-mail:



The **CHEMICAL FRONTIER** passing Breskens inbound navigating the Westerschelde **Photo : Henk de Winde ©**

Havendagen Woerden – Dit jaar op 12 en 13 juni

Door Jos Heesen

De belangrijkste puzzelstukjes liggen op hun plaats dus kan de organisatie van de Havendagen Woerden van start. 12 & 13 juni zal de haven van Woerden het middelpunt zijn van varend erfgoed. Vaste pijlers van de Havendagen zijn de vele historische vaartuigen, een sfeervolle markt en het singelgracht proms concert.

.... PHOTO OF THE DAY



Customs law enforcement vessel **ZILVERMEEUW** sailing river Oude Maas at full speed passing Puttershoek.

Photo : Nico Giltay ©

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