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The 9,578 TEU MSC DOMNA X (ex Sovereign Maersk) inbound for Le Havre
Photo : Fabien Montreuil ©

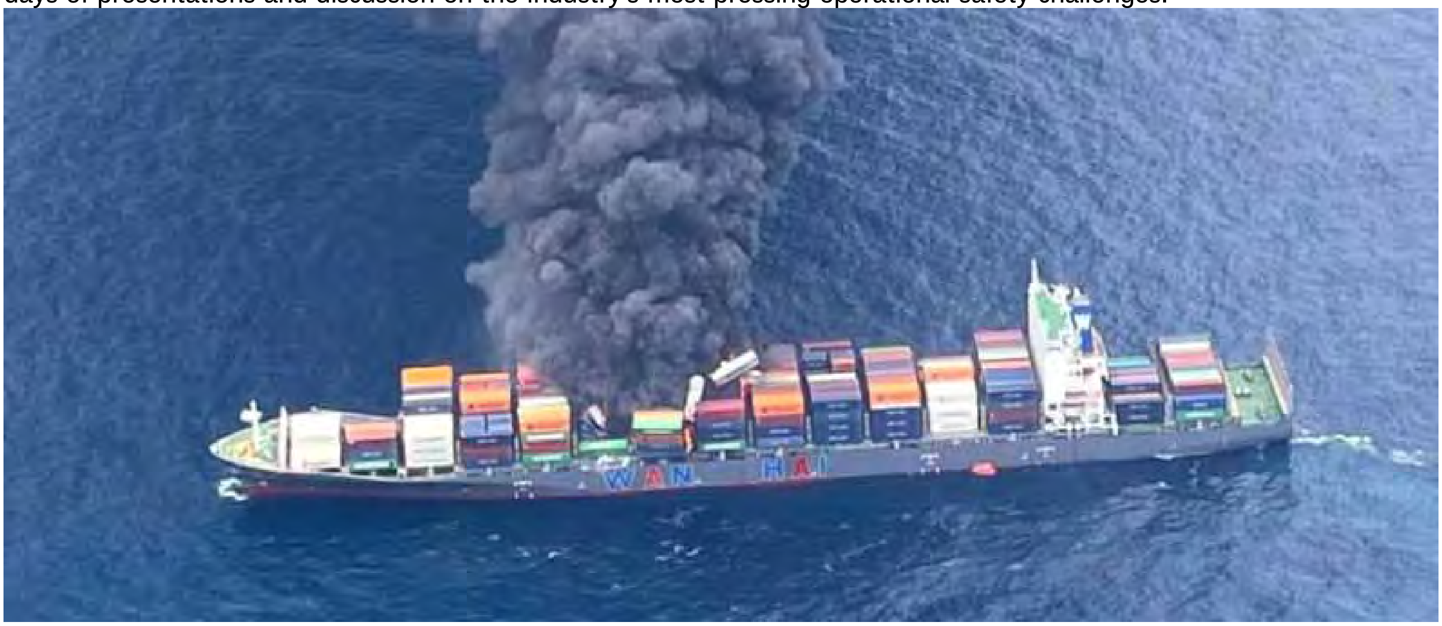
EVENTS, INCIDENTS & OPERATIONS

The **VOLVOX TERRANOVA** in Rio Grande **Photo : Marcelo Vieira ©**

Container ship fire frequency rising, safety forum warns

by Edwin Lampert

Fire is proving one of container shipping's most stubborn safety challenges, and the latest data shows the trend still moving in the wrong direction.That was the central message from the Container Ship Safety Forum's recent members meeting in Athens, which drew more than 60 participants, the largest gathering in the forum's 12-year history, for two days of presentations and discussion on the industry's most pressing operational safety challenges.



The 2025 CSSF Performance Report, presented by Swapnodeep (Swapan) Mondal, group managing director, Operations and Shared Services of Anglo-Eastern Ship Management and second chairman of the CSSF management board, delivered a stark headline: fire frequency among member fleets rose for a third consecutive year, even as overall safety metrics improved. Navigational incident frequency also continued to climb. PSC inspection quality indicators weakened. "These signals highlight the importance of early-warning, risk-sensitive key performance indicators," said Swapan. "This combination, improving lagging indicators but weakening leading signals, is exactly why KPI relevance and structure matter."On the CSSF's measure of fire frequency, the number of fire incidents per 1,000 vessel management days, the fleet-wide average reached 0.15 in 2025, up from 0.14 in 2024 and 0.12 in 2023, marking a third consecutive annual increase from a low of 0.07 in 2022. While it remains below the decade's peak of 0.17 recorded in 2019, it is the sustained, multi-year direction of travel, rather than any single year's movement, that has focused members' attention, pointing to a trend rather than a one-off.

The fleet-wide average also masks considerable variation between individual operators, ranging from those reporting very few incidents to others sitting well above the group average. The spread underlines the differences in exposure and performance across the membership, and the value members place on sharing what works. It is precisely this kind of benchmarking, set against a confidential peer group of comparable operators, that the forum exists to provide.

Where fires start matters as much as how often they occur. Under a fire-location breakdown first introduced to CSSF reporting in 2023, which tracks 13 distinct onboard locations, engine and machinery spaces accounted for approximately 43 per cent of all fires recorded in 2025, the single largest share and consistent with 2024 when the same spaces were also the leading location. On-deck fires, both cargo and non-cargo related, together with fires inside accommodation areas, made up much of the remainder. The concentration in engine and machinery spaces is notable because it points to a category of risk where causes such as maintenance, fuel and lubricating systems and early detection sit largely within operators' own control, in contrast to the separate and persistent challenge of cargo-related fires, where the root causes often lie further upstream in the supply chain.The data landed against an improving backdrop on traditional safety metrics, including lost time injury frequency and total recordable case frequency, both of which continue to fall, while detention numbers are improving. But the fire and navigation trends dominated the room.

The fire problem: scale, complexity and the limits of training

Several sessions addressed cargo fires directly, and the picture that emerged was one of a risk the industry is still working hard to stay ahead of. Elias Psyllos, vice president of T&T Salvage, put it plainly: identifying where a fire has started on a large container ship can be "almost impossible" given the thousands of boxes involved. "As reported by the International Group of P&I Clubs that use their own dataset and scope, with fires happening around every 10 days, fire containment and crew training are paramount," he said, drawing a pointed distinction between standard seafarer training and the capabilities of professional marine firefighters.Søren Thuen, DPA and head of fleet safety at Maersk, and first chairman of the CSSF management board, and colleague Enrico Pangoni, Fleet IoT Solutions lead, addressed prevention and early detection, describing how Maersk has revisited its catalogue of measures in response to the rise in lithium battery fires. Their presentation included design improvements above regulatory minimums and new work on heat-based early detection, an area that is attracting growing industry interest.The root cause question, mis-declared cargo, remains a challenge. Lithium-ion batteries embedded in consumer goods continue to enter the container system undeclared, and enforcement remains inconsistent across jurisdictions. Several presenters called for standardised digital cargo declarations as a necessary step forward, with regulatory change at IMO expected to come too slowly to address the near-term risk trajectory.Beyond fires, the meeting covered a broad agenda reflecting how rapidly the risk landscape is changing. Olivia Northrop, AI Solutions architect at ABS, made the case for structured AI adoption in safety management, documentation and operational decision support, arguing the container sector is well positioned to benefit but needs a disciplined, use-case-led approach, rather than broad deployment. Swapan's separate session on geopolitical and security risk addressed how regional instability and conflict are increasingly translating into direct safety implications through longer routes, extended crew time at sea and heightened exposure in high-risk areas. The underlying competency theme ran through multiple sessions. New fuels, larger ships and unfamiliar technologies are arriving faster than the industry can build experience to manage them. "Whether it is new fuels or new technology, the training of people on board and ashore is limited," said Swapan. "The problems developing now are something we have not experienced. How do we give guidance back? This is a huge challenge." **Source :** Riviera Maritime Media

The **IVER BALANCE** navigating the Oude Maas with destination Dordrecht **Photo : Jan Scheurwater ©**

SURPRISE VISIT TO THE PRINCESA DAYCARE CENTRE BRGY TINUIGUIBAN PUROK SANDIWA IN PUERTO PRINCESA CITY- PALAWAN

As Elizabeth and myself supporting sudden (poor) schools at Puerto Princesa this year we choose a day care centre in the outskirds of Puerto. **Vroon Shipping / Iver ships** donated the bags and caps for the kids the bag was filled by us with a notebook, ballpoint, pencil, sharpener a box with crayons and a apple and orange for each of the 35 kids in the school helped by Alan Vandolf the brother of Elizabeth we made a surprise visit to the school last Friday morning beside the bag with goodies every kid received a drink and snack as well

All the kids were very happy with the bag with goodies which is a great help to them we left the kids with a big smile on their face **CLICK at the above photo to view the movie of the event !**

Elizabeth & Myself like to thank **Vroon / Iver Ships** for the donation of the bags and caps, as can be seen at the photos and the movie **you made the kids happy** , and as we know the youth has the future , **THANK YOU !!!!!!!**

The **IVER ABILITY** navigating the Westerschelde on her way from Antwerp to Corpus Christi (USA)
Photo : Cees van der Kooij ©

DHT Holdings fixes VLCC on three-year deal

New York-listed crude oil tanker company DHT Holdings has placed a VLCC on a long-term charter this month.

The DHT JAGUAR anchored off Long Beach, California
Photo : Johan Luijks -Marine Salvage Fire Expert -Offmain 24/7 Response

It said the 299,629-dwt DHT JAGUAR (built 2015) has been fixed for three years at $75,000 per day. The company entered into a 3-year time charter agreement for the ship in July.The deal is expected to begin in September 2026 with a global energy company.Meanwhile, the company provided a business update on July 13, revealing estimated time charter equivalent (TCE) earnings of $126,700 per day for the second quarter of 2026.DHT Holdings estimates time charter equivalent earnings for its fleet at $126,700 per day, comprising $162,600 per day for the company's VLCCs operating in the spot market and $90,800 per day for the company's VLCCs on time charter.These estimated time charter equivalent earnings, the company said, are based on 2,012 revenue days during the quarter, of which 1,007 days were spot days.Thus far in the third quarter of 2026, approximately 48% of the available spot days have been booked at an average rate of $139,700 per day on a discharge-to-discharge basis.In total, 74% of the available revenue days, including both spot and time-charter days, have been booked at an average rate of $94,300 per day. DHT fleet trades internationally and consists of crude oil tankers in the VLCC segment. The company operates through its integrated management companies in Monaco, Norway, Singapore, and India. Source : Shipping Telegraph

The **CAMPERDOWN** arrived with the **HEBO-C81**_with as stern tug the **ADELAAR** in Rotterdam
Photo : Ruud Zegwaard - http://tugfoto.blogspot.com/ - http://merchantshipsphoto.blogspot.com/ (c)

Trump's Hormuz toll plans bring oil supply risks back in spotlight

President Donald Trump has proposed to impose a 20% fee on cargo passing through the Strait of Hormuz.

Lipow Oil Associates estimates that Trump's proposed fee would effectively add about $16 a barrel to oil shipped through the straitPresident Donald Trump's plan to impose a 20% fee on cargo passing through the Strait of Hormuz is threatening the global oil surplus, especially if renewed fighting shuts the key waterway again.Analysts said the proposed levy matters less for its direct cost than for what it signals: a heightened risk that disruptions to shipping through the strait could lead to supply shortages, upending forecasts of a surplus made earlier this month.

Andy Lipow, president of Lipow Oil Associates, said on CNBC's "Squawk Box Asia" that the market had been counting on stronger supplies following the U.S.-Iran memorandum of understanding signed last month, but that optimism has faded."Those surpluses are certainly in jeopardy, especially if the strait would completely shut down."Lipow estimates that Trump's proposed fee, if applied to crude cargoes, would effectively add about $16 a barrel to oil shipped through the strait, though the administration has yet to clarify how the charge would be implemented.

Citi warned that effecting the fee could also lift the possibility of a broader military confrontation in the near term. "It is our view that the risks of military escalation have risen materially should this announcement be implemented," Citi wrote in a note published early Tuesday.

"The possibility that the Iranian regime walks away from the MoU until after the mid-term U.S. elections has also risen, a scenario which would most likely see higher for longer oil prices," Citi's analysts added. While the proposed levy would raise shipping costs, other experts said investors are increasingly focused on the possibility that an escalating conflict could remove barrels from the market altogether. "The immediate impact is obviously supportive of oil prices, but the more consequential issue is the risk of renewed physical supply losses," said Henry Hoffman, co-portfolio manager at

Catalyst Energy Infrastructure Fund.U.S. West Texas Intermediate futures for August delivery rose 2.27% to $79.91 per barrel. International benchmark Brent crude futures for September delivery climbed 2.14% to $85.11, extending gains after advancing 9.6% in the previous session.

Vessel traffic falls

Hoffman cautioned that falling vessel traffic could eventually force producers to reduce output if storage fills up because crude can no longer be exported. Vessel traffic through the Hormuz Strait fell sharply on Sunday, with Kpler data showing just 14 ships crossing the waterway, including four crude tankers, compared with 37 vessels a week earlier.

If exporters are unable to ship crude out of the Gulf, storage tanks can eventually fill up, leaving producers with little choice but to temporarily halt production, said Hoffman. “That makes the effective supply loss potentially much greater than what can be measured simply by looking at damaged infrastructure.”

The latest developments would also undermine expectations from the International Energy Agency and others that global oil markets would remain comfortably supplied. The IEA just last week said it expects the oil market to return to surplus toward the end of 2026, though the outlook hinged on tanker traffic through the strait gradually recovering.

The timing could prove especially challenging if Asian demand rebounds just as Middle Eastern supplies become less dependable, he added. “Saudi Arabia recently moved its primary Asian crude grade from an enormous premium to a discount, which should encourage Chinese refiners to increase purchases after imports fell sharply during the initial disruption.”Saudi Aramco recently cut prices by $11 per barrel to a $1.50 discount versus the Oman/Dubai benchmark.“In other words, Chinese demand may begin recovering just as the reliability of Middle Eastern supply is deteriorating again.”**Source: CNBC**

The **NEPTUNE BARCELONA** inbound for Amsterdam **Photo : Ruud Coster ©**

VAREND ERFGOED VAN HARTE WELKOM OP JUTTERHAVENDAGEN

Deze zomer wordt in Den Helder een maritieme traditie in ere hersteld. Het betreft de zogeheten Jutterhavendagen die dit jaar van **vrijdag 25 tot en met zondag 27 juli** zullen worden gehouden op en rond het Willemsoordcomplex. Ofwel het terrein van de voormalige Rijkswerf Willemsoord met zijn bruisende museumhaven. De organisatie wil met name het Nederlands varend erfgoed uitnodigen om hieraan deel te nemen. De organisatie van de Jutterhavendagen is in handen van Citymarketing Den Helder. Coördinator Sikina Pinchetti: “Wij bieden op die dagen een breed programma met onder andere livemuziek, een markt, diverse workshops en demonstraties en tal van andere publiekstrekkers voor zowel jong als oud. En dit alles voor zover mogelijk met een nautisch thema. Onze ambitie is om de Jutterhavendagen te laten uitgroeien tot een jaarlijks evenement, met in Museumhaven Willemsoord tal van schepen die tot het varend erfgoed behoren.”Daarnaast wordt gehoopt dat het evenement ook oud-marineschepen, waarvan er in Nederland nog heel wat rondvaren, zal aantrekken. De gastschepen kunnen afmeren in Museumhaven Willemsoord of aan de tegenoverliggende flaneerkade. Op alle drie de dagen zijn ook het lichtschip Texel, de scheepstimmerwerf in de Medemblikkerloods, en het Schipperscafé en de mechanische werkplaatsen in gebouw 73 geopend voor het publiek. Een andere bijzondere attractie is dat de monumentale stoomsleepboot Noordzee, één van de pareltjes van Museumhaven Willemsoord, tijdens het evenement volledig onder stoom wordt gebracht en eveneens voor publiek geopend zal zijn. Schepen die aan het evenement willen deelnemen, kunnen zich opgeven bij **Sikina@citymarketingdenhelder.nl**


The **HUA XING LONG** loaded with the **GEOLIFT 1** spotted in Rotterdam Caland canal
Photo : Cees van der Kooij ©

MNWB expands welfare network for seafarers with launch of Isle of Man Port Welfare committee

The Merchant Navy Welfare Board (MNWB), the umbrella charity for the UK Merchant Navy, is strengthening its support for seafarers with the launch of a new Port Welfare Committee (PWC) on the Isle of Man.
The committee will provide a structured platform for collaboration between shipping, port and welfare organisations, helping to identify emerging issues, coordinate local support services and ensure seafarers' needs are represented at a local level.
Stuart Rivers, CEO of the MNWB, made the announcement yesterday (16 July) at the Isle of Man Maritime Conference, saying: “The Isle of Man has a proud and thriving maritime community, and this new Port Welfare Committee builds on that strength.
“It brings a new level of coordination, visibility and shared purpose — creating a space where organisations can come together, align their efforts and make an even greater impact for seafarers visiting the Island. That’s how we turn good support into exceptional support.”Port Welfare Committees sit at the heart of MNWB’s work. The purpose of each Committee is to act as an information, communication and networking channel between local members and the Board.
The Isle of Man National Seafarers’ Welfare Board will become part of a wider network of 15 committees, alongside the National Seafarers’ Welfare Board in Gibraltar. Together, this network connects over 350 members - spanning government, welfare charities, port authorities, unions and the shipping industry - to better understand the issues that affect seafarers locally, nationally and internationally.Meeting three times a year, each committee brings organisations together to share insight and solve challenges — strengthening welfare support for seafarers.Lee Clarke, Managing

Director of Isle of Man Maritime, said: "This is a hugely positive step for the Isle of Man and reflects the strength of our maritime sector.

"The Port Welfare Committee gives us a more connected and proactive way of supporting seafarers — bringing partners together to share insight, respond quickly to emerging needs and ensure the Island continues to offer a welcoming and high standard of care."The launch comes at a time of increasing recognition of the challenges faced by seafarers, underlining the importance of strong, locally rooted welfare structures backed by national leadership.In its role as the National Seafarers' Welfare Board - appointed by the MCA in 2021 and reaffirmed last year - MNWB supports 47 member charities that provide a plethora of welfare support to seafarers, fishers and their dependents.Details of the Isle of Man Port Welfare Committee will be released in due course.For more information about our Port Welfare Committees, visit: **www.mnwb.org/port-welfare-committees/**

Nice view of the Wilton Harbor in Schiedam **Photo : Bart Klos (c)**

The tug **VITORIA LX** operating in Rio Grande **Photo : Marcelo Vieira (c)**

Van Oord consortium selected for next phase of Port of Vancouver terminal expansion

By Robertha McDonald | Editor

TerraMarine, a consortium involving Van Oord, Aecon Group, FlatironDragados Canada and Carlson Construction Group, has been selected as the preferred construction partner for the landmass and wharf component of the Roberts Bank Terminal 2 project in British Columbia.The appointment moves one of Canada's largest planned port infrastructure projects into its collaborative design and early works phase. The development will add a three berth marine container terminal at Roberts Bank in Delta, expanding container handling capacity on Canada's west coast by more than 30%.The project is intended to strengthen the Port of Vancouver's position as Canada's main maritime gateway for containerised trade with Asia and other overseas markets.

Consortium prepares for early design agreement

TerraMarine is expected to sign a design and early works agreement with the Vancouver Fraser Port Authority during the third quarter of 2026.This agreement will begin a collaborative development phase in which the consortium and port authority will refine the engineering, construction methods, costs and delivery schedule. A final design and build agreement is currently expected in the first quarter of 2028. Construction would begin after that contract is signed, with completion targeted for the middle of the 2030s.Aecon holds a 30% interest in TerraMarine. The companies have not disclosed the expected contract value or the individual work shares of the other consortium members.For contractors and suppliers, the progressive design model means that significant engineering and procurement decisions will be developed before the main construction contract is awarded. It is comparable to preparing the route before moving an oversized cargo: the most expensive obstacles are identified before full mobilisation begins.

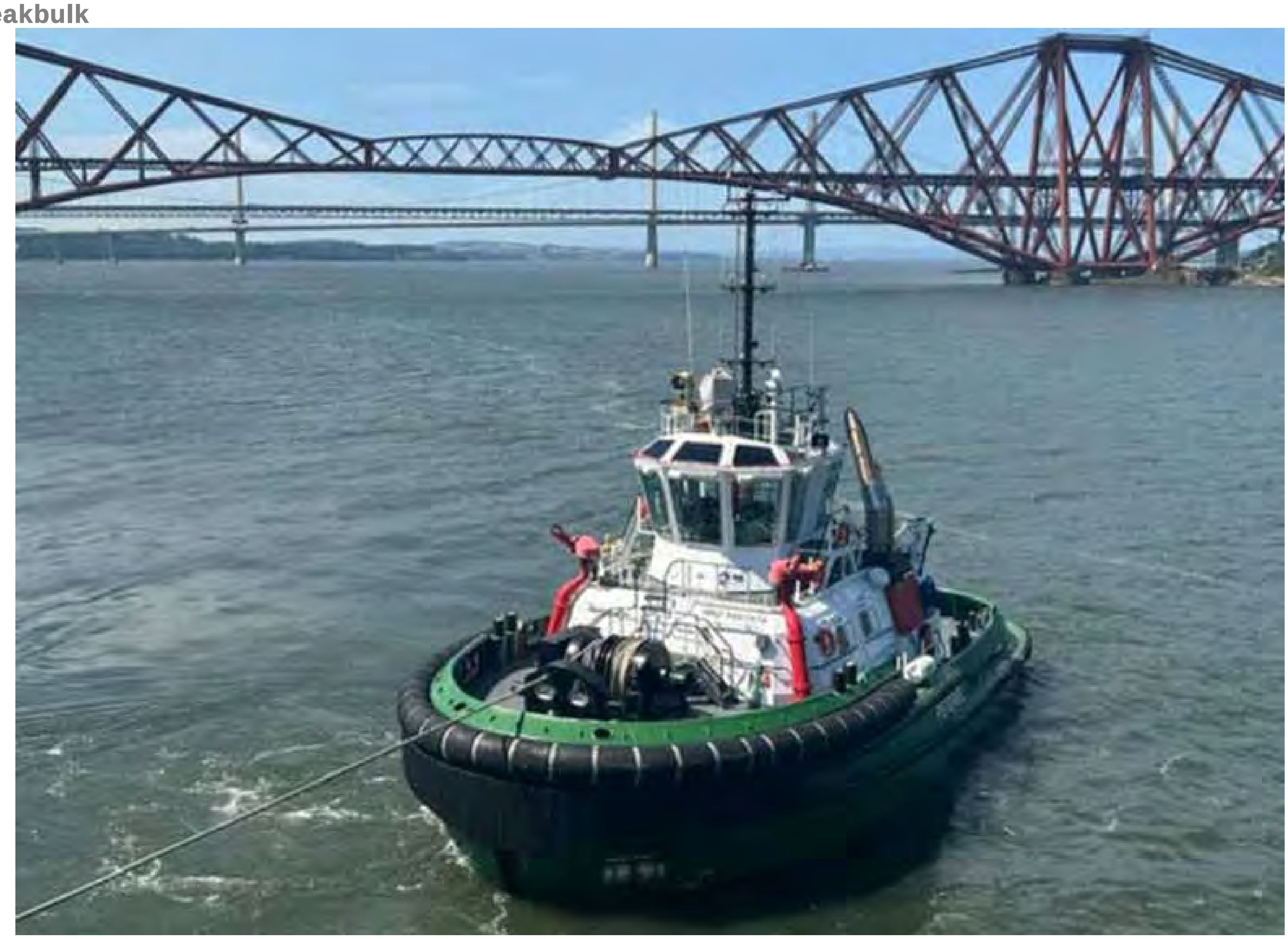
Reclamation creates new terminal land

The works will include the construction of a new landmass and marine wharf infrastructure at Roberts Bank.The terminal development will create about 320 acres, or approximately 130 hectares, of new waterfront industrial land. Van Oord is expected to contribute experience in dredging, land reclamation, dyke construction and rock placement.These activities will form the physical foundation of the new terminal. Reclamation work generally requires large volumes of material, specialist dredging equipment and carefully sequenced marine construction operations.

The project will also require coordination with existing shipping, rail and terminal activities at Roberts Bank, where GCT Deltaport and Westshore Terminals already operate Once completed, Roberts Bank Terminal 2 is expected to unlock more than C$100 billion in annual trade capacity and contribute over C$3 billion each year to Canada's gross domestic product, according to project information released with the contractor selection.

Port targets long term container demand

The new terminal will provide three additional container berths at Canada's largest port. The port authority expects the capacity to support growing trade with markets outside the United States and improve the resilience of Canadian supply chains.Peter Xotta, president and chief executive of the Vancouver Fraser Port Authority, described the selection of a construction partner as a major step in advancing the project.“Canada has set a bold target to double non U.S. exports in the next decade, and Roberts Bank Terminal 2 is critical to achieving that goal,” Xotta said. The terminal is planned as a common user facility, allowing multiple shipping lines to access the new capacity rather than reserving the infrastructure for one carrier.Ronald Schinagl, managing director dredging and infrastructure at Van Oord, said the company would draw on its marine construction capabilities as the project develops. “We are proud to support the further development of Vancouver's port infrastructure, so that it can meet the growing demands of global trade,” Schinagl said.The selection also expands Van Oord's Canadian project portfolio and gives TerraMarine responsibility for the part of the development that must be completed before terminal equipment, container yards and operating systems can be installed.The procurement process began with a request for qualifications in July 2025. Three teams were shortlisted in November 2025, with final proposals submitted in May 2026 before TerraMarine was named preferred proponent. **Source : breakbulk**



The tug **PETEREL** holding HAL's **NIEUW STATENDAM** in position at the Firth of Forth Scotland
Photo : Rob de Leeuw ©

China foreign trade rises 16.9 pc in first half

China's foreign trade grew 16.9 per cent year on year in the first half of 2026 to CNY25.47 trillion (US$3.75 trillion), marking the first time the figure has exceeded CNY25 trillion for the period, reported China Daily. Exports rose 13.4 per cent to CNY14.73 trillion, maintaining growth for 11 consecutive quarters, while imports expanded 22.1 per cent to CNY10.74 trillion, outpacing export growth and supporting more balanced trade. Deputy customs chief Wang Jun said trade momentum remained strong, with second quarter imports and exports hitting CNY13.61 trillion, up 18.4 per cent year on year, the highest quarterly growth since 2021. June alone saw a 24.2 per cent rise, marking 17 straight months of expansion.Trade with Belt and Road countries rose 14.8 per cent to 12.97 trillion yuan, accounting for over half of total trade. Commerce with Latin America, Africa and the EU also posted double-digit growth, while private enterprises contributed 57 per cent of total trade value.Exports of mechanical and electrical products rose 20.1 per cent to CNY9.36 trillion, while high-tech exports surged 39 per cent to CNY3.26 trillion. Sporting goods exports reached CNY67.53 billion, with balls alone accounting for 3.08 billion yuan. Amid global heatwaves, home appliance exports totalled CNY360.96 billion, including 107.91 billion yuan of cooling appliances. Customs officials said innovation and market vitality will sustain momentum despite external headwinds in the second half. **Source : Asian Shipper News - Air and Sea**

Thd **9,578 TEU MSC FIE X** (ex Susan Maersk) outbound from P2000 Le Havre **Photo : Fabien Montreuil ©**

Record VLCC orders raise fears of 2028 tanker squeeze

By : Gary Howard,Middle East correspondent

VLCC contracting hit 54.5m dwt in the first half of 2026, more than any previous full year, and may bring Greece the VLCC ownership crown.

More VLCC tonnage was ordered in the first half of 2026 than in any full calendar year in history, perhaps heralding a difficult year for crude tankers in 2028.According to MSI figures, the 54.5m dwt of VLCCs ordered in the first six months of 2026 eclipsed the previous annual record of 32.6m dwt ordered in 2006.As the VLCC ordering record grew by more than two-thirds — with six months of the year still to go — the VLCC orderbook to fleet ratio reached roughly 35%, said MSI, up from 2% in 2023.The surge in ordering activity even caught the analyst off-guard, as total tanker contracting approaching 80m dwt at the half-year point exceeded MSI's previous full-year forecast.While time will tell whether the newbuilding spree will feed into a market downturn to match current cyclical highs, MSI did raise a warning over the VLCC deluge to come. "Around 83% of the vessels ordered in H1 2026 are slated for delivery in 2028 and 2029. VLCC contracting in H1 has more than doubled scheduled deliveries for 2028, placing significant pressure on future market balances," said MSI.The latest weekly report from shipbroker BRS had VLCC deliveries at 60 in 2027, 127 in 2028, and 125 in 2029 and beyond.In what MSI analyst Jialin Xu called "an astonishing year for tanker contract already," western owners, mostly Greek, racked up around half of VLCC orders in the first half of 2026, with Asian owners accounting for about a quarter of the total."The five largest VLCC orders were all placed at Chinese shipyards and overall, around 89% of contracts signed during the first half of the year went to Chinese builders. Hengli Shipbuilding emerged as the dominant player, securing 55% of the country's H1 orders, with Jiangsu New Hantong and Dalian Shipbuilding Industry Co following with 14% and 11% respectively," said Xu.In its July tanker report, BRS said that Greek owners could be set to overtake China in the coming years when it comes to VLCC ownership. The Greeks have 72 ships on order compared to China's 47, but fuel for the potential shift is in the current fleet age profile, as 77 VLCCs of 20 years old or more are linked to China, while the Greeks have offloaded most of their older tonnage in recent years — often to Chinese companies."However, given that around one third of current Greek VLCC orders has been made by companies with little or no track record of owning VLCCs, there remains the potential that some of these ships could be resold before delivery," said BRS.**Source : Seatrade Maritime News**

The PSA MARVEL operating in the port of Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

UAE condemns Iran tanker attack

The United Arab Emirates accused Iran of a "brazen" cruise missile attack on two tankers in the Strait of Hormuz that killed one crew member and wounded eight, as US President Donald Trump announced a naval blockade with a 20 per cent charge on all cargo transiting the waterway, reported BBC News.The UAE Ministry of Defence said six of the injured were Indian nationals and two were Ukrainian. It condemned the attack as a violation of international law and a threat to

regional stability. Iran's Revolutionary Guard Corps confirmed the strikes, saying the tankers ignored warnings and attempted to pass through a mined route.
Trump said the US was "hitting them very hard" with strikes for the third consecutive night, targeting Iranian military sites at Bushehr, Chah Bahar, Jask, Konarak, Abu Musa and Bandar Abbas. He declared the US would be "**THE GUARDIAN OF THE HORMUZ STRAIT**" and impose a 20 per cent toll on all cargo shipped through the passage.Iran's foreign minister responded that Tehran had always been the Strait's guardian and would remain so "forever," but called Trump's proposed fee excessive.Oil prices rose on the news, with Brent crude up 0.7 per cent to $83.87 a barrel after a 9 per cent jump the previous day. US traded oil gained 0.9 per cent to $79.04.The International Maritime Organization said there was "no legal basis" for mandatory tolls on straits used for international navigation. Analysts warned that even if hostilities ease, shipping flows could take months to normalize, with oil prioritized over other cargoes.

Yacht **ANNE S PIERCE** in Gibraltar for a logistical stop. **Photo : Daniel Ferro ©**

Port of Antwerp-Bruges reports ‘challenging’ first-half traffic results

In the first half of 2026, Port of Antwerp-Bruges handled 133.9 million tonnes of maritime cargo, a decline of 2.4% compared with the same period last year. Against the backdrop of geopolitical tensions, trade conflicts, exceptional operational disruptions, and a challenging economic climate, the port dubs the decline ‘relatively limited’. While RoRo grew (+5.9%) and bulk remained more or less stable (-1.3%), container throughput came under pressure in the first half of 2026 and was the main cause of the decline in total cargo handling. Expressed in TEU, throughput fell by 1.5% compared to an exceptionally strong first half of 2025; in tons, the decline was 3.6%.

Exports of full containers in particular fell behind (-5.7%), reflecting the weak export position of the Western European economy. At the same time, throughput of empty containers rose (+13.7%), indicating a growing imbalance between imports and available export cargo.The decline was exacerbated by exceptional operational disruptions. A four-day strike in the nautical chain in March resulted in an estimated loss of 100,000 TEU, followed by the oil spill in the Deurganck dock in April, which caused an additional loss of approximately 85,000 TEU. In June, industrial action by pilots once again caused disruptions and resulted in an estimated loss of 75,000 TEU. Despite diversions and adjusted sailing schedules, the port remained operational, and backlogs were gradually cleared.At the same time, Port of Antwerp-Bruges says it retained its market share in container throughput and continued to invest in additional capacity, efficient infrastructure, and sustainable growth. **Source : shipmanagementinternational.**

Piracy and Yemen escalation threaten Red Sea shipping return

By : Nick Savvides,Europe correspondent

The boarding of ASANA and renewed fighting in Yemen raise fresh doubts over carrier plans to restore services through the Red Sea and Suez Canal.

Piracy has returned to the Gulf of Aden with an attack on the 11,000-dwt **ASANA** that reportedly saw attackers board the vessel around 60 nm southwest of Mukalla, Yemen.

The attack on **ASANA** came as the Iranians had reportedly instructed the Houthis to be prepared to close the Bab el-Mandeb Strait again, a move that that would choke off traffic that was beginning to return to the shorter Suez Canal route to Europe. More troubling are reports that the conflict in Yemen could resume as the nation's internationally recognised government bombed Sanaa Airport on Monday to prevent an Iranian aircraft from landing. Houthi rebels attacked Saudi positions with ballistic missiles, accusing Riyadh of being behind the operation.Al Jazeera reported on Tuesday: “A sudden military escalation in Yemen has shattered a fragile, informal four-year truce, threatening to expand an ongoing geopolitical conflict into the Red Sea and sever one of the world’s most vital energy arteries.”

Maersk’s attempts to return to the Red Sea route has seen three services redirected via the seaway, but reefer bookings to and from King Abdullah Port were suspended in its latest operational update on 16 July, and both Jeddah and King Abdullah Port disappeared from the list of locations where reefer bookings are accepted.

Since the Iranian conflict began, the impact on global trade appears to be mixed, with fears of inflation and depressed demand. In container shipping, the peak season sifted earlier to start in May, with spot rates up by 252% and 230% on the US West and East coasts, respectively since 28 February.European spot rates from Asia to the Mediterranean and North Europe were also up 102% and 144% respectively, as demand ramped up from around mid-May.Emily Stausbøll, senior shipping analyst at Xeneta, commented: “The shift is driven by carriers continuing to ramp up offered capacity across the main fronthaul trades and the frontloading demand that fuelled the spike beginning to ease.”According to Stausbøll, shipments were brought forward ahead of expected Q3 bunker surcharge increases. With the peak season starting earlier than usual, Xeneta expects that this will mean an earlier end to the peak season, given that there is little “underlying growth” to drive demand.

Drewry Shipping consultants pointed out that current US tariffs are set to expire on 24 July, “while potential new tariffs are expected to be implemented in early August.”With so much uncertainty, it is too early to say whether this softening of rates will be sustained, said Stausbøll, "But the direction of travel is becoming clear: capacity is rising, demand is cooling, and the market is starting to turn."It is expected that most likely event that would alter that trajectory substantially is yet another crisis, such as the one that seems to simmering in Yemen and the Babel-Mandeb. **Source : Seatrade Maritime News**

UK Denies Bail to Chinese Captain of Detained Shadow Fleet Tanker

The UK is setting the stage for the trial of a Chinese national who was the captain of the first shadow fleet tanker the UK detained. The captain made his second appearance in court on Thursday, July 16, where he was denied bail, and the trial date was set for December 15.

The tanker **Smyrtos** (106,969 dwt) was the first, and so far only, tanker that the UK has stopped, although it said it planned to increase enforcement of regulations on stateless tankers operating in the shadow fleet. The tanker, which was built in 2009 and has been sailing for a Chinese company since 2025, was interdicted on June 14 when UK forces boarded the vessel in the English Channel.

The ship was coming from Russia, laden with a cargo of approximately 98,000 tonnes of oil. The ship was claiming it was operating under the flag of Cameroon, but it was among several shadow fleet vessels that had their flags revoked by Cameroon after pressure from the Europeans. The tanker was labeled as "stateless" and directed to anchor off Weymouth, where it remains.

The UK charged the captain, Ajay Pant, age 38, with "directly or indirectly supplying or delivering by ship prohibited oil or oil products from Russia to a third country." It carries a potential maximum sentence of 10 years in prison.

During the appearance in court, the lawyers representing Pant argued that he was "simply following orders" and that he was an employee of the vessel's owners. The UK alleges he had knowledge of the cargo and understood that it was a violation of international sanctions. The vessel was sanctioned by the European Union in June 2025 and the UK in October 2025.

The court denied a request for bail for Pant. It said it feared he might abscond or that Russia might help him to flee.

The other 24 crewmembers, from Georgia and India, have remained aboard the vessel for more than a month. They have not been charged with any crimes, but there have been media reports that the UK is exploring seizing and selling the cargo from the ship.

Other countries, including France, Belgium, Germany, Latvia, Sweden, and Finland, have also detained stateless, shadow fleet vessels. France did prosecute the captain of one of the ships in absentia after he was released and failed to attend the trial. The other countries have released the vessels with fines, with Swedish prosecutors admitting it is difficult to prove what the captains were aware of the offenses. It attempted to charge several captains with presenting false registration papers to the authorities. Finland has tried a captain and officers on charges they knowingly damaged subsea infrastructure, but the case was dismissed over jurisdictional issues.The United States prosecuted the captain of a shadow fleet tanker that attempted to flee from the U.S. Coast Guard. It tracked the vessel coming from Venezuela across the Atlantic before seizing it and arresting the captain. In June 2026, the captain, Avtandil Kalandadze of Georgia, pleaded guilty to charges related to the case and disobeying orders from the U.S. Coast Guard.

The European Union has supported member states in efforts to crack down on the shadow fleet. It provided additional authorizations for searching and seizing vessels, but the countries mostly do not implement the efforts, citing the difficulties and potential legal issues. The case with Captain Pant is seen as a test of the legal system and how much responsibility the captain bears in these operations. **Source : MAREX**

China foreign trade rises 16.9 pc in first half

China's foreign trade grew 16.9 per cent year on year in the first half of 2026 to CNY25.47 trillion (US$3.75 trillion), marking the first time the figure has exceeded CNY25 trillion for the period, reported China Daily. Exports rose 13.4 per cent to CNY14.73 trillion, maintaining growth for 11 consecutive quarters, while imports expanded 22.1 per cent to CNY10.74 trillion, outpacing export growth and supporting more balanced trade. Deputy customs chief Wang Jun said trade momentum remained strong, with second quarter imports and exports hitting CNY13.61 trillion, up 18.4 per cent year on year, the highest quarterly growth since 2021. June alone saw a 24.2 per cent rise, marking 17 straight months of expansion.Trade with Belt and Road countries rose 14.8 per cent to 12.97 trillion yuan, accounting for over half of total trade. Commerce with Latin America, Africa and the EU also posted double-digit growth, while private enterprises contributed 57 per cent of total trade value.Exports of mechanical and electrical products rose 20.1 per cent to CNY9.36 trillion, while high-tech exports surged 39 per cent to CNY3.26 trillion. Sporting goods exports reached CNY67.53 billion, with balls alone accounting for 3.08 billion yuan.Amid global heatwaves, home appliance exports totalled CNY360.96

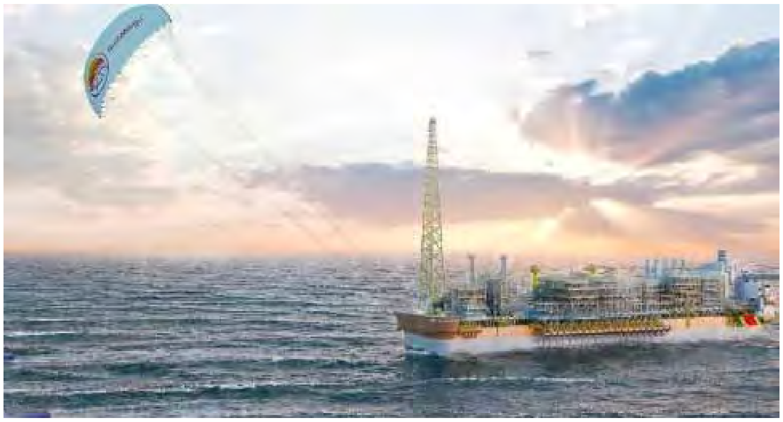
billion, including 107.91 billion yuan of cooling appliances. Customs officials said innovation and market vitality will sustain momentum despite external headwinds in the second half. **Source: Asian Shipper News - Air and Sea**

The **FORZA DORIA** anchored off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo to view and/or download the photo !

FPSO Will Validate Wind-Assisted Kite Traction Towing on Trip to Suriname

A novel project looks to validate the potential of kite sails for vessels as part of a towing operation to position a massive new FPSO during its trip from China to Suriname in South America. SBM Offshore and Technip Energies Joint Venture (STS JV) and TotalEnergies EP Suriname signed an agreement with France's Beyond the Sea to develop, install, test, and operate a Wind Assisted Towing System (WATS) on the GranMorgu FPSO.Being constructed by SBM Offshore with topsides designed by Technip Energies, the GranMorgu will be Suriname's first large-scale deep offshore oil development. The vessel, which will store roughly 1.6 million barrels of oil and handle 500 million cubic feet of associated gas per day, is due to be positioned by 2028 nearly 100 miles off the coast and operated by TotalEnergies. The FPSO unit will have an overall length of approximately 275 meters (902 feet).

Beyond the Sea will develop its SeaKite 2400 system for the application. The operators are looking to reduce towing duration and fuel consumption by implementing a kite traction system during the towing of the FPSO from the construction site in China to its final destination in Suriname. The tow will also serve as a case to validate this technology f or large-scale vessels.



The project will be delivered through a phased R&D approach, covering technology development and qualification, costs, and operational readiness, as well as an intensive onshore test program before integration on the FPSO in China. Other objectives are to validate the kite's wing launching and recovery system, as well as to collect data for the system sizing optimization using digital modelling during a potential 9,000 nautical mile journey.

Several companies have been exploring the concept of kite sails as another form of wind-assisted propulsion. While rigid sails and aerofolios or rotors have been the most talked about examples, other efforts have looked at the sails. One version was tested on Ro-Ro cargo ships for Airbus, and Japan's Kawasaki Kisen Kaisha ("K" LINE) is developing its Seawing Automated Kit System as a system to deploy on the company's large bulkers.Founder of Beyond the Sea, Yves Parlier, called the FPSO project an important step in the development of their technology, and in a particularly demanding offshore environment. He said the collaboration would enable the company to take a new step in the traction capacity of its systems and to measure their concrete impact in the service of maritime decarbonization.

Source : MAREX

Great Lakes Boaters Risk Prison or Fines Due to Hoax Distress Calls

The U.S. Coast Guard is sounding the alarm over the rise of hoax distress calls that are making the agency divert rescue crews and resources to respond instead of directing them to actual emergencies.

Having received 187 false distress calls, including three confirmed hoaxes, since the beginning of the year within the Great Lakes District, the agency is now warning of possible fines and jail time for people making the calls and posting on social media.The Coast Guard categorizes a hoax as knowingly and willfully communicating a false distress message to the agency, while a false distress alert can also result from misunderstanding, accidental transmissions, or outdated information. In both cases, the misleading information can be transmitted via radio, phone, and social media.Owing to the unprecedented high numbers of distress calls, which are bound to increase as more people hit the water for recreational boating over the summer period, the agency is warning perpetrators risk fines and jail time. According to the law, initiating a hoax or causing the Coast Guard to attempt to save lives and property when no help is needed is a felony punishable by up to 10 years' imprisonment. Offenders can also face a fine of up to $13,295 and are liable for all costs the agency incurs as a result of hoax distress calls. "Intentionally misleading emergency responders is both dangerous and illegal," said Capt. Mark Kuperman, chief of staff, Great Lakes District. "Every false distress report creates a ripple effect across the entire emergency response community, draining valuable time and resources from the Coast Guard and agency partners, and potentially putting emergency responders at unnecessary risk."He added that the hoax calls are negatively impacting the Coast Guard's operations, owing to the fact that they are reducing readiness for actual emergencies. He emphasized it can be detrimental, especially during the summer months when resources are in constant demand.

Coast Guard recreational boating statistics indicate there were more than 11.6 million registered recreational vessels in the U.S. in 2024. During the year, 3,887 incidents involved 556 deaths, 2,170 injuries, and $88 million of damage to property due to recreational boating incidents. "The growing influence of social media has added further challenges to search and rescue operations," said Roger Rice, search and rescue program manager, Great Lakes District. "Social media content suggesting distress may not include critical details, such as an accurate location, the number of people involved, or immediate hazards. Misleading photos or videos may unnecessarily trigger emergency responses and divert critical resources."The agency's Great Lakes District is responsible for a 1,500-mile international border spanning eight states. The district has more than 6,000 active-duty, reserve, civilian, and auxiliary personnel who deliver multi-mission services in search and rescue, maritime safety and security, environmental protection, maritime law enforcement, aids to navigation, and icebreaking.

NAVY NEWS

Singapore's 69 RSS INTREPID exercising outside Changi Naval base in Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

RSS INTREPID (69) is the second ship of the Formidable-class stealth frigate of the Republic of Singapore Navy. **RSS INTREPID** was built by ST Marine Engineering in Singapore around the late 2000s. **INTREPID** was commissioned on 5 February 2008.

U.S. Coast Guard Tracks Chinese Icebreakers as They Transit U.S. Arctic Waters

By : Mike Schuler

The U.S. Coast Guard says it is monitoring two Chinese research icebreakers as they transit north through the Bering Sea toward the Arctic, marking the first Chinese vessel movements through the U.S. exclusive economic zone (EEZ) and extended continental shelf this year.The Coast Guard said Friday that the Chinese research vessel Xue Long transited through the U.S. EEZ and over the U.S. extended continental shelf in the Bering Sea en route to the Arctic. A second Chinese icebreaker, Xue Long 2, is also heading north.The Coast Guard Cutter Munro (WMSL-755) was deployed under Operation Frontier Sentinel to monitor the vessels during their transit.The operation is intended to safeguard U.S. sovereign rights, ensure foreign vessels comply with international law, and enable the Coast Guard to respond quickly if it detects suspicious or unauthorized activity.

Although foreign vessels are permitted to transit the U.S. EEZ under international law, the Coast Guard noted that conducting marine scientific research within the EEZ or on the U.S. extended continental shelf requires prior U.S. authorization and the sharing of collected scientific data. "In recent years, the Coast Guard has observed heightened activity in the U.S. Arctic and anticipates continued and increased presence in the region this summer," the service said. "Alongside the Department of War, the Department of State, and our international partners, we are actively responding to competitor activities across an increasingly contested Arctic," said Rear Adm. Bob Little, commander of the U.S. Coast Guard Arctic District.The latest deployment follows a sharp increase in Chinese Arctic operations over the past two years.

In 2025, the Department of Homeland Security described China's Arctic activity as "unprecedented," citing a significant rise in Chinese research and military-capable vessels operating in or near U.S. Arctic waters. The report said multiple Chinese vessels spent extended periods over the U.S. extended continental shelf and conducted dozens of manned submersible dives across the Arctic Ocean.The Coast Guard responded last year by expanding surveillance operations and deploying multiple icebreakers and cutters to monitor Chinese vessels operating north of Alaska. For the first time in more than a decade, the service operated two icebreakers simultaneously in the High North following the commissioning of the commercial icebreaker Storis, while Healy and National Security Cutter Waesche tracked several Chinese research vessels, including **Ji Di, Tan Suo San Hao, Shen Hai Yi Hao, Zhong Shan Da Xue Ji Di,** and **Xue Long 2.**

The renewed activity comes as competition in the Arctic intensifies amid shrinking sea ice, growing interest in natural resources, and the emergence of shorter shipping routes linking Asia and Europe. U.S. officials have increasingly argued that expanding the Coast Guard's icebreaker fleet and Arctic presence is critical to maintaining American sovereignty and monitoring foreign activity in the region. **Source : gCaptain**

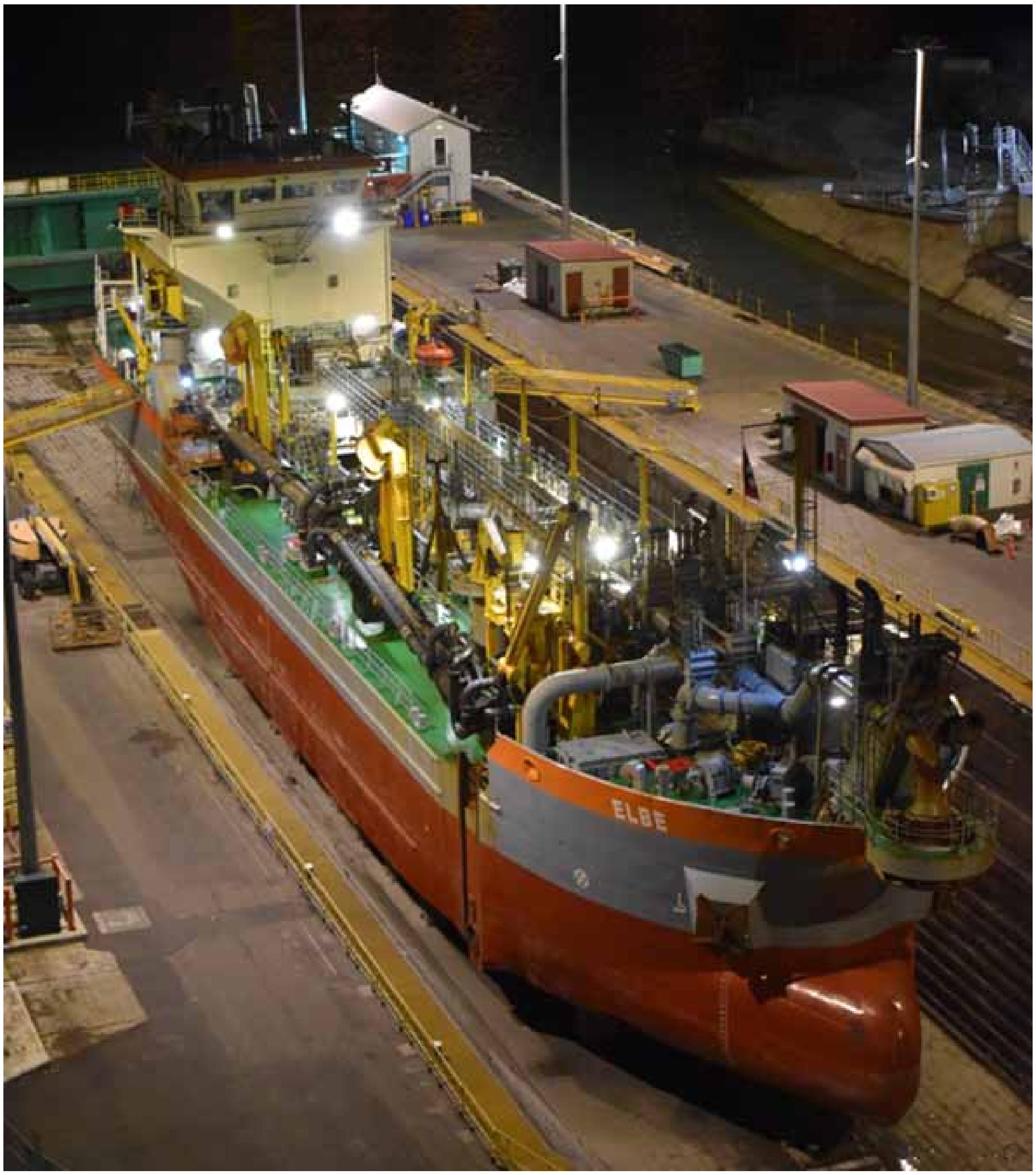
SHIPYARD NEWS

JPMorgan Chase Commits $24 Million to Boost Shipbuilding and Submarine Supply Chain in Philadelphia

By : Mike Schuler

JPMorgan Chase is investing $24 million to help strengthen the U.S. shipbuilding industry, including support for submarine manufacturing and maritime suppliers, as part of a broader effort to finance industries the bank considers critical to America's economic and national security, CEO Jamie Dimon said.

The funding package includes $18 million in loans and investments and $6 million in grants. According to CNBC, the money will help finance a new submarine manufacturing facility at the Philadelphia Navy Yard being developed by Rhoads Industries, expand lending to maritime-related small businesses, and strengthen regional supply chains. "The arsenal of democracy has been reignited," JPMorgan Chase CEO Jamie Dimon said in an interview with CNBC.Dimon pointed to the ongoing transformation of Philadelphia's shipbuilding sector, citing Hanwha's growing investment in the region. "People said it couldn't happen, but here you have Hanwha shipbuilding at the Philadelphia Navy Yard," he said. The announcement comes as the United States ramps up efforts to rebuild domestic shipbuilding capacity amid rising geopolitical tensions and growing concerns about the country's industrial base. The investment is part of JPMorgan Chase's $1.5 trillion Security and Resiliency Initiative, launched last year to finance industries deemed vital to national security. The initiative identifies shipbuilding as one of its priority sectors, alongside defense, energy, advanced manufacturing and strategic technologies. The latest announcement also builds on a series of major investments in Philadelphia's maritime industry.South Korea's Hanwha acquired Philly Shipyard in late 2024 and has since announced plans to invest $5 billion to expand the facility, with the goal of dramatically increasing commercial ship production while supporting broader U.S. shipbuilding ambitions. Rhoads Industries has also committed to expanding submarine component manufacturing at the nearby Navy Yard to support the U.S. Navy's submarine industrial base. **Source : gCaptain**



The Dutch dredger **ELBE** in dock at Lyttelton NZ. **Photo: Nick Tolerton ©**

Rolls-Royce supplies 40 MTU Series 4000 engines for ten new hybrid offshore vessels chartered by Petrobras

By Kelly Lippke

Rolls-Royce has delivered 40 MTU 16V 4000 M33S engines to Rio de Janeiro-based Starnav Serviços Marítimos to power ten new hybrid offshore vessels contracted to serve Petrobras under 12-year charters. The fleet—six platform supply vessels and four oil spill response vessels—is being built by Detroit Brasil Ltda. and is scheduled to enter service between 2026 and 2028.It's the first time integrated battery systems have been used across this vessel series.

Rolls-Royce delivers 40 engines for Starnav's ten-vessel fleet

The 40 engines arrived in two separate phases, giving Detroit Brasil Ltda. a manageable installation schedule across ten hulls under simultaneous construction. Six are platform supply vessels; the remaining four handle oil spill response. That mix reflects Petrobras's need for both routine logistics support and environmental emergency capability.Each vessel runs four engine-powered gensets supplemented by battery banks, with SCR systems fitted for IMO Tier III compliance and HVO compatibility built in.

Each vessel operates under a 12-year charter once complete. That long contract horizon signals confidence from Brazil's state energy company in both the technology and the operator — and it gives Starnav a stable revenue base to justify the investment in hybrid systems.The vessels roll out gradually, entering service between 2026 and 2028 rather than all at once.

Why hybrid propulsion and IMO Tier III compliance drove the engine choice

Each vessel carries four gensets, with one MTU 16V 4000 M33S engine driving each unit. The arrangement is straightforward diesel-electric, but the hybrid element comes from dedicated battery banks integrated alongside those gensets. It's the first time this vessel series has used integrated battery systems, giving operators the ability to draw on stored energy during lower-demand periods and cut both engine run time and fuel burn.

Emissions compliance shaped the engine selection just as much. Each genset is paired with a selective catalytic reduction (SCR) system supplied by Hug Engineering. SCR technology chemically converts nitrogen oxides in exhaust gas into harmless nitrogen and water, allowing the engines to meet IMO Tier III standards—currently the most stringent tier in force for NOx emissions within designated emission control areas. HVO compatibility adds another layer. Hydrotreated vegetable oil is a renewable diesel substitute that can significantly reduce lifecycle carbon emissions without requiring hardware modifications, giving Starnav flexibility as fuel availability and carbon regulations continue to shift.

Operational and technical specifications of the new vessels and engines

The MTU 16V 4000 M33S is rated at 2,080 kW at 1,800 RPM—substantial output for a genset engine. Rapid load response matters in offshore environments where power demand can spike without warning, particularly in dynamic positioning systems holding a vessel steady beside a platform in rough seas.Rolls-Royce describes the engine as engineered for long running hours and reduced maintenance intervals. Offshore, unplanned downtime is expensive, and getting a technician to a vessel mid-operation is logistically complicated. The engine's track record in offshore power generation and diesel-electric drive applications brings proven reliability to the specification.The vessels themselves are substantial: 302 feet in length, a 65.6-foot beam, a 26.2-foot depth, and 4,985 gross tons. These are mid-size offshore support vessels built for sustained operations in demanding conditions off the Brazilian coast — not small workboats.

A 15-year partnership and broader context in offshore marine decarbonization

This contract has roots going back more than 15 years. Rolls-Royce, Starnav, and Detroit Brasil Shipyard have maintained a consistent working relationship over that period, during which Rolls-Royce supplied more than 170 MTU Series 4000 engines for Starnav vessels and as exchange engines. That volume reflects a deep commercial relationship, not a one-off arrangement.

That history likely smoothed the path for a more technically ambitious project. Operating the same engine family across a large fleet for over a decade builds institutional knowledge—maintenance patterns, spare parts logistics, and performance expectations. Familiarity reduces risk when you're scaling up and layering in new technology like battery integration.

The project fits a recognizable pattern across the offshore support vessel sector. Operators and charterers face mounting pressure to cut emissions from regulators and from energy company clients pursuing their own decarbonization targets. Hybrid propulsion — diesel gensets combined with battery storage — is emerging as a practical near-term solution that sidesteps the need for a full switch to alternative fuels or unproven technology.Starnav's CEO Carlos Eduardo Pereira framed the project as positioning the company as "a pioneer in adopting cutting-edge technologies for a more sustainable maritime future." Battery banks, SCR systems, and HVO compatibility together represent a layered approach to emissions reduction rather than a single-technology bet.

Rolls-Royce is sending 40 engines to Starnav

The core facts: Rolls-Royce has supplied 40 MTU 16V 4000 M33S engines to Starnav to power ten new hybrid offshore vessels for Petrobras. Six are platform supply vessels; four are oil spill response vessels. All are being built by Detroit Brasil Ltda. and will enter service between 2026 and 2028 under 12-year charters.Each vessel runs four engine-powered gensets supplemented by battery banks, with SCR systems fitted for IMO Tier III compliance and HVO compatibility built in. The project extends a 15-year supply relationship during which Rolls-Royce has delivered more than 170 MTU Series 4000 engines to Starnav—and marks the first use of integrated battery systems across this vessel series. **Source : energiesmedia.**

mv **CHEROKEE** (IMO 1090492) under constructions at Gelibolu shipyard, 16-07-2026 **Photo : Capt Johan Trommel ©**

ROUTE, PORTS & SERVICES

Harbour Energy launches international tender for Zama field FPSO

The operator is seeking contractors for an FPSO FEED scope as the offshore Mexico project moves toward FID.

By : Bruce Beaubouef

The FPSO is the centerpiece of the Zama development plan and a key step toward a final investment decision (FID). Progress on major contracts suggests the long-delayed project is moving from planning toward execution under Harbour Energy's operatorshipHarbour Energy has issued an international public bid invitation for the development of the Zama oil field offshore Mexico, marking a significant step forward under its operatorship of the major shallow-water project.

The company, acting as operator of the Zama unit, is seeking Expressions of Interest (EOIs) from national and international companies for a front-end engineering design (FEED) scope for an FPSO vessel, including a lease-and-operate option.Interested parties must submit EOIs within seven calendar days of the tender's publication, with detailed information to be shared exclusively with registered companies.

Submissions should be sent to **Zama-SupplyChain@harbourenergy.com**.

The tender is one of several recently launched by Harbour for the Zama project, alongside packages for subsea umbilicals, risers and flowlines (SURF), subsea production systems, and 3D ocean-bottom node seismic acquisition.

Harbour was appointed operator of Zama in late December 2025, with approval from partners including Pemex (≈50.4%), Talos Energy, and Grupo Carso. Harbour holds a 32.2% operated interest.

The shift to Harbour's leadership aims to accelerate development of the large oil discovery, which holds substantial resources (hundreds of millions of barrels recoverable). Zama is one of Mexico's largest offshore oil discoveries in recent years, with estimated recoverable resources of about 600-800 MMbbl.Partners are advancing a phased, capital-efficient development concept centered on an FPSO for initial production. Front-end engineering and design activities are targeted for completion in 2026, paving the way for a FID in late 2026 or 2027. The project has seen previous delays but has gained momentum since unitization and the operatorship transition.The partners selected an FPSO-centered development concept to enable phased production while reducing upfront infrastructure requirements.Harbour says that this FPSO tender underscores its push to optimize concepts and move the long-anticipated Zama project closer to first oil. Industry observers will watch closely for contractor responses and subsequent FEED awards in the coming months. Further updates are expected as the bidding process advances and additional tender results emerge.

"The Boluda Offshore Limited owner **VB CARLO MAGNO** seen moored in the port of Rønne on the island of Bornholm".
Photo : Jan van Vuuren ©

Suez Canal increases transit surcharge for yachts to 26%

Written by Sophie Spicknell

The Suez Canal Authority (SCA) has increased the transit surcharge applied to yachts using the canal, raising it from 14 percent to 26 percent of normal transit dues.
The revised surcharge came into effect on 15 July 2026 under SCA Periodical 25/2026 and applies to yachts transiting the canal in both northbound and southbound directions. The increase affects vessels classified by the Authority as "special floating units", a category that includes yachts and pleasure craft.
While the surcharge has increased, the SCA's underlying transit tariff for yachts remains unchanged, having last been revised in 2024. The total cost of a transit will continue to depend on a yacht's tonnage, meaning the financial impact will vary between vessels.The Suez Canal is one of the world's most important shipping routes and remains a key passage for superyachts repositioning between the Mediterranean and destinations including the Red Sea, the Arabian Gulf, the

Maldives and Southeast Asia. The latest surcharge increase adds to the operational costs associated with long-distance passages through the waterway.

The SCA has described the surcharge as temporary and subject to prevailing market conditions.

The revised rates come as the Suez Canal continues to operate against a backdrop of reduced commercial traffic in recent years, with many vessels opting to avoid the Red Sea because of regional security concerns. Although some superyachts have continued to use the route, others have chosen alternative passages depending on operational requirements and security assessments. Source: Superyachttimes

MARITIME ARTIST CORNER

In Rozenburg lives **Karel Vermeer** , Karel sailed with Smit during the Period 1960>1965 now retired **Karel** 82 years old is painting tugs as hobby as seen above more paintings made by Karel can be sseen soon in this newsclippings

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The new Maasmond Maritime app :
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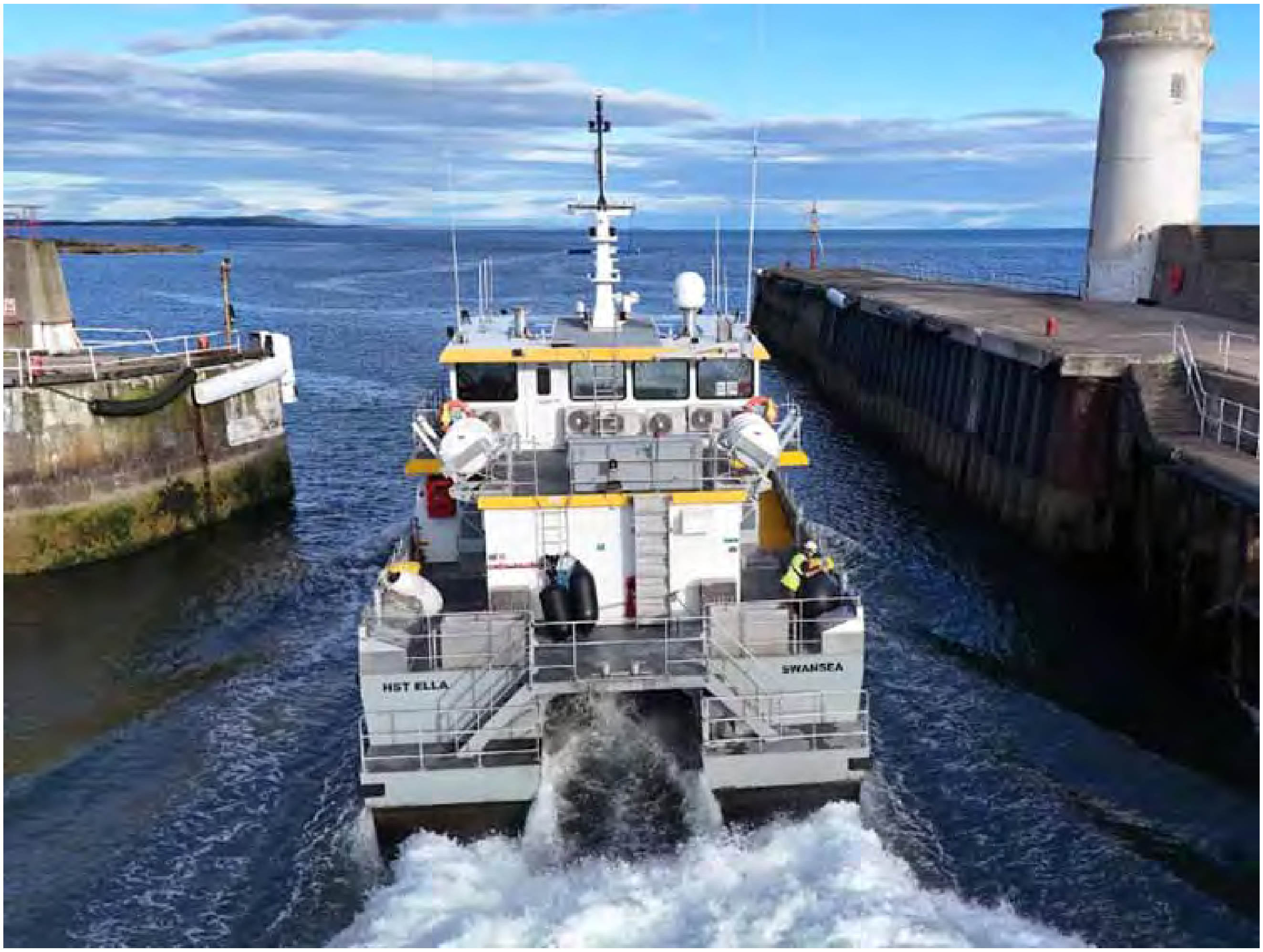
after opening the app click on OPEN at the right top and read the newsletter at your device

…. PHOTO OF THE DAY …..



The **HST ELLA** outbound from Buckie **Photo : Alan Soutar ©**

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