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The BBC KHERSON arriving in Rio Grande Photo : Marcelo Vieira (c)

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The **BOW FIGHTER** moored in Rio Grande **Photo : Marcelo Vieira (c)**

Yang Ming reports strong Q3 profit amid higher freight rates



The **YM WONDERLAND** transitting the Singapore Strait westbound
Photo : Piet Sinke www.maasmondmaritime.com (c)
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Yang Ming Marine Transport Corporation reported an after-tax net profit of NT$18.57 billion (US$584.75 million) for the third quarter of 2026, supported by stronger cargo demand, higher freight rates and continued capacity constraints across major shipping routes. The Taiwanese container shipping company generated consolidated quarterly revenue of NT$64.15 billion (US$2.02 billion), while earnings per share reached NT$5.32, according to financial results approved by its board on 10 November For the first nine months of 2026, Yang Ming recorded consolidated revenue of NT$148.73 billion (US$4.68 billion), representing an 18% increase compared with the corresponding period of 2025. After-tax net profit reached NT$25.74 billion (US$810.56 million), with cumulative earnings per share of NT$7.37.

Stronger demand and capacity constraints support earnings

Yang Ming attributed its financial performance to improving demand across long-haul container shipping trades since the second quarter, with cargo volumes maintaining momentum throughout the traditional third-quarter peak season.Port congestion and the continued diversion of vessels around the Cape of Good Hope further restricted effective shipping capacity, contributing to higher average freight rates.The combination of stronger cargo volumes and improved freight rates supported the carrier's revenue growth during the first nine months of the year.

Fleet expansion expected to outpace demand in 2027

Looking ahead, Yang Ming cited projections from maritime consultancy Drewry indicating that global container shipping capacity will increase by 5% in 2026, compared with demand growth of 3.1%. For 2027, fleet capacity is projected to expand by 8.8%, while demand is expected to grow by 6.2%, suggesting that supply growth will continue to exceed cargo demand.

The carrier expects relatively stable demand during the fourth quarter of 2026, with an earlier Lunar New Year potentially encouraging a pre-holiday increase in shipments. However, port congestion could create additional supply chain bottlenecks.

Yang Ming identified geopolitical developments, US-China trade policies, port labour negotiations, terminal efficiency and bunker fuel price volatility as key factors influencing the container shipping market.The company also expects environmental regulations, including measures introduced by the European Union and the United Kingdom, to encourage slower vessel operating speeds and the gradual retirement of older ships, potentially reducing effective fleet capacity.

Yang Ming strengthens Singapore operations

Alongside its financial results, Yang Ming's board authorised its wholly owned subsidiary, Yang Ming (Singapore) Pte. Ltd., to acquire office property in Singapore.The investment is intended to support the carrier's long-term regional operations and strengthen its presence in one of Asia's principal transshipment hubs.Yang Ming said it would continue monitoring cargo demand and trade flows while pursuing fleet and container renewal initiatives to improve operational efficiency and maintain its service network amid changing market conditions. **Source: container-news.**



The **SEAWAY PHOENIX** arriving in IJmuiden- Ymond haven **Photo : Peter Maanders - Port Towage Amsterdam**

Panama reaches mid-point in its hybrid-electric newbuild tug campaign

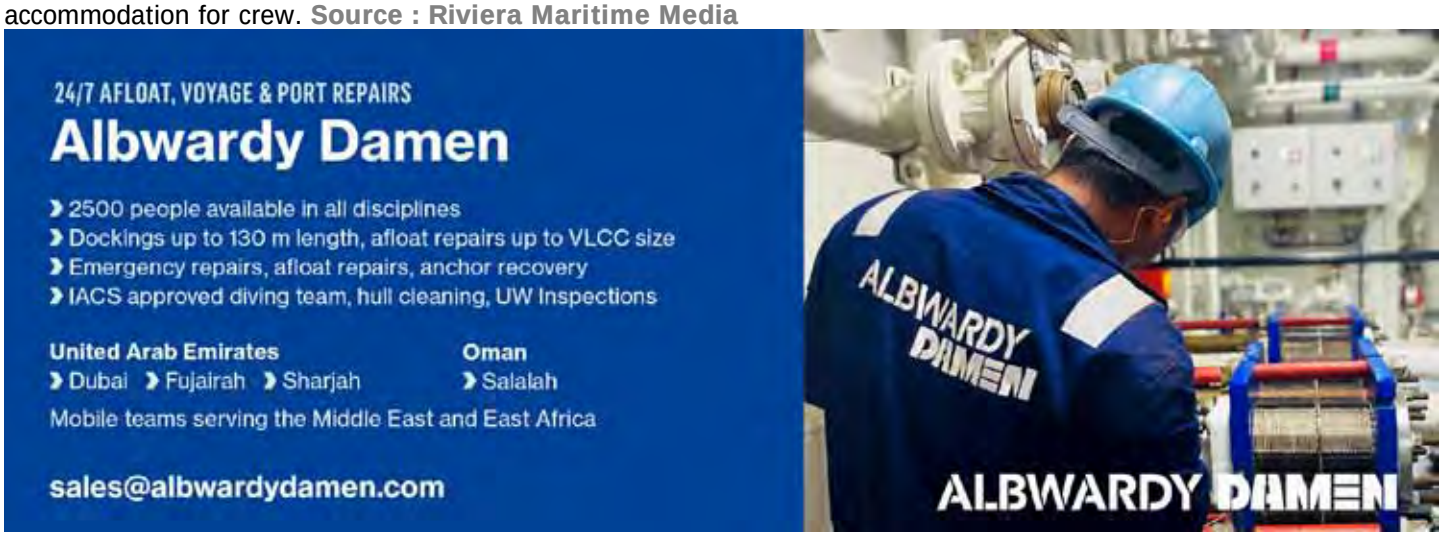
by Martyn Wingrove



Panama Canal Authority has seen the first 10 battery-hybrid tractor tugs built in Spain start handling ships through the locks of the waterway between the Caribbean and the Pacific Armon Shipyards has completed the first 10 newbuild harbour tugboats that the Panama Canal Authority (ACP) ordered in 2023 to support ships through the locks of the busy maritime throughfare between the Caribbean and the Pacific Ocean.

Delivery of 489-gt **ISLA OTOQUE**, the 10th of these vessels, means the authority is halfway through its fleet renewal and expansion drive as it exercised an option, in 2026, for 10 more of these tugboats from Armon's Navia shipyard in Spain. According to automatic identification system (AIS) data, **ISLA OTOQUE** was delivered in October and had reached Panama by the beginning of November, following a transatlantic crossing.In 2026, Armon completed five of these tugboats: **ISLA COIBA** in February; **ISLA FARALLON i**n April; **ISLA GALATE** in June; **Isla**

Jicaron in August; followed by **Isla Otoque** in October. Sister tugs **ISLA BARRO COLORADO**, **ISLA BASTIMENTOS, ISLA BONA, ISLA CANAS,** and **ISLA CEBACO** were delivered sequentially between April and December 2025. All of these ABS-class tractor tugs have hybrid-electric propulsion with Corvus energy storage systems (ESS's) reducing the amount of CO2 emitted during vessel transits and mobilisations, while increasing the available power for ship handling and towage. This US$300M construction campaign is propelling the ACP to the top in terms of global operators of battery-electric tugboats; it is also making Armon one of the biggest builders of them. With an overall length of almost 29 m, a beam of 14 m, and maximum draught of just over 6 m, each of these tugs is equipped with two Wabtec 8L250 MDA four-stroke marine diesel engines, each delivering 2,331-kW, a 445-kW Corvus Orca ESS with nickel-manganese-cobalt batteries and two azimuth thrusters and each tug generates 80 tonnes of bollard pull and a top speed of 12.5 knots. Wabtec's Latin American channel partner Marinsa International is supporting the installation and commissioning of the engines in Spain, along with the service support of the operating fleet in Panama Combining conventional diesel engines with batteries yields several advantages from both an environmental perspective and an operational standpoint The batteries level out heavy transient loads on the primary Wabtec diesel engines and deliver additional energy when a tug needs immediate maximum power, preventing engine strain and maintaining fuel-burn efficiency.At low speeds or when idling, the Orca ESS provides the power to the thrusters and internal systems, minimising noise and vibration and cutting fuel usage and greenhouse gas emissions by 30% to 60%. The ESS acts as an integrated, fail-safe emergency backup power supply, stepping in when there is engine failure to maintain steering and propulsion control.Using energy storage for low- and zero-emissions operation means less wear and fewer operating hours on the engines, extending component life and time between overhauls.The ACP estimates that engine wear is reduced by 50%,The tugs are enhancing the canal's operational efficiency as they can work reliably for up to 700 hours per month, which the authority said is beyond that typically seen with conventional harbour tugs. ACP's tugs also have a FiFi1 system for fighting fires and enhanced accommodation for crew. **Source : Riviera Maritime Media**



Boluda welcomes newbuild ASD tug to bolster West African towage

by Martyn Wingrove

An official welcoming service was held in the Port of Lomé, Togo. for a 24-m tug with 80 tonnes of bollard pull that Sanmar Shipyards built as part of Boluda Towage's expansion in the Gulf of Guinea A port authority and tugboat owner in West Africa have welcomed a newbuild harbour tug with higher power and bollard pull than existing vessels, to provide a strategic boost to ship-handling operations. Boluda Towage has brought 24-m, azimuth stern drive (ASD) tug VB Togolaise into the Port of Lomé, Togo, after it was built by Sanmar Shipyards for the Spanish vessel owner's expansion strategy in the Gulf of Guinea. Sanmar constructed this tug as part of its Bogacay series using a RAmparts 2400SX-MKII design from Canadian naval architect Robert Allan Ltd. It has a beam of 12 m, a depth of 4.5 m, accommodation for a crew of six, and an output of 4,770 kW coming from two Caterpillar-manufactured Cat 3516-E HD engines. These drive two Kongsberg Maritime azimuth thrusters to deliver a bollard pull of 80 tonnes, compared with 70 tonnes for the port's other tugboats.It also has a ship-towage winch on the forward deck, a FiFi1 off-ship firefighting system and a wheelhouse with Furuno electronics including radar, propulsion controls and an electronic navigational chart unit.ollowing its delivery in Q3 2026, VB Togolaise was sailed to Las Palmas, Spain, where a crew of Togolese seafarers took command to complete its voyage to Lomé, with a stopover in Abidjan, Ivory Coast, along the way, according to the Lomé port authority (Port Autonome de Lomé) and automatic identification system (AIS) data.

Port Autonome de Lomé said this tugboat is scheduled to be officially named in January 2026 as a new acquisition for the port after it has been integrated into the harbour's marine-services fleet."This acquisition represents a strategic boost to port operations," said the port authority. "It will enhance vessel assistance capabilities, contribute to smoother port manoeuvres and support the continued growth of maritime traffic." Lomé is becoming an increasingly important port in West Africa for transshipments to other harbours in the region.The welcoming ceremony in Lomé was attended by the Togolese government minister and Port Autonome de Lomé managing director Kokou Edem Tengue and Boluda Towage director Stéphane Geffroy.



VB TOGOLAIS is welcomed in Lome, Togo, after it was sailed by a crew of Togolese seafarers from Las Palmas

Photo Port Autonome de Lome

Boluda Towage has expanded its fleet elsewhere in Africa in response to new ports opening and existing harbours requiring tugs with higher bollard pull. In the Port of Abidjan, the world's largest tugboat owner added a newbuild 263-gt, 23-m tug, **VB NYALA**, in 2026, according to AIS data. In Q3 2026, Damen-built 28-m tugs, **VB BETOYA, VG GOUROGU** and **VB RIF** entered service in Morocco to support ships docking at the Nador East and West port complexes, according to AIS information. All three 28-m tugs were built by Damen Song Cam Shipyard in Vietnam to an ASD 2813 design with a beam of 12 m, a depth of 5 m and output of 5,120 kW from two Cat 3516-C diesel engines.Nador West Med is one of the largest port infrastructure developments currently underway in Africa and is scheduled to be in operation in 2027 with a container transshipment hub and a gateway for bulk commodity cargoes.

Source : Riviera Maritime Media

DOE closes $480-million loan for Arena Energy's U.S. Gulf shelf redevelopment

The U.S. Department of Energy's (DOE) Office of Energy Dominance Financing (EDF) has closed a $480-million loan for Arena Energy's Project Elkhorn, which will modernize 22 offshore platforms on the U.S. Gulf shelf off Louisiana. At peak, the project is expected to add up to 38,600 bpd of oil and 77 MMcfd of gas. DOE said it is the department's first closed loan supporting domestic oil and gas production.Arena currently produces about 30,000 bpd of oil in the U.S. Gulf. Over its life, Project Elkhorn is expected to add about 125 MMbbl of oil and 250 Bcf of gas by upgrading existing offshore infrastructure and expanding production capacity. DOE said the project will create 2,400 construction jobs and 400 operations jobs. "Project Elkhorn will increase oil production by up to 38,600 barrels per day and create thousands of jobs," said Energy Secretary Chris Wright. "By providing financing for projects like Project Elkhorn, the Energy Department is expanding domestic production and strengthening our energy security." "EDF is putting existing energy infrastructure back to work for the American people," said EDF Director Gregory A. Beard. He added that the project is expected to generate "substantial returns for American taxpayers."DOE said the loan was made possible by the Working Families Tax Cut legislation. The financing follows Arena's recent launch of a multi-well drilling program on the Gulf shelf.

Source : Worldoil



Hanseatic Spirit to open Hermanus cruise season with Walker Bay call

By Shaun Ebelthiteon



The **HANSEATIC SPIRIT Photo : Dirk Neyts ©**

Hapag-Lloyd Cruises' **HANSEATIC SPIRIT** is scheduled to visit Hermanus on 16 November 2026, marking the first cruise ship call of the season in Walker Bay. The 138-metre expedition vessel, which accommodates up to 230 passengers, is expected to arrive off the Western Cape town as part of a voyage along the African coast. The visit will provide passengers with opportunities to explore Hermanus and the surrounding Overstrand region, although local authorities have cautioned that the call will depend on weather and sea conditions.Edward Jantjies, Acting Municipal Manager of Overstrand, said most passengers had already arranged shore excursions, while others would have an opportunity to explore the town independently. Druski Boosts 'Snl' To Two-Year Ratings High With Hit Sketches And Elizabeth Holmes Parodyv **HANSEATIC SPIRIT** expedition cruise ship docked beside an industrial harbour

"While most passengers have pre-booked excursions, there will be opportunities for some to disembark and explore the charming town of Hermanus," he said.Jantjies added that the final decision on whether the ship could make the call

would rest with its captain, depending on prevailing weather conditions and ocean swell. The vessel is travelling along the West African coast, with Walvis Bay in Namibia among its scheduled destinations before the planned visit to Hermanus.Operated by German cruise line Hapag-Lloyd Cruises, **HANSEATIC SPIRIT** is an adults-only expedition ship designed for voyages to remote destinations, including polar regions. Its relatively small passenger capacity and expedition equipment allow it to operate itineraries that differ from those of larger cruise ships, including visits to destinations where conventional port infrastructure may be limited. The ship carries 17 Zodiac landing craft, which can be used to transport passengers ashore during expedition activities.A water sports marina provides another facility for accessing the sea, while the vessel's observation areas are designed to support wildlife viewing and scenic cruising. These include extendable glass balconies, a forward observation deck, and a lounge offering 180-degree views.

The ship also features a pool deck with a retractable canopy, allowing the outdoor space to be used in varying weather conditions. Dining facilities include the Hanseatic Restaurant, Lido Restaurant, and L'esprit, a French fine-dining venue.Additional onboard amenities include the Ocean Spa, saunas, steam rooms, and a fitness centre. The HanseAtrium serves as a venue for lectures and presentations, supporting the educational component of the ship's expedition itineraries.The planned call will bring an international cruise vessel to Hermanus, a coastal destination better known for its marine wildlife, particularly the southern right whales that visit Walker Bay seasonally. Passengers taking organised excursions or exploring independently may visit attractions in the town and surrounding region, providing opportunities for local tourism businesses. However, the number of passengers expected to disembark has not been disclosed, and the extent of their activities ashore will depend on the arrangements for the visit. Unlike larger South African cruise ports, Hermanus does not have the same infrastructure for handling conventional cruise ship calls, making suitable sea conditions particularly important for visiting expedition vessels.The arrival of **HANSEATIC SPIRIT** is therefore subject to the captain's assessment of the conditions in Walker Bay on 16 November.Local authorities have not confirmed whether additional cruise ship visits are scheduled for Hermanus later in the 2026-27 season. **Source : cruisearabia**



Polsteam's **JAMNO** assisted by the port towage Amsterdam tugs **SVITZER JUPITER** & **TELSTAR** into the IJmuiden lock whilst the **TRITON** and **THETIS** heading for the arriving **GRAND RUBY.**

Photo : Peter Maanders - Port Towage Amsterdam



95 ships queue off Romania's Sulina Canal as backlog may take 10 days to ease

A backlog of about 95 vessels off Romania's Sulina Canal could take at least 10 days to reduce to a minimum, Romanian shipping agency Avalon Shipping's operations manager Katerina Kononenko said. Another 30 vessels were waiting to

leave the Danube on 9 November. Kononenko's estimate assumed 10 canal transits a day, while at least 10 upstream and eight downstream movements were expected that day. The congestion is affecting access to Ukrainian, Romanian and Moldovan ports along the lower Danube, a key shipping route connecting the region with the Black Sea. A separate operational update from Ukrainian logistics company FERRY GROUP on 10 November counted approximately 66 vessels bound for Ukrainian ports, including 37 heading to Izmail, 23 to Reni and six to Kiliya. Another 40 ships were destined for Romanian and Moldovan ports. The inbound list for Ukrainian Danube ports contained 115 vessels, while 28 were awaiting departure from Ukrainian ports. Only 15 vessels entered Ukrainian ports through Sulina between 1 and 9 November, averaging 1.7 ships a day. Adverse weather has restricted canal operations. The waterway was closed from 2 to 4 November and again on 7 November, while only outbound traffic was permitted on 8 November. Danube water levels were rising, but no official notice had authorised an increase in the maximum permitted draught. The limits remained at 7.01 metres for Sulina and 5.3 metres for Ukraine's alternative Bystre route. Not all vessels at Sulina anchorage are necessarily waiting for canal transit. Tulcea harbour master Iulian Dan Ichim has previously explained that some ships remain at anchor while awaiting cargo contracts or available berths. Revised clearance procedures introduced in September allow vessels bound for Ukrainian Danube ports to complete entry formalities in the Black Sea rather than inside the canal. The changes were designed to reduce unnecessary manoeuvres and increase daily throughput. The prolonged congestion is complicating cargo scheduling and delivery commitments, potentially increasing costs for charterers and cargo owners. Avalon Shipping SRL is a Romanian shipping agency based in Galați. Its activities include vessel chartering, cargo transshipment and agency services at Danube ports, including Brăila, Reni and Izmail.

Photo : Portnews





The **MEDI NOSHIMA** inbound navigating the Westerschelde passing De Schoone Waardin **Photo : Kees Murre ©**

Shipping coalition targets 20% electricity share by 2035 at COP31 in Turkey

A maritime coalition has launched a goal for electricity to meet at least 20% of international shipping's final energy demand by 2035 at COP31 in Antalya, Turkey, a statement from the summit's climate action programme confirmed.
The voluntary Maritime Electrification Breakthrough Goal was unveiled on 10 November by Environmental Defense Fund (EDF), RMI and World Resources Institute (WRI). Nearly 30 organisations backed the plan, which would add about 2 exajoules, or 556 terawatt-hours, of annual electricity demand. Supporters include the US Port of Long Beach, Maritime Battery Forum, European Onshore Power Supply Association, Zero Emission Maritime Buyers Alliance (ZEMBA) and Zero Emission Port Alliance. ZEMBA members include Amazon, IKEA and Nike, while the port alliance includes the Port of Rotterdam in the Netherlands and terminal operator DP World. The goal covers electricity used directly by ships, including battery propulsion and shore power at berth. It does not mean 20% of the merchant fleet must become fully electric. Domestic shipping, terminal equipment, landside freight and electricity used to produce alternative marine fuels are excluded. Around 2,170 battery-equipped vessels were operating or under construction worldwide as of October 2026. Achieving the target will require investment in vessels, charging facilities, shore power connections and port electricity grids. Participants plan to share technical knowledge, support pilot projects, train workers, engage financial institutions and review progress annually. High infrastructure costs, uncertain charging demand and electricity price volatility remain obstacles. The target supports COP31's broader goal of increasing electricity's share of global final energy consumption to 35% by 2035. It is not a binding requirement under International Maritime Organization rules. The organisation's greenhouse gas working group is scheduled to meet in London from 23 to 27 November, ahead of the Marine Environment Protection Committee's session from 30 November to 3 December. Its existing strategy calls for international shipping to reach net-zero emissions by or around 2050. EDF is a US environmental nonprofit founded in 1967. RMI, established in 1982 as Rocky Mountain Institute, is a US nonprofit focused on energy research. WRI, also established in 1982, is an independent international research organisation.

Wallenius SOL changes name to Wallenius Link



Following the previously announced change in ownership, shipping company Wallenius SOL is now taking the next natural step. From 12 November 2026 the company will operate under the name Wallenius Link.In April 2026, Wallenius Lines entered into an agreement to acquire SOL Group's shares in Wallenius SOL, thereby becoming the sole owner of the company. The new ownership structure provides long-term stability and continuity, while creating a clear foundation for the company's continued development "The new name, Wallenius Link, reflects something at the heart of our business and the role we play. We've always believed in creating links between companies, capabilities and people. Because no industry moves on its own. A producer depends on reaching its markets. A factory on materials arriving when they are needed. A society on infrastructure that works, every day. And behind all that are the links that enable goods to move and businesses to grow," says Erik Nøklebye, Chairman of Wallenius Link.The change of name will not affect operations, strategic direction or offering. Wallenius Link will remain under the leadership of the same management team and organization. "We will continue to put our customers and partnerships across the value chain at the centre of our business. Creating the links that support critical industrial infrastructure in Northern Europe is part of our legacy, and it will remain central to our future," says Elvir Dzanic, CEO, Wallenius Link.The new brand identity will be introduced gradually across the business, in line with operational schedules and local circumstances. This includes, for example, the

rebranding of vessels in connection with planned maintenance. As a result, the existing and new identities will coexist for some time.

Norwegian operator Torghatten Nord has taken delivery of 'Misterøy'



The **MISTEROY** during a stop in Ijmuiden **photo : Peter Maanders ©**

a new double-ended battery-electric Ro-Pax ferry built by Turkey's Özata Shipyard for deployment on the Festvåg–Misten connection north of Bodø in Nordland County.The ferry is the first unit in a series of three vessels built to a design by the Norwegian Ship Design Company. Sister vessels **'FLOYTIND'** and '**MOYSALEN** will follow.



'**MISTEROY**' has an LOA of 76.85 metres (252.1 feet), a length between perpendiculars of 73.1 metres (240 feet), a beam of 15.5 metres (50.9 feet), a depth of 4.9 metres (16 feet), and a draught of 3.2 metres (10 feet). Her gross tonnage is 1,793, her net tonnage is 537, and her deadweight is 525.

Tullow Ghana awards DeepOcean subsea riser contract at Jubilee field

Orient Adventurer returns to DeepOcean fleet following major upgrade

DeepOcean, a global provider of ocean services specialising in subsea operations, has secured a contract from Tullow Ghana to undertake a gas lift riser retermination project at the Jubilee oil field offshore Ghana.The project involves a gas lift riser connecting the Floating Production, Storage and Offloading (FPSO) vessel Kwame Nkrumah to the Jubilee field's subsea production system.Under the contract, DeepOcean's Europe, Middle East and Africa (EMEA) division will provide project management, engineering, riser disconnection, deck-side retermination, reconnection and pre-commissioning services.



The **ORIENT ADVENTURER** anchored off Singapore

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

CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

The company will deploy its **ORIENT ADVENTURER** subsea construction vessel, formerly known as **POLAR ONYX**, to carry out the offshore operations. The **ORIENT ADVENTURER** has previously been deployed on subsea construction projects in Ghana, providing DeepOcean with operational experience in the region.Robin Mawhinney, Executive Vice President for DeepOcean's EMEA region, said: "We have successfully deployed the **ORIENT ADVENTURER** r on previous subsea construction projects in Ghana and are very familiar with the vessel's capabilities in the region. The vessel's vertical lay system (VLS) makes it particularly well suited for the safe and efficient deployment of the risers through the moonpool."The project will be executed by DeepOcean's teams in Accra, Ghana, and Sète, France, with additional engineering support from specialists based in Aberdeen, United Kingdom. Offshore operations are scheduled for the fourth quarter of 2026.

DeepOcean strengthens subsea operations in Ghana

The contract builds on DeepOcean's experience in subsea construction and intervention projects across West Africa, supported by its established operational presence in Ghana."Riser replacement and reactivation are core competencies of our onshore and offshore teams, and we look forward to supporting Tullow in the successful delivery. Our strong local presence in Accra and Takoradi, combined with DeepOcean's technical expertise in subsea riser operations, has been instrumental in securing this award," said Øyvind Mikaelsen, Chief Executive Officer at DeepOcean. The project will be delivered through DeepOcean Ghana Limited, an indigenous Ghanaian company operating as a joint venture between DeepOcean and its local partner.

The **ORIENT ADVENTURER** recently rejoined DeepOcean's fleet following an extensive upgrade and refurbishment programme designed to enhance its subsea construction and installation capabilities.The vessel features a 2,500-tonne under-deck carousel and a refurbished Huisman vertical lay system with a dynamic top tension capacity of 275 tonnes.These upgrades will provide DeepOcean with additional subsea construction and installation capacity following the completion of the Tullow Ghana campaign.

Jubilee oil field remains key offshore production hub in Ghana

Located approximately 60 kilometres offshore Ghana in water depths of around 1,100 metres, the Jubilee field is one of West Africa's major offshore oil developments.Production from the field is processed through the FPSO Kwame Nkrumah, which serves as the central hub for offshore production and associated gas handling operations. The FPSO has an oil processing capacity exceeding 120,000 barrels per day, supporting production activities at the Jubilee field.The latest

contract further strengthens DeepOcean's position in Ghana's offshore oil and gas sector, reinforcing its involvement in subsea infrastructure maintenance, riser operations and offshore construction projects.



The **SEAWAYS MELINA** outbound navigating the Westerschelde passing De Schoone Waardin **Photo : Kees Murre ©**

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Two Cargo Ships Run Aground off Central Vietnam, Carrying More Than 344 Tonnes of Fuel

Two cargo ships ran aground off the coast of central Vietnam between 9 and 10 November. One was a bulk carrier of approximately 23,600 DWT that dragged anchor and grounded near Chan May Port. The other, a Panama-flagged cargo vessel, drifted ashore in waters off Sa Huynh, Quang Ngai Province.The two vessels were carrying a combined total of approximately 344.6 tonnes of fuel. All crew members are safe, and no fuel spill has been publicly reported so far.At approximately 20:30 on 9 November, a Vietnamese-flagged bulk carrier of around 23,620 DWT dragged anchor in strong winds and heavy seas while at anchor near Chan May Port before running aground in the vicinity of the port.The vessel was in ballast condition at the time, with 20 crew members on board and approximately 263.63 tonnes of fuel, comprising 211.81 tonnes of fuel oil and 51.82 tonnes of diesel. The grounding position was approximately 2.75 nautical miles southwest of Chan May Channel Buoy No. 0, in an area with a predominantly sandy seabed. Local authorities said the incident had not affected normal port traffic. The vessel was required to inspect its hull and fuel tanks and prepare a refloating plan. No casualties or fuel leakage had been reported at the time.The second incident occurred between the evening of 9 November and the early hours of 10 November. A Panama-flagged cargo vessel of approximately 8,571 DWT encountered strong winds and heavy seas off Sa Huynh, Quang Ngai Province, drifted towards the coast and

eventually ran aground approximately 150 metres from shore.There were 14 crew members on board, and the vessel was carrying approximately 81 tonnes of fuel, including 55 tonnes of fuel oil and 26 tonnes of diesel. Local authorities had found no signs of hull damage or fuel leakage. The vessel was instructed to take protective measures for its fuel tanks and prepare both an oil-spill response plan and a refloating plan.

Strengthening Northeast Monsoon Brings Rough Seas to Central Vietnam

In early November, cold air moved south towards central Vietnam, combining with the northeast monsoon to bring strong winds, heavy rainfall and increasingly rough seas along the coast. Marine weather forecasts issued by Vietnam's National Centre for Hydro-Meteorological Forecasting indicated that, from 9 November, northeasterly winds over the waters from southern Quang Tri to Quang Ngai would strengthen to Force 6–7, with gusts of Force 8–9 and wave heights of approximately 3–5 metres.

During thunderstorms, stronger gusts and waves exceeding five metres could occur in some localised areas.

Navigation and Anchorage Precautions Along Central Vietnam's Coast

Monitor navigational warnings and the reported grounding positions: The first vessel grounded approximately 2.75 nautical miles southwest of Chan May Channel Buoy No. 0. The second grounded near Sa Huynh in Quang Ngai Province, at 14°37′39″N, 109°04′16″E, approximately 150 metres from shore. Pay attention to nearshore water depths: Vessels should plan their routes using navigational charts, electronic charts and actual depth information. In rough weather, they should avoid getting too close to the coastline when altering course or manoeuvring to avoid other vessels. Confirm anchorage and berthing arrangements: Vessels planning to transit waters near Hue, Chan May, Da Nang, Quang Ngai and Sa Huynh should include local weather developments and the reported grounding positions in their voyage checks.

Monitor Vessel Position and Anchor Cable Condition Closely

For bulk carriers in ballast condition, anchoring risks should be assessed in light of the vessel's draught, windage, changes in wind and current, and local anchorage conditions. Seabed composition, water depth, anchor cable length and available sea room all affect anchoring safety.Before anchoring, the master should select a suitable position based on the weather forecast, water depth, seabed conditions, tidal streams and surrounding traffic. The anchoring method and cable length should also be determined accordingly.While at anchor, the bridge team should continuously monitor the vessel's position, anchor cable tension and swinging movements. Anchor-drag alarms should be set using radar, ECDIS and positioning equipment.If winds are expected to strengthen further, the crew should assess whether to veer additional cable, change anchorage position or stand by the main engine and prepare to heave up anchor and move to safer waters, where conditions permit. All actions should be carried out in accordance with the vessel's equipment condition, operating manuals and local port authority requirements. Vessels scheduled to call at ports in central Vietnam should confirm port and anchorage conditions before arrival and adjust navigation and anchoring arrangements in line with the latest forecasts. Ships already waiting at anchor in the area should inspect their anchoring equipment in advance and prepare for deteriorating sea conditions.



The **MSC SALERNO** outbound from Antwerp **Photo : Henk de Winde ©**

State-owned dredging company spends MVR 1.05 billion without generating any revenue

By Shaain Mohamed

The Auditor General's Office has revealed in a financial audit report that Peninsula Infrastructure Private Limited, a company established to undertake major land reclamation projects, generated no revenue from October 8, 2026, through the end of that year.According to the report signed and released by Auditor General Hussain Niyazy on November 2, 2026, the company generated no revenue during this period. The recorded loss of MVR 31,000 was attributed entirely to

administrative and operational expenses. Consequently, the loss per share stands at MVR 0.27.According to financial records, the company's total assets are projected to be valued at MVR 115.47 million by the end of 2025. This figure primarily consists of MVR 115.47 million categorized as receivables. The company's total equity stands at MVR 11.37 million, which includes MVR 11.40 million in issued shares, offset by an accumulated loss of MVR 31,000. Additionally, the report highlights that the company carries total liabilities of MVR 104.10 million owed to various parties.Peninsula Infrastructure is a wholly-owned subsidiary of Maldives Airports Company Limited (MACL). The company was established to undertake dredging, land reclamation, and construction projects, as well as real estate development within the Velana International Airport area.According to the audit report, the company spent MVR 1.05 billion on various projects through the end of 2025. However, as these works were carried out by MACL, the expenditure has been offset against the outstanding debt owed to the airport operator. Regarding the company's financial status, the Auditor General noted that despite ongoing losses, operations remain sustainable due to guaranteed financial support from the parent company, MACL. The report highlights a written assurance from MACL to provide the necessary funding to cover operational expenses and debt obligations. Furthermore, the report states that the company's authorized capital consists of 500 million shares, of which 113,985 shares have been issued to date.The Auditor General stated that this audit report was prepared in accordance with International Financial Reporting Standards (IFRS) and accurately reflects the company's financial position. The financial statements were signed by Managing Director Ibrahim Shareef Mohamed, Director Mohamed Mihad, and MACL's Chief Financial Officer Ahmed Asad Hashim. The company has decided not to declare any dividends for this period. Furthermore, the company was also awarded the Ras Male' reclamation project in 2025. It is noteworthy that physical works have already commenced and are currently underway. **Source : dredgewire**

EOC-TRADITIONELE SCHEPEN BEURS SUCCESVOL AFGESLOTEN

De negende editie van de EOC-Traditionele Schepen Beurs, gehouden op 6, 7 en 8 november in de Stadshal van theater De Kampanje op het Willemsoordcomplex, heeft aan de hooggespannen verwachtingen voldaan. Het aantal bezoekers van vorig jaar is geëvenaard en een eerste enquête onder de standhouders en bezoekers heeft veel positieve reacties opgeleverd, meldt beursmanager Michiel Tegelberg.De nautische erfgoedbeurs heeft ondertussen zijn bestaansrecht in Den Helder wel bewezen. Nu de negende editie met succes is afgerond, wordt al weer toegewerkt naar nummer tien. Michiel Tegelberg zegt hierover: "De positieve reacties van de bezoekers, standhouders, sponsoren en behouds- en belangenverenigingen geven ons de benodigde energie om met volle kracht door te gaan. Dit jaar is de beurs door zo'n
2.800 mensen bezocht. We zitten al drie opeenvolgende jaren op dit aantal. Wel merken we dat er steeds meer jongeren naar onze beurs komen. Om hen nog beter met de wereld van het varende erfgoed en vooral ook met maritieme ambachten kennis te laten maken, hebben we dit jaar een speciale ambachtelijke Doe-route uitgezet. Tientallen jongeren hebben hieraan deelgenomen.



De hieraan gekoppelde verloting voor een 5 meter lange Giethoornse zeilpunter, aangeboden door Ruys Jachtbouw, is gewonnen is door de 9-jarige Boet de Jong uit Oosterland." Een leuke bijkomstigheid voor de beursbezoekers is dat zij bij vertoon van hun toegangsbewijs gratis het Nationaal Reddingmuseum Dorus Rijkers, het Marinemuseum en lichtschip Texel op het Willemsoordcomplex mogen bezoeken. Deze keer heeft dit voor het Reddingmuseum het recordaantal van 1.419 bezoekers opgeleverd en voor het Marinemuseum 212 en het lichtschip 282 bezoekers. Deverschillende exposities in de middenbeuk van het stadhuis zijn door ruim 1.000mensen bezocht. Verder hebben de demonstraties van oude ambachten in de Medemblikkerloods en de werkplaatsen van Museumhaven Willemsoord ook veel publiek getrokken. Kennisuitwisseling door middel van onder meer lezingen, workshopsen films is een wezenlijk onderdeel van het programma en dit wordt gezien de steeds weer goed gevulde kleine theaterzaal zeer gewaardeerd.Michiel Tegelberg vervolgt: "Ieder jaar proberen we nieuwe activiteiten aan het evenement toe te voegen. Hierdoor blijven we de bezoekers verrassen en is het voorhen een goede reden om weer naar Den Helder te komen. Volgend jaar wordt dejubileumeditie van de beurs op 5, 6 en 7 november op dezelfde locatie gehouden."

Famed ship SS United States deliberately sunk off Florida coast to become a reef



A ship that was once the fastest in the world and is longer than the Titanic has intentionally been sunk off the coast of Florida, turning into the world's largest artificial ocean reef. The **SS UNITED STATES** spent nearly 30 years docked in Philadelphia before it was moved to Florida, where it will become a home for sealife and an underwater attraction for marine enthusiasts



Activists unsuccessfully fought for the historic liner - which crossed the Atlantic Ocean hundreds of times - to be preserved as a museum.Instead, after being purchased by a Florida county, it was added to the dozens of artificial reefs off the coast, with a land-based museum detailing the ship's history also planned. Before its retirement, the **SS UNITED STATES** was known for carrying royalty and celebrities between the US and Europe, beginning in 1952 and ending in 1969. A young Bill Clinton, before he was president, used the ship to cross the Atlantic. Former presidents Harry Truman, Dwight Eisenhower and John Kennedy also travelled on the vessel. The ship was moved from Philadelphia to Alabama last year for cleaning and remediation work.



Stars including Marlon Brando, Coco Chanel, Duke Ellington, Salvador Dali, Walt Disney, Judy Garland and Cary Grant also boarded the ship during its sailing lifetime. Before its purchase by the municipal Florida government, a number of proposals that would have seen the ship live a second life as a museum or a floating hotel failed.



Instead, it sat at various docks with various owners as legal battles played out. The SS United States Conservancy group repeatedly attempted to keep the ship above water, but was unsuccessful. Conservancy President Susan Gibbs - whose grandfather helped design the liner - said she was glad that the story of the **SS UNITED STATES** would live on. **Source : BBC**

IMO Secretary-General calls on States to enforce maritime rules in the Strait of Hormuz

The Secretary-General of the International Maritime Organization (IMO) Mr. Arsenio Dominguez has called for stronger action from IMO Member States to enforce maritime safety and security regulations in and around the Strait of Hormuz, urging concrete measures to ensure compliance. Amid continued attacks against commercial ships in the area, Secretary-General Dominguez stated: “IMO’s technical and operational regulations are there to protect seafarers, ships and the marine environment. They must be respected and enforced effectively. There are too many cases of ships

transiting the Strait without complying with fundamental provisions of treaties such as the International Convention on the Safety of Life at Sea (SOLAS)." He expressed concerns about reports of substandard vessels, vessels covering their IMO number, ongoing transits of ships that are fraudulently registered or under false flags, and other unsafe practices. "I call on all flag States, port States and relevant coastal States to exercise their responsibilities under IMO conventions and take measures to address violations, within their respective jurisdictions, and in accordance with international law. "I strongly urge shipowners and operators to refrain from commercial activities in the Strait that expose seafarers to unacceptable risks. "It is imperative for Governments to tackle the root causes of this conflict, which has also increased the cost of living for millions of people worldwide," he concluded.



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New CalMac ferry **GLEN ROSA** out and about from her builders yard this week doing a compass swing before starting her acceptance trials. **Photo : Tommy Bryceland. SCOTLAND (c)**

Arctic Container Shipping Delivers on Transit Times, but Commercial Model Remains Unproven

By : Malte Humpert

The 2026 shipping season demonstrated that container ships can transit Russia's Northern Sea Route at relatively consistent speeds, but operational progress has yet to translate into a viable liner service. Irregular schedules and limited eastbound cargo highlight the commercial challenges facing operators seeking to establish regular summer service.

The 2026 summer navigation season along Russia's Northern Sea Route saw the first attempt at a scheduled China-Europe container service by Chinese firm Sea Legend, alongside South Korea's **PANSTAR ACRO** trial voyage.While the season demonstrated that container ships can transit the route at relatively consistent speeds without icebreaker escorts, the broader operating record was less straightforward.The goal of weekly departures collapsed in the second half of the

season, European port rotations were altered, return cargo to Asia was largely absent, and the actual open-water season was considerably shorter than the three-to-four month window used by most oil and gas shipments along the route.

Across all containership voyages the Arctic leg from the Bering Sea to Kara Gates performed remarkably consistently, with vessels maintaining on average around 15 knots across the 2,300 nautical miles. For example, PanStar Acro's pilot voyage passed through the NSR in 5-6 days during both its westbound and eastbound transits in early and late September. An analysis by the CHNL confirms both crossings were completed without direct icebreaker assistance.



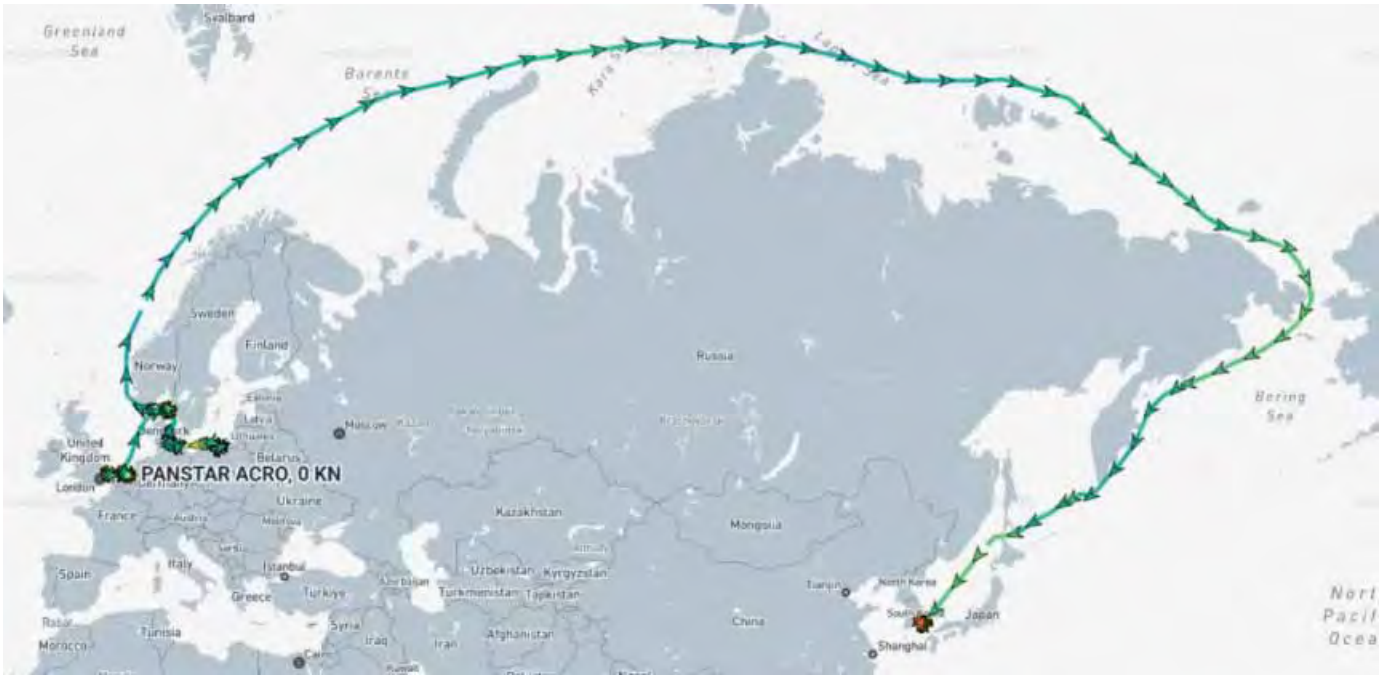
Consistent speed

Similar transit times were recorded for Sea Legend's and NewNew Shipping Line's vessels. Thus, during August and September the NSR does not represent a major operational bottleneck for container shipping. Vessels maintained consistent speeds, did not have to detour around sea ice, and did not require direct icebreaker escorts.

Delays, however, accumulated outside the Arctic with vessels traveling at slower speeds in the Barents Sea or during the approach to the Bering Sea, due to weather, schedule slots or other operational reasons. As a result none of the containership voyages met their advertised speeds, with August departures taking around 21 days and September trips requiring between 25 and 33 days to reach Europe.

Inconsistent time savings

Thus, while the NSR is substantially shorter geographically than established routes via the Suez Canal or South Africa, the actual time savings are less dramatic. The CHNL estimates that the Busan to Felixstowe voyage by PanStar Acro was 8-9 days faster than a voyage via the Suez Canal. Established liner service from Asia via the Suez Canal takes between 32-34 days, compared to 20-22 days for the PanStar voyage. Later trips in September took between 26-34 days, on par with the Suez Canal.



Published schedules also differed substantially from actual operations. Sea Legend advertised eight weekly departures from Ningbo-Zhoushan for the period of August 15 to October 3. While the company completed seven sailings, actual departures and arrivals in Europe were irregular with gaps of 7, 13, 7, 8 and 4 days. The final three vessels departed

China within nine hours of each other on September 27. The operator brought forward the final departures due to deteriorating sea ice conditions along the route, effectively cutting the season short. One vessel, Dubai Tower, did not return via the NSR to make a second transit as originally planned but instead sailed via the Suez instead. Port rotations also changed with calls in Kaliningrad and St. Petersburg added, while omitting some stops in Western Europe.

The return-cargo problem

More important than adjustments to schedule or port calls, Arctic container service faces a return-cargo problem. PanStar Acro traveled westbound with 737 TEU of loaded export containers. On its return voyage it carried 1,743 empty containers with no commercial import cargo. Thus, while the vessel did complete a round trip voyage the eastbound leg did not generate paying cargo as a regular liner service would. The same pattern holds for Sea Legend voyages. Only one out of seven vessels returned eastbound via the NSR. This lack of balanced two-way traffic and cargo demand is a key challenge to the route's economic viability. The open-water navigation window on the route lasted for around nine weeks, from mid-August to mid-October, much shorter than the three to four months season discussed by Sea Legend as a longer-term objective. The company also moved up its final departures by around a week based on ice forecasts.

Volumes are very marginal

In total Sea Legend's sailings represented approximately 15,700 TEU of combined scheduled capacity; less than a single large containership on a traditional Europe to Asia routing. The wider Asia-Europe trade carried approximately 1.88 million TEU in January 2026 alone. The scheduled NSR capacity therefore remains highly marginal relative to established global container routes. While the NSR is increasingly becoming a viable seasonal route, it is far from becoming a liner service. The 2026 season delivered some meaningful operational evidence showing that vessels can routinely transit the NSR at around 15 knots and without icebreaker escorts. Some voyages achieved measurable distance and time savings over the Suez and South Africa routes. But delays, unpredictable departure patterns and port rotations reveal structural challenges outside the Arctic. Limited eastbound cargo volume and the very short operating window further limit the route's economic viability. The key question for future seasons thus is not simply whether container ships can cross the NSR – they certainly can and have – but whether operators can attract sufficient cargo in both directions while following a predictable schedule over a long-enough period to become economically competitive with established routes. **Source : highnorthnews**



The **BIBBY WAVEMASTER I** having a lifeboat drill at the Nieuwediepkade in Den Helder. **Photo: Wim Albers (c)**

Newbuild tsunami to strain ports' mega-boxship capacity

Majority of newbuilding pipeline comprises ultra-large containerships exceeding 15,000 teu, posing infrastructure challenges for ports beyond handling capacity



SHIPPING is already bracing for the wave of newbuilding orders set to hit the waters from 2027. But what it may not be prepared for is the readiness of ports to accept the massive orders of ultra-large containerships planned in the years ahead.Many ports have been looking to boost annual container-handling capacity to complement the projected growth in trade globally. But it remains unclear if terminals have the berth dimensions, water depth, cranes, yard space and operational flexibility to accommodate ULCs and absorb thousands of container moves arriving in a single call. The concerns were raised at port supply chain conference TOC Asia 2026 in Singapore on Tuesday.Pacific International Lines general manager of trade development and planning Zhi Lin Liu said that some ports will face challenges in managing newbuilds as 40% of containerships scheduled for delivery in 2027 and 2028 will be vessels above 15,000 teu, with much of that capacity concentrated above 18,000 teu. "These are the ultra-large vessels that are unable to get into the Global South terminals, so there's still a limitation to where the ships can go," he said.That constraint risks becoming increasingly important as the industry absorbs what speakers at the conference described as a historic expansion of the containership fleet.

Sea-Intelligence chief executive Alan Murphy said about 1.8m teu of new capacity is due for delivery during the third quarter of 2028 alone, equivalent to around 600,000 teu per month, a phenomenon he called "unprecedented".This brings on a deployment challenge for carriers as the new capacity will be simply deployed wherever demand emerges given the infrastructural challenges with ULCs.

A cascading infrastructure problem

As newbuilding ULCs displace existing vessels from Asia-Europe services, ships in the 13,000-14,000 teu range are likely to cascade into the Transpacific, Middle East, Latin America and other trades."As the ships get released, as most of the Asia-Europe and Mediterranean carriers begin to resume the Suez transit, some of these big ships are supposed to go to the Middle East and now, guess what? They need to go somewhere," Liu said."The mid-size in the 13,000-14,000 teu range, those are the ships that can potentially get everywhere."Ports will face two infrastructure tests simultaneously: major gateways must accommodate the next generation of ultra-large ships, while secondary ports increasingly handle the rise in vessels displaced by the ULCs on primary routes.

And this can cascade into more issues.

For ports that will attract ULCs, managing large containerships is not comparable to spreading the same volume of cargo across several smaller vessel calls. A single mega-ship can concentrate a huge number of moves into one port call. That places simultaneous pressure on quay cranes, berth productivity, yard equipment and storage, and the road, rail and feeder networks needed to evacuate containers from the terminal. "There's only so much that the yard can take when

carriers start to discharge a lot of containers in one go," Liu said.And the consequences can extend well beyond the affected terminal. If an ULC arrives late and misses its berth window, terminals have fewer options for accommodating it than with a smaller ship. A queue can form, causing delays which are subsequently carried into the vessel's next ports of call.Liu described the phenomenon as "burst congestion". "The issue is not simply the port size or annual throughput, but really the timing and volatility of the arrivals," he said.



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Opportunities in emerging markets

The infrastructure issue is especially significant because some of the fastest container-trade growth is occurring away from the traditional East-West gateway ports. Container Trades Statistics chief executive Nigel Pusey expects Sub-Saharan African trade to continue expanding strongly in 2027, while South and Central America could record growth of 15-20%. That will attract additional ships, including larger tonnage cascaded from the mainline trades.Pusey posits that these ports can adapt, pointing to the rapid improvement of African terminals and the arrival of vessels once considered too large for those markets. "Who would have thought Lagos could have dealt with a 17,000 teu ship three years ago? Nobody," he said."Mombasa was a devil of a port three years ago. Now everybody's going, 'Wow, what a terminal!' It can change."But the speed of that transformation will become increasingly important if vessel sizes rise faster than port infrastructure can be upgraded.

Red Sea Gateway Terminal managing director Gagan Seksaria said the return of ultra-large vessels was already evident in Jeddah, where such calls increased eightfold between July and October, predominantly from Maersk and CMA CGM.

Ports plan years ahead, but carriers move ships in months

Sea-Intelligence's Murphy highlighted the tension between carriers' pursuit of economies of scale, and the investment terminals must make to accommodate progressively larger ships. "The shipping lines keep on building vessels that are far too big and too unruly and bursting everything," he said. "Every time the terminal operator says, 'Okay, we'll build the cranes, we'll build the yard space, we'll make way for them,' and then the shipping lines come around and say, 'Well, we've got bigger vessels, so it should all be cheaper, right?'"

His comments allude to the disconnect between carriers and ports as terminals and carriers may not necessarily operate on the same planning horizon. Ports must commit capital years ahead to dredging, longer and stronger quays, ship-to-shore cranes, yard systems and landside infrastructure. Carrier networks can change much faster.

PSA International vice president Zhenhao Lai said increased information sharing would help reduce the information asymmetry between different parts of the container supply chain and give terminals greater confidence when making long-term investments.

"A lot of these plans are long term in horizon," Lai said. Better information, he added, "gives us confidence in the planning that we're making in the right direction".Maersk Southeast Asia managing director Elaine Low similarly highlighted how difficult visibility has become, saying the ability to understand what could happen even over the next 12 months would be valuable.That gap is likely to matter more as the industry's vessels grow.

A terminal can theoretically have adequate annual capacity and still become a bottleneck if its infrastructure cannot accommodate the particular ships carriers want to deploy or cannot handle the peaks created when several large vessels arrive outside their scheduled windows.For Liu, the consequence is likely to be recurring congestion rather than a one-off capacity crunch."Burst congestion will happen again and again, and ship cascading within the network will also cause those berth windows to be missed, and it's just this vicious cycle," he said. His prescription for ports was straightforward. "What I would suggest we do is to start preparing for it." **Source: Lloyd's List, Sea news**



Passengerliners including HAL's **VOLENDAM** moored in Malaga **Photo : Peter Tukker ©**



Fire-Damaged HMM Platinum Awaits Berthing Approval at Port of Ngqura

The fire-damaged containership **HMM PLATINUM** remains offshore South Africa while it waits for permission to berth at the Port of Ngqura, Southern Africa Freight News reports. The Transnet National Ports Authority (TNPA) has confirmed that it received a request for the vessel to enter the port. Clearance still depends on consultations with the relevant authorities and on the availability of berths, equipment and operational resources. For cargo owners with goods aboard, the delay extends uncertainty over cargo condition, release timelines, and financial exposure.

TNPA has not confirmed when, or whether, **HMM PLATINUM** will be allowed to berth at Ngqura, the deepwater port in the Eastern Cape's Nelson Mandela Bay. The vessel remains outside South African port limits.Durban was first considered as a possible port of refuge, and other South African options were explored afterward. TNPA has now confirmed that the current request concerns Ngqura.The Liberian-flagged vessel was sailing from Kattupalli, India, to Santos, Brazil, when a fire reportedly broke out in a container off southern Madagascar in early October. All 24 crew members were reported safe.**HMM PLATINUM** is carrying approximately 2,300 containers. **Salvage specialist SMIT** is assisting the vessel under a Lloyd's Open Form agreement. This standard international salvage contract is traditionally based on the "**no cure, no pay**" principle.In an October 23 update, HMM said firefighting operations had reached the final dampening-down stage. The company said further measures and investigations would follow once the fire was fully extinguished.The extent of damage to the vessel and its cargo remains unconfirmed. However, containers stowed close to the fire may have suffered heat, smoke or water damage. Until the vessel reaches port and an assessment is carried out, cargo owners have limited visibility into the condition of individual shipments.Cargo interests are expected to provide salvage security before affected cargo can be forwarded or released. Salvage security is a financial guarantee covering each cargo owner's share of the salvor's reward. The cargo insurer typically arranges it.Claims specialist WE Cox has also

indicated that a general average declaration remains possible. General average is a long-standing maritime principle. Under it, extraordinary costs incurred to save a vessel and its cargo from a common danger are shared proportionally among the ship and cargo interests. If general average is declared, cargo owners could be required to provide additional security toward these shared costs. This would apply even if their own containers were not damaged.These obligations carry practical consequences for shippers, importers and the forwarders who manage their freight. Owners with goods aboard HMM Platinum face potential delays in onward delivery to Brazil, added costs and pressure on customer commitments and inventory planning. Cargo interests are likely to benefit from early contact with their insurers and logistics partners. This can help confirm cover, prepare the required security and reduce the time between the vessel's arrival in port and the release of cargo. **Source : Asian Shipper News - Air and Sea**

Maersk hit by fresh cyber breach

By : Adis Ajdin

Danish shipping giant AP Moller-Maersk has confirmed another cybersecurity breach after hackers gained access to an older IT system and extracted data, nearly a decade after the devastating NotPetya attack that cost the company up to $300m.The Copenhagen-headquartered group said on Wednesday that the incident involved a local legacy system inherited through a previous acquisition.Maersk's cybersecurity team launched an investigation after discovering the intrusion and has taken steps to secure the affected system."Our findings so far strongly suggest no sensitive data has been disclosed," the company said.The carrier said the breach appeared to be confined to the legacy system, with no indication that other Maersk systems or those belonging to customers and partners connected through APIs and electronic data interchange (EDI) had been compromised.The company added that it does not expect disruption to customer operations, with its digital booking and shipment management platforms continuing to operate normally. Maersk has not identified the acquired business involved, disclosed what data was extracted or named those responsible for the intrusion.The announcement follows separate claims by a hacker group calling itself WhiteArmor that it had obtained around 100 GB of logistics data from a platform associated with LF Logistics, the Hong Kong-based logistics business Maersk acquired for $3.6bn in 2022.The group has reportedly demanded $5m in bitcoin. The claims remain unverified, and Maersk has not confirmed any connection between the alleged theft and the incident it is investigating.

The latest breach brings back memories of June 2017, when the NotPetya malware attack crippled Maersk's IT infrastructure and disrupted container shipping and terminal operations worldwide.The Danish group subsequently put the financial damage at between $250m and $300m, making it one of the costliest cyber incidents in shipping history.

Source : Splash 247



The bulkers **ULTRA INFINITY** and **TIANA** handling cargo at the ADM Terminal at Rotterdam Europoort.
Photo : Leen Moret (c)

Leading international tug operator company Boluda Towage will begin servicing the Port of Bunbury next month.

The company, which operates in more than 232 ports globally, was awarded a 10-year contract to provide services at the South West port following a competitive tender process. The new contract was announced today, Thursday 12 November, by the Minister for Ports Stephen Dawson. “WA’s ports are key to our economic success, and tug services play a critical role enabling vessels carrying millions of tonnes of trade to safely come and go each year. “The Port of Bunbury alone facilitated 16.9 million tonnes of trade, with 418 vessel visits in the past year. Tug masters work closely in tandem with local marine teams to ensure each movement they make is a success. “As the Port of Bunbury grows alongside the South West, Boluda Towage will play an important role in supporting safe and reliable port operations. “The Cook Labor Government is proud to support our regional communities, and ports play a significant role in driving trade, creating jobs and delivering flow-on economic benefits across the State.”Southern Ports Chief Executive Officer Keith Wilks said Boluda had developed a strong reputation working at leading European ports. “We expect that they’ll provide great service alongside our Bunbury marine team. “Having a towage provider with global backing on the scale of Boluda’s is a great opportunity as we continue to invest in the expansion of the Port of Bunbury to meet the needs of the growing South West region over the next decade. “We thank Svitzer Australia and its team for the tremendous service they have provided in Bunbury for the past five years and look forward to continue working with them at our Port of Albany.”Boluda Towage Managing Director Towage Australia Ivan Spanjic said commencing operations in Bunbury marks an important milestone for Boluda in Western Australia. “It builds on our established presence in Esperance, reinforcing our growing presence in the region.

“We’re investing in the operation with the introduction of two new IMO Tier III-compliant tugs, representing a significant improvement in emissions performance for towage operations in the Port of Bunbury, while delivering safe, reliable, and efficient services.“We value our longstanding relationship with Southern Ports and look forward to strengthening that partnership, supporting our customers, and contributing to the continued growth of the Port of Bunbury and the industries it serves." Boluda Towage will service the port with new tugs, with the first set to arrive December followed by the arrival of a second in February – a tug from Boluda Towage’s Esperance fleet will provide service in the interim period. The Port of Bunbury becomes the ninth port in Australia where Boluda Towage will offer services, alongside Weipa, Mackay, Gladstone, Brisbane, Newcastle, Port Botany, Melbourne and Esperance.It took over operations at the Port of Esperance, also operated by Southern Ports, in November 2025 after acquiring local tug operator Mackenzie Marine and Towage. Svitzer Australia will continue to provide its services at Southern Ports’ Port of Albany.

Pricing negotiations delay Maersk's next big-ticket box ship order as profit guidance rises again

by Georgios Georgiou

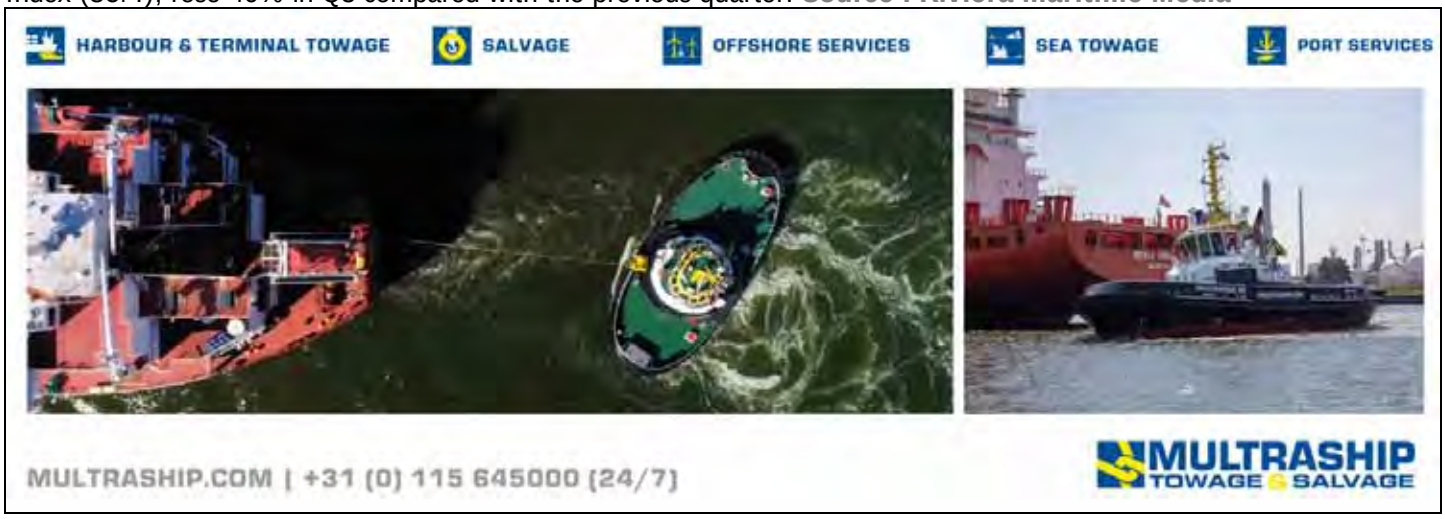
Danish liner giant Maersk is reportedly facing challenges in finalising a major newbuilding programme for large container ships of more than 20,000 TEU in China, with pricing at the centre of the issue At the same time, strong financial results have prompted the company to raise its full-year profit guidance once again.

Shipbroking and market sources indicate that CSSC subsidiary Hudong-Zhonghua Shipbuilding, which was previously reported to be the frontrunner for the project involving more than 20 large vessels, including optional units, is reconsidering its involvement because of the prices being quoted. The same sources say that while the proposed delivery schedules reportedly meet Maersk’s requirements, the pricing remains unattractive to the builder, potentially opening the door for other Chinese yards to re-enter the race for the order. Privately owned Hengli Heavy Industries is emerging as one of the potential candidates. Hengli has reportedly secured the majority of the 26 LNG dual-fuel 18,600-TEU ships announced in September. When approached by Riviera, Maersk said it could not comment on market rumours. Market sources also indicate that an Asian liner operator has approached Hudong-Zhonghua Shipbuilding about a series of 12,000-13,000-TEU vessels, presenting another potential opportunity for the yard should the Maersk order fail to materialise. According to Alphaliner, Maersk operates a fleet of 743 vessels with a combined capacity of around 4.7M TEU. A further 137 ships, representing 1.8M TEU, are currently under construction. The company has a market share of 13.5%.

Maersk raises profit guidance after strong quarter

Meanwhile, the liner giant has raised its full-year profit outlook following improved financial results for Q3 2026. Maersk now expects underlying EBITDA of US$14.0Bn-14.5Bn, up from its previous guidance of US$10.5Bn-12.5Bn. Its underlying EBIT forecast has also been raised to US$8Bn-8.5Bn, from US$4.5Bn-6.5Bn. The latest revision follows an

earlier increase announced in the company's previous financial update in August. "We delivered a strong quarter across our businesses," said Maersk chief executive Vincent Clerc. "Despite continued geopolitical uncertainty and disruptions, global trade has remained remarkably resilient. Demand is being driven not only by consumer spending, but increasingly by major investments in electrification, energy and the rapid expansion of AI infrastructure, generating significant flows of industrial cargo around the world," he added. "We have been well positioned to capture this demand, with our vessel fleet operating at full capacity and demand exceeding available space on certain routes," Mr Clerc said.
Underlying EBITDA rose to US$4.7Bn in Q3 2026, compared with US$2.7Bn in the same period last year, while underlying EBIT increased to US$3.2Bn from US$1.1Bn. Commenting on market conditions, Maersk said Asian exports slowed in July and August amid weather-related disruptions. On the import side, softer demand growth in Europe and the drag exerted by Middle Eastern imports were partially offset by solid growth in Africa, Latin America and North America. "The quarter was marked by a severe typhoon season in Asia, resulting in substantial port congestion that absorbed a sizeable amount of vessel capacity," the company said. At its peak, global average port waiting times reached 16.6 hours, the highest level since January 2023.As a result, average spot freight rates, as measured by the Shanghai Containerised Freight Index (SCFI), rose 46% in Q3 compared with the previous quarter. **Source : Riviera maritime Media**



Eksfin backs OMS Group's purchase of two fibre-optic cable-laying vessels from Ulstein



Export Finance Norway (Eksfin) is providing guarantees of up to USD 183 million for OMS Group's long-term financing of two cable-laying vessels from Norwegian shipbuilder Ulstein. The vessels will expand OMS Group's capacity to install and maintain subsea fibre-optic cables carrying international data traffic.Financing has now been secured for OMS Group's four-vessel newbuilding programme. The two vessels supported by Eksfin's guarantee, CS Resilience and CS Alliance, are designed by Ulstein Design & Solutions AS and scheduled for delivery from Ulstein Verft in Norway in 2028. Each will be

130 metres long and able to carry up to 6,500 tonnes of fibre optic cables.Eksfin is supporting the transaction both during construction and through guarantees for OMS Group's long-term bank financing."Our role is to support Norwegian exporters competing internationally. By financing Ulstein and OMS Group at different stages of this transaction, we help Norwegian suppliers secure business contracts abroad," says Tone Lunde Bakker, CEO of Eksfin. "Financing is an important part of competing for international shipbuilding contracts. Working closely with Eksfin and the banks has helped us put this transaction together," says CFO Johannes Volle at Ulstein.

Additional capacity for subsea fibre-optic cable networks

OMS Group is a global, neutral and integrated digital infrastructure service provider with capabilities spanning subsea cable installation and maintenance, cable landing stations and marine and terrestrial connectivity. Its four new fibre-optic cable-laying vessels, scheduled for delivery in 2027 and 2028, will expand its capacity to meet growing demand for subsea connectivity.Eksfin's guarantee supports financing for the two vessels from Ulstein. The other two vessels will be built at a Dutch owned yard in Vietnam, with financing supported by Atradius Dutch State Business N.V. ("Atradius"). Commercial banks are providing the loans under the export credit agency-backed facilities. Standard Chartered and HSBC acted as joint global coordinators, bookrunners and ECA coordinators for the transaction.Eksfin – Export Finance Norway is Norway's export credit agency. Working with commercial banks, it provides state backed loans and guarantees to Norwegian exporters and international buyers of Norwegian goods and services.

RCL to deploy two new 7,000-TEU vessels on Asia-India service

RCL names two new 7,000-TEU container vessels, **KITIYA BHUM** and **LAKANA BHUM**, in Shanghai ahead of their planned delivery in January 2027.Regional Container Lines (RCL) is preparing to introduce two new 7,000-TEU container vessels into its regional shipping network, with both ships scheduled for delivery in January 2027.

The Thai container shipping company held naming ceremonies for **KITIYA BHUM** and **LAKANA BHUM** on 10 November in Shanghai, China, as part of its ongoing fleet renewal and expansion programme. The vessels are planned for deployment on RCL's Korea Straits-India Service 2 (RKI2), which connects ports in South Korea, China, Malaysia, India and Pakistan, supporting container trade between Northeast Asia and the Indian Subcontinent.

New vessels equipped with efficiency and emissions technologies

According to RCL, both vessels have been built by Shanghai Waigaoqiao Shipbuilding (SWS), with naming ceremonies held at HantongWING Shipyard and Rongsheng Shipyard, respectively.

Each vessel has a nominal capacity of 7,000 TEU and incorporates several technologies intended to improve operational efficiency and environmental performance.These include energy-saving devices (ESD), exhaust gas cleaning systems (EGCS), selective catalytic reduction (SCR) technology and alternative maritime power (AMP) capabilities, allowing the ships to connect to shore-based electricity where suitable infrastructure is available.

The equipment is designed to improve energy efficiency and support compliance with applicable emissions requirements.The planned introduction of **KITIYA BHUM** and **LAKANA BHUM** forms part of RCL's broader fleet rejuvenation strategy, which focuses on replacing and expanding tonnage while improving operational capabilities across its shipping network.Their deployment on the RKI2 service will add modern vessel capacity to a trade corridor linking Northeast Asian manufacturing centres with markets across South and Southeast Asia. RCL said it would continue investing in fleet renewal and operational efficiency as it develops its regional container shipping services.

NAVY NEWS

China's Naval Drills Suggest Preparation to Isolate Taiwan

The massive Chinese naval exercises around the South China Sea, East China Sea and Philippine Sea last week were structured to prepare for an area denial strategy, according to a senior Taiwanese security official. American and allied military planners have long anticipated that a Chinese offensive to reunify Taiwan would be accompanied by efforts to keep other countries from intervening, and would do so by restricting access to the region. China has the world's largest navy by fleet size, the world's largest coast guard, and a formidable arsenal of strike aircraft and antiship missiles - a diverse array of assets for intercepting any foreign assistance, from foreign merchant ships up to carrier strike groups.

On November 3, the secretary general of Taiwan's National Security Council, Joseph Wu, reported that more than 100 PLA Navy and China Coast Guard ships were at sea in the region for an unannounced exercise. The fleet was split into two groups - one moving out into the Pacific, accompanying the Chinese carrier **LIAONING**; and a second encircling the shores of Taiwan itself, creating a naval cordon. Additional task forces were deployed in the South China Sea and the East China Sea, covering China's main seaports and its southern approaches. The U.S.-based Institute for the Understanding of War (ISW) assessed that the scope and location of the drill suggested "a major exercise that simulates

isolating Taiwan" - in particular because the maneuvers drew on naval units from all three of the PLA's coastal divisions, the Eastern, Northern and Southern Commands. ISW noted that it was out of pattern for China to conduct a major exercise without prior announcement - the last coastwide drill, held mid-October, was preceded by several days of formal declarations and navigational warnings - and that the sudden movement was a cautionary statement about its ability to encircle the island at will. In Chinese state media, frequent PLA affairs commentator Song Zhongping said that the drills "signal Beijing's readiness for multi-nation interventions in defense of Taiwan," specifically Japanese or American interventions. Consistent with these assessments, Taiwanese defense minister Wellington Koo confirmed to Reuters on Tuesday that "China has indeed conducted area denial drills in the Western Pacific," and suggested that the maneuvers are "intended to undermine peace and stability in the Indo-Pacific." **Source : MAREX**



French Navy Horizon Class Frigate **FS FORBIN D 620** entering Grand Harbour, Malta on Tuesday 10th November, 2026 with a traditional gun salute **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©**

SHIPYARD NEWS



China Merchants revives another shipyard

By : Sam Chambers

China Merchants is moving to take control of the long-dormant Quanzhou Shipyard in Fujian province, the latest in a string of yard revivals that has seen China's shipbuilding capacity nearly double in recent years. The state-owned conglomerate has signed a strategic cooperation agreement with Quanzhou authorities, paving the way for the revival of a facility whose newbuilding operations have been largely idle for more than a decade. The yard occupies 134 hectares, with 3.6 km of coastline and two drydocks capable of accommodating 300,000 dwt vessels. Repair operations resumed in 2023, but a return to large-scale shipbuilding would represent a significant expansion. China Merchants has already absorbed or reactivated yards in Qingdao, Nanjing and Wuhan over the past 18 months. Financial terms and the final ownership structure at Quanzhou have yet to be disclosed. Clarksons Research revealed this month that the global

orderbook had reached a record 226.1m compensated gross tonnes (cgt), surpassing the previous peak of 225.5m cgt set in September 2008. Worth approximately $700bn, the backlog is heavily concentrated in China, whose yards control 68% of outstanding orders. Clarksons is tracking approximately 225 shipyard expansion projects worldwide, more than three-quarters of them in China. **Source : Splash 247**

Jiangnan Shipyard Delivers Final VLEC "GAS BAUHINIA" to Southwest Shipping



On November 10, CSSC Jiangnan Shipyard officially signed the delivery documents for the 99,000 m³ Very Large Ethane Carrier (VLEC) "**GAS BAUHINIA**," built for Southwest Shipping. The vessel is the final vessel in Southwest Shipping's 99K VLEC series.Designed and built by Jiangnan Shipyard, the 99,000 m³ VLEC features the B-type cargo containment system (BrillianceE®) developed by Jiangnan; its comprehensive technical specifications have been certified as being at the international leading level.With an overall length of 230 meters, this vessel is designed for the transport of various liquefied industrial and energy gases, including ethane, ethylene, and LPG. It is an optimally "tailor-made" solution for the long-haul transport of ethane from the United States, while also offering broad compatibility with major LPG terminals worldwide.The vessel boasts significant economic advantages, characterized by low fuel (or gas) consumption, a minimal boil-off rate (BOR), no restrictions on liquid cargo levels, and low maintenance costs. It is the first of its kind to be equipped with ethane-fueled dual-fuel main engines, shaft generators, and an array of energy-saving systems, spearheading the transition toward "low-carbon" development for high-end vessels within the shipbuilding industry. **Source : Imarine**

ROUTE, PORTS & SERVICES



Nordion Energi installs biogas tank at Gothenburg port

Swedish energy infrastructure group Nordion Energi has installed a 500-cbm liquefied biogas storage tank at the Port of Gothenburg in Sweden, marking a construction milestone for a new marine fuel supply facility, the port operator confirmed. The plant is scheduled for completion in the second quarter of 2027 and will have annual capacity to deliver 250 GWh of liquefied biogas (LBG), enough to meet the equivalent consumption of 500 trucks or bunker 50 vessels. The facility will be Sweden's first biogas liquefaction plant directly connected to the western Swedish gas grid, allowing domestic producers to supply shipping, heavy transport and industrial customers. The storage tank was delivered by vessel and weighs nearly 140 tonnes. It will hold up to 200 tonnes of LBG when operational. Foundations, base slabs and other groundworks have been completed, with the tank becoming the first major component installed. Nordion Energi owns and is developing the plant, which will also open a new market for Swedish biogas producers connected to the gas grid or planning to connect. Swedish biogas company St1 Biokraft has already secured part of the plant's liquefaction capacity. Several shipping companies regularly calling at Gothenburg already operate vessels using LBG, a renewable alternative to fossil fuels. Nordion Energi is a Swedish energy infrastructure group whose operations include gas transmission and distribution networks and electricity infrastructure. St1 Biokraft AB is a Swedish renewable gas company engaged in biogas production, distribution and sales. The Port of Gothenburg is operated by municipally owned Göteborgs Hamn AB. Scandinavia's largest port handles around 20% of Swedish trade and more than half the country's container traffic, with over 30 daily rail shuttles connecting terminals to destinations in Sweden and Norway. **Source : portnews**

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Singapore seeks operators for up to two floating LNG storage vessels

Singapore has opened applications for five-year licences to operate up to two floating LNG storage units, each with a minimum capacity of 130,000 cubic metres, the Maritime and Port Authority of Singapore confirmed on 12 November. The move is aimed at expanding storage and reloading capacity as demand for LNG bunkering grows. Singapore's LNG bunker sales rose 21.4% year on year to 487,100 tonnes in the first nine months of 2026. Only existing LNG bunker licensees can apply, although they may partner with third-party terminal operators. Applicants must own or charter at least one floating storage unit registered with the Singapore Registry of Ships and meet the port authority's safety and operational requirements.

Most of each unit's storage capacity must be allocated to LNG bunkering, with a minimum portion made available to other licensed suppliers on open-access terms. Operators must also disclose their proposed maximum charges for LNG reloading. The units must obtain International Sustainability and Carbon Certification European Union (ISCC-EU) certification to handle bio-LNG and synthetic LNG, or e-LNG. The regulator will brief prospective applicants on 4 December. Applications close at 5pm Singapore time on 4 February 2027. The licensing round follows the award of eight LNG bunker supplier licences in July 2026, which took effect on 1 September and remain valid until 31 August 2031, subject to compliance with licensing conditions. The recipients were Aramco Trading Singapore, Equatorial Marine Fuel Management Services, ExxonMobil Asia Pacific, PetroChina International (Singapore), Shell Eastern Trading, Sinopec Fuel Oil (Singapore) and Vitol Bunkers (S), alongside a joint venture between TotalEnergies Gas & Power Asia and Sembcorp Fuels (Singapore). The suppliers were selected on their supply capabilities, commercial plans, operational experience and safety standards. Their licences require end-to-end LNG bunkering services covering fuel supply, storage, cargo transfer and delivery to vessels. The Maritime and Port Authority of Singapore, established in 1996, oversees port regulation, maritime safety and port development. It outlined plans for floating LNG storage at the Singapore International Bunkering Conference in October 2026. **Source : portnews**

HHLA's operating profit falls 31% as Hamburg volumes slide in the first nine months of 2026

Operating profit at German port operator HHLA fell 30.7% to €81.2m ($90.1m) in the first nine months of 2026 as strikes and automation work disrupted its Hamburg container terminals, a company statement showed.
Group container throughput declined 7.3% to 4.446m TEU from 4.798m TEU, including a 7.7% fall to 4.2m TEU in Hamburg. Winter weather compounded the disruption. International terminals handled 246,000 TEU, down 1.6%, with operations at Odessa nearly halted in the third quarter amid security concerns. Group revenue rose 3.3% to €1,375.1m ($1,526.3m), but EBIT fell from €117.1m ($130m). Port Logistics EBIT dropped 34.7% to €70.2m ($77.9m), with a €4m ($4.4m) loss after tax and minority interests. The container division's EBIT dropped 51.3% to €29.4m ($32.6m) as higher personnel and energy costs and reduced productivity during automation outweighed storage-fee income. Revenue slipped 0.7% to €637.2m ($707.3m).
"We have made good progress with our transformation agenda, but operationally we are not yet where we want to be. Our focus is therefore clearly on stabilising automated processes and significantly improving the quality of handling operations. At the same time, we are refining our portfolio and concentrating our resources on our core business: high-performance container terminals in Hamburg and a strong European intermodal network," chief executive Jeroen Eijsink said. Intermodal transport rose 0.5% to 1.509m TEU, including 1.308m TEU carried by rail. Segment revenue increased 7.8% to €651m ($722.6m), with EBIT up 2.3% to €78m ($86.6m). Road volumes held at 201,000 TEU. HHLA booked €21.4m ($23.8m) in non-cash impairments, including €12m ($13.3m) on HHLA Sky GmbH and €9.4m ($10.4m) on omoqo GmbH. omoqo ceased operations on 30 September, while the sale of HHLA Sky closed in late October. Real Estate revenue increased 2.3% to €35.6m ($39.5m), with EBIT up 13.1% to €10.7m ($11.9m). The group retained its 22 October cut to 2026 EBIT guidance at €115m-€135m ($127.6m-$149.8m), from €150m-€170m ($166.5m-$188.7m). Port Logistics EBIT is forecast at €100m-€120m ($111m-$133.2m), down from €135m-€155m ($149.8m-$172m). Planned capital spending fell to €380m-€430m ($421.8m-$477.3m) from €430m-€480m ($477.3m-$532.8m), partly reflecting delayed automation spending. The Port Logistics capex range was lowered to €350m-€400m ($388.5m-$444m) from €400m-€450m ($444m-$499.5m). Hamburger Hafen und Logistik AG is a German stock corporation headquartered in Hamburg. **Source : portnews**

…. PHOTO OF THE DAY …..



The 2024 delivered Belgian flagged 210,805 tonnes bulker **MINERAL ESPANA** loading at Port Hedland-Australia
Photo : Capt VG ©

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