

# THE MAREX

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BULLETIN



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## Philippines Restricts Crew Changes for two weeks



Seeking to protect the Philippines from a new variant of COVID-19, Philippines authorities announced that they have suspended crew changes for two weeks for foreign nationals from certain countries, while also tightening the restrictions

for Filipinos and travelers from the United States. First identified in the UK in December and now being seen in other countries, scientists believe the new strain of the virus is far more transmissible than earlier strains but no more severe or deadly.



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QR Code for  
NOTI Course  
Schedule



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<http://noti.nusiitf.in/>



• For details of courses refer Page No. 7

With countries around the world scrambling to set new protocols seeking to contain the virus, the Philippines Port Authority released its new guidelines for conducting crew changes during the first two

weeks of January. The guidelines cover a total of 21 countries ranging from Australia, Canada, the United States, most of Europe, South Africa, and parts of Asia including South Korea and Singapore.

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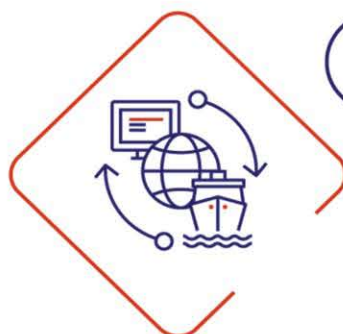
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**INDIA (Manning Office)**

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Mob : 09895278622

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RPSL No 142, Expiry Date: 13th Aug 2024

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Tel: + 91 22 2920 3978 / 2920 3979  
Fax: + 91 22 2920 3983  
Contact : Mr. Rajesh Nair

**RPSL - MUM-045 | DOI : 02.02.2016 – DOE : 12.03.2021**

We invite applications from Officers  
looking forward in joining a stable  
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## REQUIREMENT

### FOR CRUDE OIL TANKER

MASTER WITH CHEMICAL EXPERIENCE  
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### FOR CHEMICAL TANKER

SECOND ENGINEER





# Jubilant Enpro Private Limited (JEPL)

License No. - RPSL No.- MUM-007; DOI : 09.01.2006; DOE : 09.01.2021



## URGENTLY REQUIRED FOR

### OPERATING IN INDIAN WATERS

#### DIVING SUPPORT VESSEL (2 Years Exp. on Similar type of vessel)

- |                                                 |                        |
|-------------------------------------------------|------------------------|
| * MASTER                                        | * CHIEF ENGINEER       |
| * CHIEF OFFICER SDPO                            | * SECOND ENGINEER      |
| * SECOND OFFICER DPO                            | * THIRD ENGINEER       |
| * MEDICAL OFFICER (MBBS CERTIFICATE)            | * RADIO OFFICER        |
| * CRANE OPERATOR (STAGE 2/ STAGE 3 CERTIFICATE) | * OILER with COP III/5 |
| * BOSUN /ABLE SEAMAN WITH COP II/5              |                        |

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- |               |                   |
|---------------|-------------------|
| * MASTER /OIM | * CHIEF ENGINEER  |
| * CHIEF MATE  | * SECOND ENGINEER |
| * DPO         | * RADIO OFFICER   |

#### AHTS / PSV DP II VESSELS (2 Years Exp. on Similar type of vessel)

- |                       |                   |
|-----------------------|-------------------|
| * MASTER DPO          | * CHIEF ENGINEER  |
| * CHIEF OFFICE DPO    | * SECOND ENGINEER |
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Contact: Vishal Bhagat: 09870843340 | Hardik Joshi: 09769367768

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**THIRD ENGINEER (with 2nd Class Ticket) / ETO**

**RANK EXPERIENCE ON CRUDE AND PRODUCT TANKER**

### CONTACT US

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**CAPT. M.V. NAIK /MR. SURESH KUMAR**  
A-402, 4TH FLOOR, BUSINESS SQUARE,  
A- WING, SIR MATHURADAS VASANJI MARG,  
CHAKALA, ANDHERI (EAST)  
MUMBAI - 400093  
TEL : 022- **49734855 (New)**  
28347349 / 28347294  
Email : resume@dynacomindia.com

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FAX:011-2351 1609  
Email : harishchadha@yahoo.com

#### CHENNAI OFFICE

**MR S. SATHYANARAYANAN**  
706, 7TH FLOOR, CHALLA MALL  
NO.11, THEYAGARAYA ROAD  
T-NAGAR, CHENNAI - 600 017.  
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FAX: 044 - 4353 3137  
Email : sathya@dynacomindia.com

#### KOLKATA OFFICE (NEW ADDRESS)

**PIC : CAPT. ANINDA BHATTACHARYYA**  
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GROUND FLOOR, NEAR TYAGRAJ HALL  
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**WE DO NOT HAVE ANY AGENTS**

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RPS Licence No: RPSL-MUM-043 Issue date: 14-05-2013 Valid till:19-11-2021  
MLC 2006 Compliant

CIN : U35111MH2001PTC133762

## URGENT REQUIREMENTS

### LNG TANKERS

CHIEF OFFICER  
(24 months rank exp. on LNG)  
FIRST ASSISTANT ENGINEER  
(24 months rank exp. on LNG)

### OIL-CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

MASTER / CHIEF ENGINEER / CHIEF OFFICER  
FIRST ASSISTANT ENGINEER

### LARGE CONTAINER VESSELS

CHIEF ENGINEER (either with ME Engine or RT Flex Exp)  
SECOND ENGINEER (either with ME Engine or RT Flex Exp)

### LARGE CRUDE TANKERS (VLCC)

CHIEF OFFICER  
FIRST ASSISTANT ENGINEER

### VERY LARGE GAS CARRIERS (VLGC)

CHIEF OFFICER  
SECOND ASSISTANT ENGINEER

### CHEMICAL TANKERS (Parcel Tankers)

MASTER  
CHIEF ENGINEER  
CHIEF OFFICER  
FIRST ASSISTANT ENGINEER

Application as above to be sent to  
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WIPER

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Master Mariner preferably with Chemical Tanker Experience.  
Desirable Experience 2 – 3 years in crewing operations

#### DEPUTY MANAGER / MANAGER - RECRUITMENT

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Ex-Mariner will be preferred.

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# MARITIME WOMEN-POWER AWARDS

*To be held soon....*



# MARITIME CASUALTY DATA

January 2019 onwards

Available on

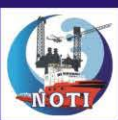
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The monthly casualty list update is published in  
The Marex Bulletin - first Thursday of every month



NUSI Training Initiatives

**NUSI Offshore Training Institute (NOTI), Panvel  
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For DP & Offshore course bookings contact us at [notibooking@istgroup.in](mailto:notibooking@istgroup.in)  
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For all queries by phone call us on +91 22 42951727/ 42951728

<http://noti.nusiitf.in/>

| SN                                                                                                                            | Courses at NOTI                                                                 | Duration (in Days) | Course Fees* (INR) |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|--------------------|--------------------|
| <b>I. DP Courses (Simulator Based)</b>                                                                                        |                                                                                 |                    |                    |
| 1                                                                                                                             | DP Induction (Basic)                                                            | 5                  | 37000              |
| 2                                                                                                                             | DP Revalidation Course                                                          | 5                  | 38000              |
| 3                                                                                                                             | DP Simulator (Advanced)                                                         | 5                  | 35000              |
| <b>II. Offshore Vessel Courses (Simulator Based)</b>                                                                          |                                                                                 |                    |                    |
| 1                                                                                                                             | Offshore Vessel Maneuvering & Ship Handling                                     | 3                  | 20000              |
| 2                                                                                                                             | Anchor Handling & Towing                                                        | 4                  | 28000              |
| 3                                                                                                                             | Offshore Supply, Support and Cargo operations                                   | 2                  | 14000              |
| <b>III. Offshore Crane Operations (Simulator Based)</b>                                                                       |                                                                                 |                    |                    |
| 1                                                                                                                             | Offshore Crane Operations - Induction                                           | 5                  | 30000              |
| 2                                                                                                                             | Offshore Crane Operations - Refresher                                           | 3                  | 18000              |
| <b>IV. Offshore Vessel Engine Room Operations (Simulator Based) (Including Power Management Systems And Cargo Operations)</b> |                                                                                 |                    |                    |
| 1                                                                                                                             | Offshore Vessel Engine Room Operations                                          | 3                  | 18000              |
| <b>V. Offshore Emergency &amp; Safety Courses</b>                                                                             |                                                                                 |                    |                    |
| 1                                                                                                                             | Helicopter Landing Officer (Basic)                                              | 2                  | 10000              |
| 2                                                                                                                             | Safe Packing & Cargo Handling from & to Offshore (Officers / Ratings)           | 1                  | 6000               |
| 3                                                                                                                             | Offshore Safety Induction Training                                              | 3                  | 18000              |
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| 1                                                                                                                             | Lathe and Welding Skill Training <i>(Also available at MESC Valsad)</i>         | 6                  | Free               |
| 2                                                                                                                             | Deck Rating Skill Enhancement Training <i>(Also available at MESC Valsad)</i>   | 6                  | Free               |
| 3                                                                                                                             | Engine Rating Skill Enhancement Training <i>(Also available at MESC Valsad)</i> | 6                  | Free               |
| 4                                                                                                                             | Pumpman Skill Enhancement Training                                              | 10                 | Free               |
| 5                                                                                                                             | Hydraulically-driven Submerged Pumps Course-Basic                               | 2                  | Free               |
| 6                                                                                                                             | Hydraulically-driven Submerged Pumps Course-Advanced                            | 3                  | Free               |
| 7                                                                                                                             | Rating Skill Enhancement Training                                               | 42                 | Free               |

\* Course Fee includes taxes and superior AC accommodation on twin sharing basis (INR).

\* Course nights include the night of the first day till the night before the last day.

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Estd. 2004 : We Are Into Our 15th Years of Partnership with Seafaring fraternity



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Tel No. +91-22- 6120 1700 & 022- 27560024 & Fax No- +91 22 27560026. E-mail: [crewplan@pentagonmarine.com](mailto:crewplan@pentagonmarine.com) PIC: Ms. Swati Dhadve, Ms. Deepika Mohite

### LIAISON OFFICES

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E-mail: [delhicrewing@pentagonmarine.com](mailto:delhicrewing@pentagonmarine.com)  
PIC: Dr. Anil Kumar Pandey

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E-mail: [kolkatacrewing@pentagonmarine.com](mailto:kolkatacrewing@pentagonmarine.com)  
PIC: Ms. Priyanka

#### CHENNAI

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#### KOCHI

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Persons to apply at [career@pentagonmarine.com](mailto:career@pentagonmarine.com) / [resume@pentagonmarine.com](mailto:resume@pentagonmarine.com) OR fax in resume at + 91 22 27560026

We thank Directorate General Shipping Govt. of India,  
regulatory authorities and our well wishers.

WE HAVE NO AGENTS IN INDIA AND ABROAD.



## CONFEDERATION OF INDIAN MARITIME INDUSTRY

501, Abhay Steel House, Baroda Street, Masjid (E), Mumbai - 400 009, India.

Tel. : 91 (22) 6145 4545 Fax : 91 (22) 2348 7340, E-mail : [cimimaritime@gmail.com](mailto:cimimaritime@gmail.com) Website : [www.cimi.in](http://www.cimi.in)

#### Aim

- : To bring entire Shipping & Port Industry including its ancillary under one umbrella.
- : To serve & look after the interest of its Members at all levels.
- : To Conduct Seminars, Conferences & Award Ceremony
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| BTOCTCO (OIL & CHEM)            | : 18/01/2021                          |
| BTGTCO (GTFC)                   | : 11/01/2021                          |
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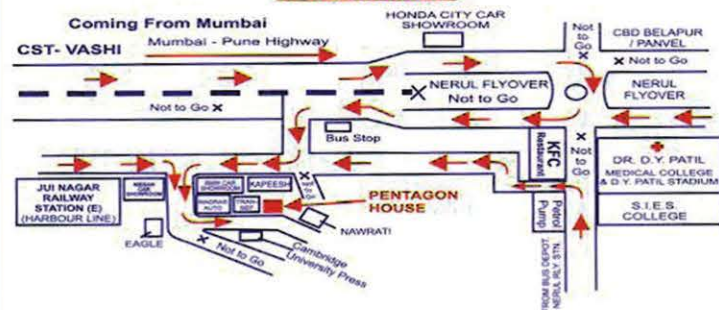
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### APPROACH MAP

For Jui Nagar(East) Railway Station.  
(400 meters from Jui Nagar Station)

#### APPROACH MAP



**Walking distance (400 mtrs) from Jui Nagar (East) Rly Stn. towards Pune-Mumbai highway**

BUS ROUTE : [List of BUS Nos. to Shirwane, Nerul (E)] : DADAR TT: 504LTD, 506LTD, WADALA(DEPOT) 504LTD, BYCULLA (E), HINDMATA, HOSKEM, HOSP, MAHATMA GANDHI, LAL BAUG, PAREL : 506LTD, SANTACRUZ(POLICE STATION) : 505 LTD

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| 3. Bridge Team Management (BTM)                    | 03 Days |
| 4. Bridge Team Resource management (BTRM)          | 05 Days |
| 5. Engine Room Resources Management (ERM)          | 03 Days |
| 6. Engine Room Team Management (ETM)               | 03 Days |
| 7. H2S (Hydrogen Sulfide)                          | 01 Day  |
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| 10. Shipboard Safety Officer (SBSO)                | 02 Days |
| 11. Crew Safety                                    | 01 Day  |
| 12. Engine Room Familiarization                    | 01 Day  |
| 13. HAZMAT                                         | 01 Day  |
| 14. FRAMO                                          | 02 Days |
| 15. Crane Operator Course                          | 01 Day  |
| 16. Steering Gear Course                           | 01 Day  |
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# Shore-based staff in maritime sector to be tested every seven days

Shore-based staff in the maritime sector will now have to be tested every seven days instead of 14 before they are allowed to board ships for work.

This is among the measures tightened for the testing of all shore-based staff going on board ships, in the light of two cases in which a marine surveyor and a harbour pilot tested positive for Covid-19, said the Maritime and Port Authority of Singapore (MPA) yesterday.

The more than 20,000 shore-based staff here will need to take a Covid-19 polymerase chain reaction test by Friday, to give assurance that they are clear of the coronavirus.

MPA also said all shore-based staff are required to give the authority advance notice before they board ships to carry out works or provide services. It said firm action will be taken against a ship's owner, master or agent if there is non-compliance.

The authority, the Economic Development Board (EDB) and other agencies will be stepping up checks to ensure Covid-19 safe management measures are adhered to, said MPA.

"Individuals and companies which are found to have violated these measures will be taken to task. Agencies will also review the need to enhance personal protective equipment and infection control measures in the sector," it said.

The tightened rules for the marine sector come after a similar move for airline crew, following news that a Singapore Airlines cabin crew member and a pilot had tested positive for Covid-19.

The authorities are also investigating a possible breach of Covid-19 safe management measures for the cases in the marine sector.

"Preliminary investigations reveal that the marine surveyor, like the marine service engineer who tested positive for Covid-19 infection earlier on Nov 26, 2020, consumed food provided by or with the crew on board the ships, which was against a precautionary measure," said MPA.

"MPA, EDB and the Ministry of Health take a serious view of non-compliance with Covid-19 safe management measures and will not hesitate to take firm actions against the errant companies and individuals," added the authority.

MPA has also stopped Master Systems Marine from sending its staff to work on board ships after the case involving its employee, the marine service engineer, was detected. The halt will continue till the firm is able to demonstrate that its employees will adhere to safe management measures on board ships.

After the case involving the marine surveyor from Lloyd's Register Singapore, the firm has suspended all shipboard survey and audit activities and will be testing all its marine surveyors for Covid-19, said MPA.

It added that further action may be taken against the companies and individuals after investigations are completed.

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# NOTICE

Dear All,

Please note The Marex Bulletin Monday edition will not appear in print until the lifting of the lockdown in Mumbai.

However, the Online edition will be duly published and be made available on time.

Inconvenience Regretted.

MD

## 01 Philippines

Foreign seafarers who have been in any of the listed countries in the 14 days preceding their arrival in the Philippines are restricted from entering the country. Foreign seafarers coming via the United States are still permitted to enter the country only at Manila and must go into a 14-day quarantine at one of the facilities designated by the authorities. The quarantine is required regardless of a negative result from a PRC test.

Filipino seafarers returning to the country are facing similar restrictions if they have been in any of the listed countries in the past 14 days. They too can only return to Manila and will also be required to undergo a 14-day quarantine at a designated facility. Again, this is regardless of if they have a negative result from a PRC test.

Seafarers regardless of nationality that have not been to any of the listed countries in the past 14-days can continue to enter the Philippines. They will still have to follow the Philippines' current health protocols that require testing and restricted movements.

The Philippines' actions came as other countries have also tightened

restrictions in recent days. After news of the new strain of the virus was first released most shipping across the English Channel was briefly suspended. Last weekend, Singapore announced that it was increasing enforcement of its protocols after news of that a class surveyor and a harbor pilot tested positive for the disease and likely transmitted it to family members.

The Philippines had increased its restrictions and enforcement efforts in the fall of 2020 in the face of increasing criticism linking outbreaks of the virus aboard ships to crew changes conducted in the Philippines. Quarantine hotels and crew change hubs were set up at ports, including Manila, Port Capinpin in Orion, Bataan, Batangas Port, and Sasa Wharf in Davao, the Port of Cebu, and Subic.

The current suspensions of crew changes are until January 15, 2021. The Philippine Ports Authority, however, warned that it could be extended and that additional countries might also be added to the restrictions.

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No. 849

## LEARN-O-WIN QUIZ?

- 1 The sign used to caution persons approaching the gangway of a tank barge during cargo transfer should state which of the following?  
A) "Danger, Do Not Board"  
B) "Warning, Keep Off, Stay Clear"  
C) "Warning, No Smoking, No Open Lights, No Visitors"  
D) "Dangerous Cargo Being Transferred"
- 2 What is best suited for fighting a fire in a ballast control room?  
A) Dry chemical system  
B) Steam smothering system  
C) Carbon dioxide system  
D) Automatic sprinkler system
- 3 A semisubmersible, 200 feet in length between draft marks with the LCF 10 feet aft of amidships, records the following drafts: Port Forward 74'-09"; Port Aft 78'-09"; Starboard Forward 69'-09"; and Starboard Aft 73'-09". What is the list?  
A) -1.0 foot  
B) -2.5 feet  
C) -5.0 feet  
D) -10.0 feet

- 4 What must ocean going vessels of 100 GT to 400 GT be fitted with for oily mixtures?  
A) A fixed system to discharge the slops overboard  
B) A portable system to discharge oily mixtures to a reception facility  
C) A portable system to discharge the slops overboard  
D) A fixed system to discharge oily mixtures to a reception facility
- 5 Your tank vessel is fully loaded to the marks, and you find that she is down slightly by the head. Which of the following choices would be the best action to take to trim the vessel slightly by the stern?  
A) load more cargo aft  
B) add ballast aft  
C) shift cargo aft  
D) shift ballast from the aft to forward
- 6 The overall responsibility in maintaining the Oil Record Book is given to  
A) Master  
B) Cargo engineer  
C) Chief engineer  
D) Chief mate
- 7 Immediately after abandoning a vessel, lookouts should be posted aboard life rafts to look for  
A) Survivors in the water  
B) Food and water  
C) Land  
D) Bad weather

- 8 In order to retrieve an inflatable life raft and place it on deck, you should heave on the  
A) Lifelines  
B) Righting strap  
C) Sea anchor  
D) Towing bridle
- 9 Using a sea anchor with the survival craft will  
A) Reduce your drift rate  
B) Keep the survival craft from turning over  
C) Aid in recovering the survival craft  
D) Increase your visibility
- 10 A rigid lifesaving device designed for a group of survivors to hold on to while in the water is defined as a  
A) Life raft  
B) Life cushion  
C) Life preserver  
D) Buoyant apparatus

For Answers See  
B E L O W

|     |                         |    |
|-----|-------------------------|----|
| 010 | POOR - 1-4 points       | 05 |
| 09  | GOOD - 5-7 points       | 04 |
| 08  | EXCELLENT - 10-8 points | 03 |
| 07  |                         | 02 |
| 06  |                         | 01 |

CHECK YOUR SCORE

ANSWERS TO THE LEARN-O-WIN QUIZ

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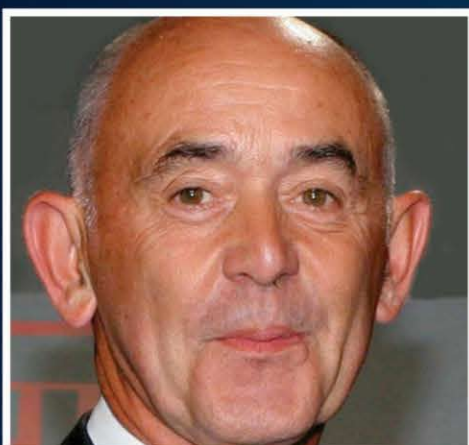
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# Iraq defuses mine attached to oil tanker without impact on crude exports

Iraq, OPEC's second-largest producer, defused Jan. 2 a sea mine attached to a tanker in the Persian Gulf without impact on crude exports or loadings, the oil ministry and the State Oil Marketing Organization said in statements.

Iraqi authorities discovered on Dec. 31 the sea mine on the tanker Pola in international waters in the Persian Gulf, located some 28 nautical miles away from Iraqi oil ports, while it was refueling another ship. Pola was used by SOMO as floating storage vessel for high-sulfur fuel oil intended for exports.

"The incident had no effect on oil exports, oil tankers loading, and no one was injured nor was there any material damage," SOMO and the oil ministry said Jan. 2.

The government's Security Media Cell said an investigation is currently underway regarding the incident.

Iraq exports the majority of its crude through its southern oil ports that lie in the Persian Gulf. Federal oil exports in December, excluding those from the semi-autonomous Kurdistan region, averaged 2.846 million b/d, according to ministry's preliminary data released Jan. 1, with 2.748 million b/d exported from southern ports.

The December exports were 5% higher than November's 2.709 million b/d, according to ministry data.

## Red Sea attacks

Pola carried HSFO produced from Iraqi refineries that is transferred on a ship-to-ship basis, SOMO had said earlier.

No one has claimed responsibility for the incident in the Persian Gulf, where ships were targeted in 2019, sparking concern about maritime security in the waters that transport the majority of the region's oil and gas exports.

The latest incident follows recent attacks in the Red Sea, where Iranian-aligned Yemeni Houthi rebels have claimed responsibility for targeting Saudi oil infrastructure.

An oil products tanker was hit by an explosion early Dec. 14 while discharging a gasoline cargo at Saudi Arabia's western port of Jeddah in the latest incident following a spate of oil-related attacks in the Red Sea north of the Yemeni border.

The Dec. 14 incident highlighted the risks involved in maritime trade in the Middle East in general and Red Sea region in particular where armed guards man the ships and War Risk Premiums is to be paid while moving cargoes.

The Strait of Hormuz, which leads to the Persian Gulf, is a critical chokepoint through which 30% of the world's seaborne oil passes. Close to 100 VLCCs load crude in the Persian Gulf and Red Sea region each month in spot deals alone. In addition, there are more loadings on period chartered VLCCs and also in Suezmax and Aframax tankers.

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# Legal Security

The General Directorate of the Public Registry of Ship Ownership, -part of Panama's Ship Registry- has registered, in the last 6 months, a total of 920 property titles and 739 ship mortgages. These positive data are the result of the hard work done since the beginning of the coronavirus pandemic, where the Directorate continued to provide its services to users, both remotely and in person. Panama's Ship Registry, being state-owned, provides shipowners, operators and financial companies with legal security for their investment, which represents an attractive competitive advantage over its private competitors.

As part of the modernization implemented by the General Directorate of the Public Registry of Ship Ownership, this directory began receiving public deeds of property titles and naval mortgages, signed electronically and submitted remotely, since April 2, 2020.

To guarantee legal certainty, the deeds are authorized by public notaries, using the electronic signature granted by the certifying authority of Panama in this matter, which is the Directorate of Electronic Signature of the Public Registry of Panama.

"We are making the necessary adjustments to our internal procedures, in order to integrate the electronic signature to the procedures and documents issued by our Public Registry of Ships, such as the electronic registration certificates, electronic property and liens and electronic consular authentications," said Volney Guinard, general director of the Public Registry of Ships. "Currently, we are working on a technological platform for the Registry of Ships of Panama, which contemplates all the processes of the General Directorate of the Merchant Marine and the General Directorate of the Public Registry of Ships, to make the service provided to its users more efficient," said Guinard.

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# Singapore receives its 1st LNG bunkering vessel

Keppel Offshore & Marine Ltd (Keppel O&M) has delivered Singapore's first liquefied natural gas (LNG) bunkering vessel, FueLNG Bellina, to FueLNG, a joint venture between Keppel Offshore & Marine and Shell Eastern Petroleum.

Built in Keppel O&M's Nantong shipyard, FueLNG Bellina is the second LNG bunkering vessel and fifth dual-fuel vessel delivered by Keppel O&M.

The vessel will provide LNG bunker to LNG-powered vessels that call at the Port of Singapore, thus facilitating the adoption of LNG as a marine fuel and the growth of Singapore as a global LNG bunkering hub.

As reported earlier, the vessel's first contracts will be to provide ship-to-ship LNG bunkering to the Shell-chartered tankers and for one of Hapag Lloyd's container vessels.

FueLNG will also provide LNG bunkering from Singapore's first dedicated LNG bunkering facility scheduled to be built by Keppel O&M on its Floating Living Lab. Shell will be supplying the LNG to the facility when it becomes operational at the end of 2021.

Designed by Keppel O&M's technology arm, Keppel Marine and Deepwater Technology (KMDTech), to its proprietary MTD 7500U LNG design, the vessel has a barge-like extended flat surface to provide bunker to a wide range of vessels.

The ship was named in October.

FueLNG Bellina is also the world's first bunkering vessel with Smart Notation for its suite of digital services. Equipped with Keppel O&M's proprietary VesselCare solutions, these smart functions enable remote monitoring and real-time support of vessel operations.



## Specifications

- Designed with a barge-like extended flat surface to provide bunker to a wide range of vessels at heights ranging from 3m to 23m above water level
- Features two stern azimuth thrusters and one bow thruster enabling a high degree of manoeuvrability
- Filling rate range of 100-1000m3 of LNG per hour
- Harnesses boil-off gas as fuel for power generation and propulsion, thus reducing CO2, particulate matter and NOx emissions
- The entire bunkering process is monitored and executed on a digital platform

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# Technology innovations aim to make operations greener, cheaper, and more efficient

Maritime transport is the backbone of the global economy, accounting for over 90% of cross-border trade. And like most other industries, shipping is being rapidly transformed by a range of technology innovations that aim to make operations greener, cheaper, and more efficient. At the same time, the COVID-19 pandemic has upended maritime transport and created unprecedented challenges for professionals across the sector. Against this backdrop, how can we tap the full potential of technology to create a more sustainable, more resilient shipping industry? What are the potential impacts and policy implications?

To answer this, the National University of Singapore and Nanyang Technological University recently published a joint study on the Impact of Disruptive Technologies on Maritime Trade and Industry.

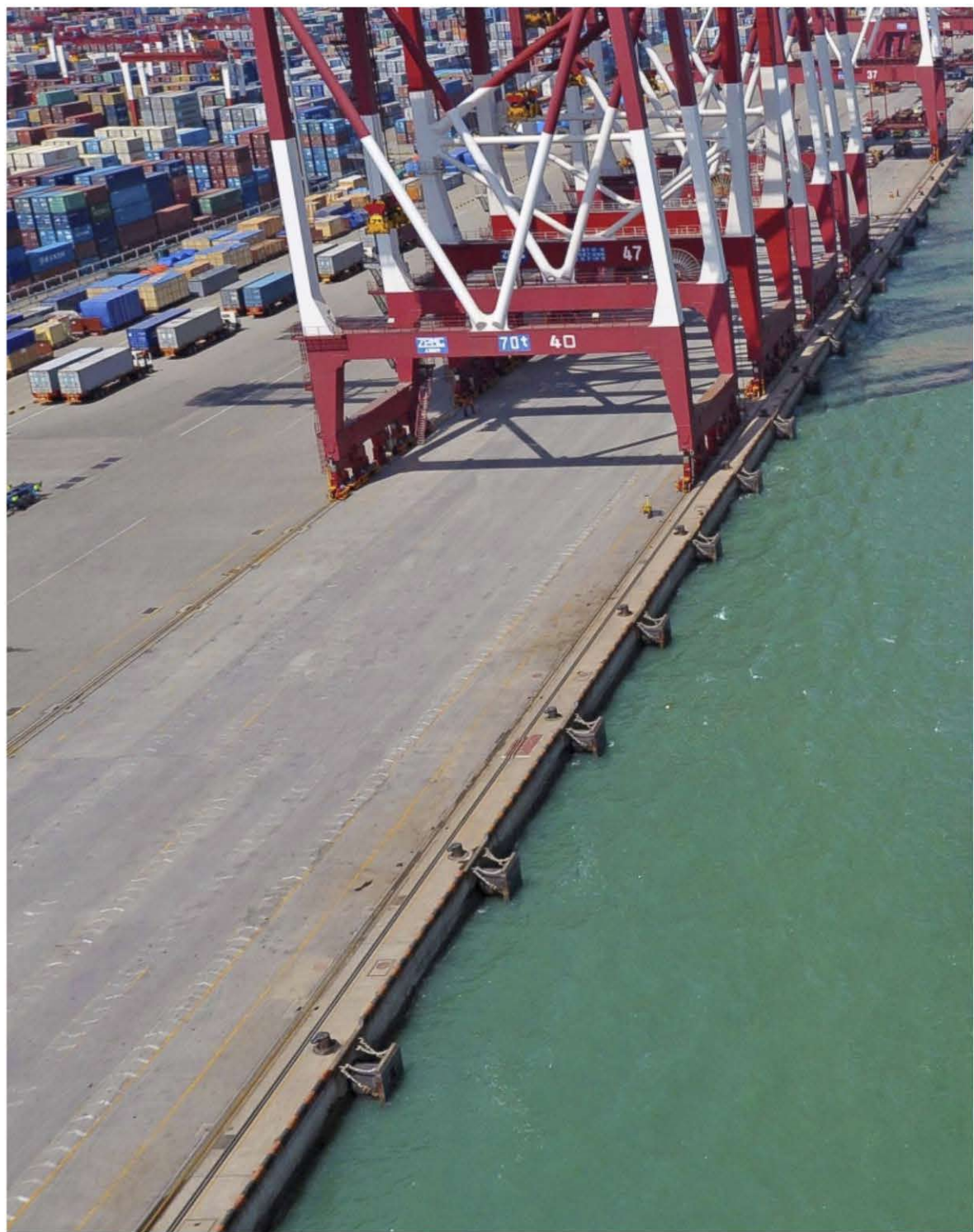
Based on this there are three key takeaways that we think can help frame the conversation on maritime transport and technology.

## **COVID-19 has underscored the importance of technology in the maritime sector**

Even before the pandemic, maritime transport was facing growing pressure to transform.

On the environmental front, the International Maritime Organization (IMO) challenged the sector to reduce its total annual GHG emissions by at least 50% by 2050 compared to 2008 levels, which has boosted the search for clean and fuel-efficient technologies. The lockdowns and the resultant increase in air quality have illustrated the importance of clean technologies when transport resumes and the difference it can make to climate change and people's lives.

Technology can greatly improve the efficiency of maritime operations. Currently, shipping goods from a manufacturer to a consumer involves many stakeholders: transporters, ports, customs, etc. Much of the physical paperwork is handed over from one party to the next. This results in situations where goods may have arrived but the paperwork has not caught up. Integrated digital platforms such as Port Community Systems connect the systems of multiple organizations that make up a seaport



community, including shipping lines and terminals. Unfortunately, less than a third of IMO members are currently equipped with these platforms.

Besides efficiency gains, digitization has the added benefit of minimizing the need for physical interactions—an important consideration in the context of COVID-19. The rise of e-documents, for instance, allows workers to complete formalities quickly without having to sign or hand over papers in person.

Additionally, COVID-19 has shown the importance of building resilience in the supply chain. A recent survey found that 93% of supply-

chain leaders were planning to increase resilience. To lower risks, companies will likely seek to work with a larger, more diverse range of supply and transport partners, which will translate into more fragmentation. Technologies such as blockchain could be extremely helpful in navigating the complexity and streamlining operations.

## **International and national policymakers can facilitate the adoption of new technologies**

Governments can lead the way by deploying relevant technologies. For example, Dubai has a strategy for blockchain and e-documents, aiming to eliminate more than 1 billion paper



technologies could drive adoption costs down for all parties.

Supportive policies and incentives help. Canada's Shore Power Technology for Ports Program is a great example. The Program provides up to 50% of the funding for bringing electricity from the shore to ships docked in a port, meaning ships stopping at select Canadian ports will be able to turn off their auxiliary diesel engines and rely instead on local electric power.

International organizations like IMO have established some policies to define the

their impact and adapt policy accordingly.

#### Partnerships make all the difference

Policy makers are partnering up with the private sector and academia across industry boundaries, in search of technological solutions that are also commercially viable.

For example, The Getting to Zero Coalition is an alliance of more than 120 companies and policymakers from the maritime, energy and financing sectors. The aim is to have commercially viable, zero-emission vessels in operation by 2030. The alliance pays special attention to zero-emission fuels, ships, market

countries access the technical knowledge they need in order to decrease emissions from shipping.

Institutions like the Dutch Research Council also encourage collaboration between academia, companies and authorities to better understand, utilize and protect oceans, seas and rivers. Projects funded by the Council include research on sustainable ship designs and electrification technologies.

Technology will have a critical role in addressing some of the key challenges facing the maritime sector, from COVID-19 to climate.



maximum amount of fuel each type of ship should burn for a certain cargo capacity. It is estimated that, by 2025, new ships will be built to be 30% more energy-efficient than those from 2014.

The fear of the unknown can tend to undermine the potential of technology. To address this, countries like the United Kingdom and India have piloted the use of regulatory sandboxes which are controlled environments, where regulators can safely test new technologies and business models and also determine how best to craft relevant policies. Singapore recently piloted the use of smart ships and drones in the maritime sector, testing these technologies on a small scale to understand

drivers to finance and de-risk new technologies and supporting policies.

Several international companies and port authorities from different parts of the world recently signed a Memorandum of Understanding to ensure the inter-operability of various global maritime technology platforms, which will require developing common data standards and Application Programming Interfaces.

Academic institutions play an important role in developing and transferring technology. As part of this, Maritime Technologies Cooperation Centers (MTTCs) have come together under the Global MTTC Network to help developing

But technological innovation alone cannot change the game. To realize the full potential of technology, government and transport leaders need to create the right conditions, provide adequate incentives, and support the exchange of knowledge around the world. Stakeholders across the sector will have to play their part and cooperate effectively—when it comes to the future of shipping, we are all in the same boat!

*Marex Media*



# Clean tanker owners weigh options

**A**s the coronavirus pandemic continues to stifle petroleum product demand globally, the clean tanker market looks to be in store for an extended period of breakeven if not negative tanker earnings as far out as the second quarter of 2021, according to market participants.

Petroleum product demand is projected to make a slow recovery in 2021, estimated to increase by 6.3 million b/d in 2021 after having fallen by an expected 8.7 million b/d in 2020, according to S&P Global Platts Analytics. The International Energy Association projected global energy demand would not reach pre-crisis levels until 2023.

Low refinery utilization rates and product demand have kept freight for clean tankers in the Americas depressed mid-June. Market participants have said that most US Gulf Coast-loading routes received daily earnings barely covering operating expenses and even into the negatives in November.

Tanker rates could remain subdued through the first half of 2021 due to tonnage oversupply, Erik Broekhuizen, Head of Tanker Research and Consulting at Poten & Partners, said.

"We are in a rate environment that is very challenging. We'll need to see oil demand recover and all the overhang of tonnage from floating storage to be restored," Broekhuizen said.

Most shipowners and brokers expected that clean freight would return slowly alongside demand in 2021, with product stocks high in the US and Europe and refineries having cut runs for much of 2020. US Gulf Coast refinery utilization rates dropped dramatically in 2020, with Q2 rates averaging 19% lower on the year, Q3 average rates 18% lower, and Q4 rates 16% lower as of Dec. 16, according to Energy Information Administration data.

The clean tanker freight forward agreement market supports a slower outlook for freight to return to pre-pandemic levels, according to market participants. From February 2021 through July, Platts Analytics projected freight on the Medium Range USGC-UK Continent route to hover around \$15-\$16/mt, before dropping off to \$13.75/mt and \$13.63/mt in August and September, respectively.



## Fleet consolidation and pooling

With freight projected to remain weak through much of 2021, shipowner companies have employed various methods to balance capital in the face of reduced earnings.

Fleet consolidation was much discussed following the inclusion of 28 Medium Range tankers from Diamond S Shipping's pool into Norient Product Pool on June 16.

Robert Bugbee, President and CEO of Scorpio Tankers, said during the October Capital Link Maritime Forum that consolidation and pooling would shift the

supply side as the global product tanker fleet ages considerably. According to Scorpio Tankers' September company presentation, the average age of the active MR tanker fleet is 10.4 years.

Benefits from the global fleet's advanced age are likely to come into effect in the long term; though newbuild ordering stands at the lowest levels in multiple years, clean tankers over 15 years of age have been slow to leave the market. The pandemic set stringent restrictions at scrapping and recycling facilities, driving the tanker demolition rate down to almost zero ships in 2020.





### Tanker sales offer immediate cash

Selling tankers, either to generate cash from older models or to lease back ships into the pool, provides a more immediate option for owners to retain capital.

Cashing in on older tankers also prepares owners for impending technological advancements and environmental regulations as the European Commission and the International Maritime Organization discuss the path to zero CO2 emissions by 2050.

d'Amico International Shipping executed the sale of three 2005-built MRs in July and September, which brought the fleet's age down to 6.95 years. The sales generated net cash of approximately \$25.2 million, according to company press releases.

Shipowners with younger fleets still have the option to sell tankers and lease or charter the ships back into the operating pool.

On December 8, Maersk Tankers announced the sale of 14 tankers to

China Development Bank Financial Leasing for \$422 million, with nine of the ships to be bareboat chartered back to Maersk tankers and all 14 ships to remain under the management of Maersk Tankers.

Shipping market participants said the sale and leaseback strategy could give owners a reprieve during an extended period of low earnings.

"In this market, it's a stroke of genius. You get cash so you can have liquidity and still do a profit-share," one shipbroker said.

However, buyers could potentially be difficult to find, with global economies weakened under the weight of the pandemic. A shipowner said that the market had expected more sales and demolitions in 2020, and that many owners could lose money with few investors around to provide support for sale leaseback strategies.

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# Suez Canal continues to maintain their tariffs and incentives for 2021

The Suez Canal Authority published traffic figures for the canal in 2020 highlighting what they called their successful crisis management and marketing to maintain traffic and

performance despite the global impact of COVID-19. The Authority also announced that they would maintain their tariffs and incentives for 2021.





The Suez Canal Authority achieved its second highest annual tonnage figures in 2020, falling only behind the records of 2019, while also recording the third highest annual revenue in the history of the canal. Lieutenant General Osama Rabie, Chairman of the Authority, attributed the results to their marketing along with responding to the needs of the shipping industry.

At mid-year 2020, there were reports that the shipping industry was avoiding the Suez Canal taking the longer sea routes around Africa. In addition, the canal of course

lost revenues from the global suspension of the cruise industry starting during the first quarter of 2020 as well as seeing the transits of car carriers falling by 60 percent in the year. Experts also forecast that Russia's efforts to develop the Arctic route would be a long-term challenge to the Suez Canal.

During 2020, a total of 18,829 ships representing 1.17 billion tons made the transit of the Suez Canal. The number of ships declined by just 51 for the full year, while the tonnage transiting the canal declined by three percent from 2019. The Suez Canal reported record volumes in 2019 with a total of 18,880 vessels making the transit representing 1.21 billion tons.

While the total number of ships making the transit was off for the year, the Authority highlighted that they had recorded increases in several categories of ships due in part to their incentive pricing policies. Bulk carriers saw the largest increase with the number of ships up more than 20 percent to a total of 5,113 bulkers. General cargo also increased nearly 20 percent to a total of 1,792 ships. Also, 4,710 containerships, including the world's largest vessels from MSC and CMA CGA, transited the Suez in addition to 5,006 oil tankers and 686 LNG carriers in 2020.

The Authority also highlighted their success in attracting new carriers to sail via the Suez. More than 20 percent of the vessels transiting the Suez Canal were from lines using the canal for the first time in 2020. The Authority attributed this to their marketing and incentive pricing policies, noting that the new carriers represented nearly 17 percent of total revenue for the Suez Canal in 2020.

Total revenue for the Suez Canal Authority was \$5.61 billion, the third highest in the history of the Suez Canal, but it was down by just over three percent from the record \$5.8 billion in 2019. Lieutenant General Rabie compared their results in 2020 to 2016 when world oil prices collapsed driving revenues down to \$5 billion and 2009 when revenues declined to \$4.29 billion during the global economic crisis.

The head of the Authority concluded his remarks by emphasizing that the Suez Canal is aiming to continue the efforts to preserve its position in global trade. Lieutenant General Rabie said that transit fees for all types of ships crossing the Suez Canal will remain fixed at 2020 levels. The Suez Canal Authority also approved the renewal of the incentives and reductions for some classes of ships that were put in place in 2020 to address the unfavorable conditions and the challenges imposed by the coronavirus pandemic.

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# Evolution of modern car carriers

The modern car carrier could not have evolved without the period of dual-purpose and converted ships.

Today, a car carrier is referred to as a pure car carrier (PCC) or a pure car and truck carrier (PCTC). Looking like a floating garage, the largest of these can carry up to 8,500 automobiles. The difference between the two is the size and strength of the ramps and the layout of the decks. On a PCC, the distance between the decks may only be 5 feet, thereby allowing a maximum number of cars to be carried.

The worldwide transport of vehicles experienced constantly increasing volumes, resulting in today's large fleets of specialized car carriers. The ships are employed in a variety of trades transporting cars to destinations worldwide. Prior to 1960, the transport of cars was accommodated on traditional tween-deck ships. Each car was lifted on and off using derricks or cranes. However, the origin of the mass transport of cars can be traced to bulk shipping.

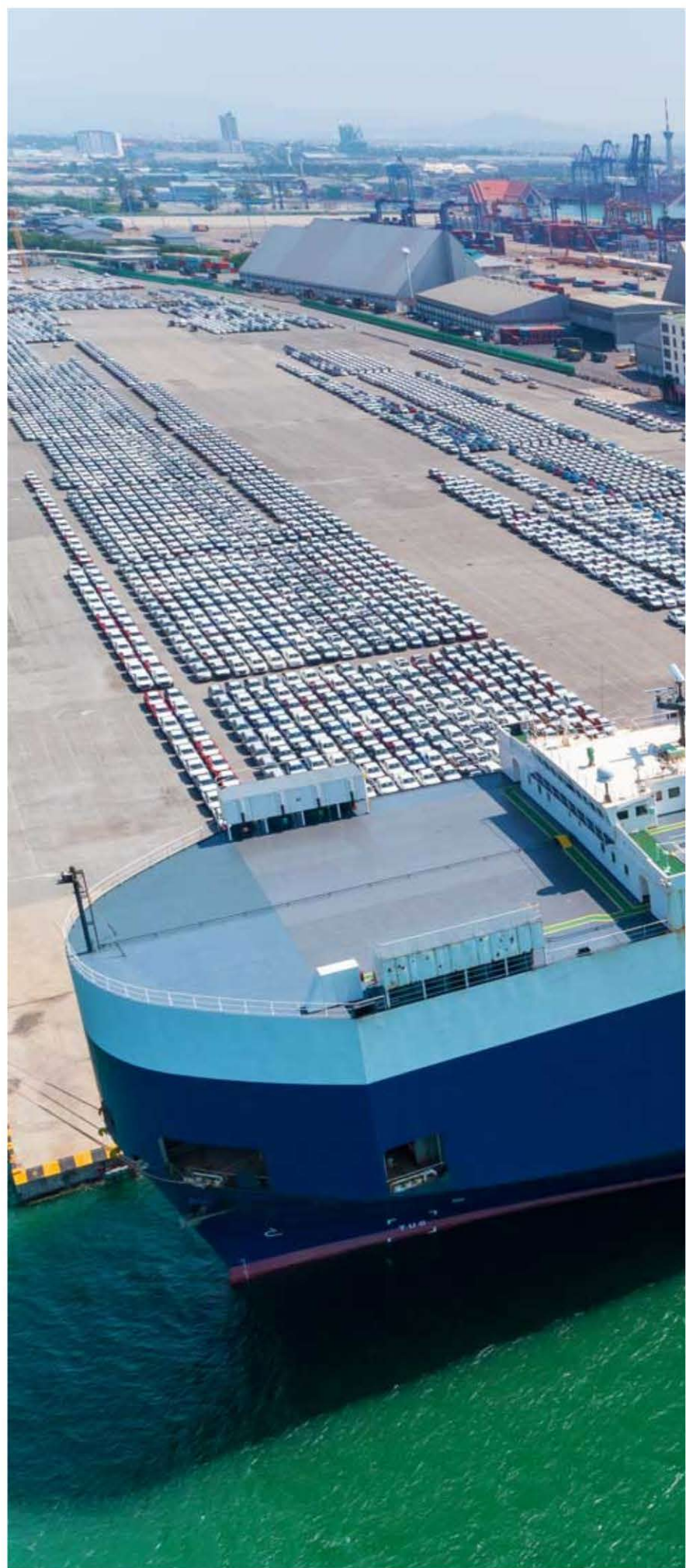
By the early 1960s, the export volumes of European and Asian car companies had reached numbers that were beyond the capacities of conventional cargo ships. Many thousands of cars had to be shipped, and it was the geared bulk carriers that proved attractive and economical for this growing trade. Along with the shipment of coal, grain or soybeans from the U.S., these ships were to become the ideal transporters of cars on the return ballast voyages. It was not long before large European and Asian fleets of auto-carrying bulk carriers were built or converted for the trade.

In order to accommodate as many cars as possible, bulk carriers intended for this transport were fitted with special decks in their cargo holds. Lowered on chains, the decks provided sufficient space to clear the height of the cars. During the transport of bulk cargoes, the decks were lifted and secured under the ceiling of the holds. The car decks below the hatches were removed and placed in racks on both sides of the ship's main deck. The loading and discharge were handled by the ship's cargo gear or cranes based on shore.

In the 1970s, two such ships known as auto/bulk carriers, the Norse Variant and Anita, were lost in the stormy North Atlantic. They were fully loaded with coal and had their car decks properly secured in fixed steel racks on deck. As both ships had limited freeboard, boarding seas were common and were presumably lost by having one or more of the car decks washed off their racks and slammed through the hatch covers, which flooded the cargo holds and ultimately sank the ships.

This structural deficiency, in addition to the time-consuming handling of the portable car decks and hold cleaning after discharge of bulk cargoes, hastened the end of the auto bulk carriers. Additionally, the international car trades had reached a scale that made the employment of large purpose-built car carriers economical. Instead of being handled by cranes or derricks, the cars were to be driven aboard the ships and back ashore via special side or stern ramps.

Roll-on/roll-off (ro-ro) ships have been a common sight in the coastal trades for many years, and the successful military use of landing ship tanks (LSTs) was proven





in World War II. Then, in 1958, the USNS Comet proved the ro-ro concept for the ocean transport of wheeled cargo.

In the early 1970s, the trade continued its explosive growth. In addition to bulk carriers and tankers, even a few passenger ships were converted to carry automobiles. This was accomplished by the permanent fitting of car decks and internal and external ramps. One of the most unique conversions was that of the three 20,000-ton Royal Mail passenger liners Amazon, Aragon and Arlanza, built in the late 1950s in Belfast, Ireland.

Due to the high cost of fuel, crew and maintenance coupled with competition from the airlines, the ships were sold in 1969. The three ships were purchased in 1971 for a near scrap value and sent to Yugoslavia for rebuilding into car

carriers. The luxurious accommodations were mostly removed and a large garage was erected above the hull. The original bridge was relocated atop the garage and a new funnel and sponsons were fitted. The 584-foot-long ships could now carry 3,000 cars each. Only the former first-class cabins clustered midship were retained for crew accommodations.

By the 1980s, the converted car carriers were rapidly being replaced by the new economical buildings we see today. This interesting period of transition lasted for about 15 years and, although mostly forgotten, was an indispensable step in the evolution of the massive car carriers we see today.

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