MARITIME NEWS DIGEST
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From Chief Editor’s Desk

Pakistan has been blessed with over 1000 km coastline and with extension of its continental shelf upto 350 nautical miles, the area has been extended further deep into the Sea. The sea area under the jurisdiction of Pakistan is highly rich in mineral resources, valuable aquaculture and variety of species having enormous commercial value. Only the fishing potential can earn handsome foreign exchange if it is revitalized and fully tapped with modern techniques, and skillful human resource. However, this potential has not been given due priority and has remained stagnant over the years. There are number of reasons for the under performance in this sector namely mismanagement, obsolete fishing fleet and fishing methods, use of banned nets, fishing in prohibited breeding areas and most importantly unskilled human resource and lack of value added processing industry.

Analysis reveal that fisheries sector offers direct employment to over one million people who mainly work as fishermen. The low performance in this sector directly affects this community. In order to accrue the full commercial potential and employment opportunities in fishing sector, the Government must develop a fresh strategy incorporating public-private participation particularly in areas of regulations, technology, management and above all, development of human resource. Long pending deep sea fishing policy needs to be approved and implemented to effectively regulate the foreign fishing trawlers and safeguard the interests of local fishing community. Regulatory authorities should also be strengthened by removing the snags those have emanated from 18th constitutional amendments.

Rear Admiral (Retd) Mukhtar Khan HI(M)
Director General IMA

Prosperity of several countries related to seaborne trade: Naval Chief

28th September 2018

Source: Business Recorder

Chief of the Naval Staff, Admiral Zafar Mahmood Abbasi in his message on World Maritime Day, has said that the prosperity of several countries is closely related to the seaborne trade. World Maritime Day is celebrated each year to signify the contributions of International Maritime Industry in world’s economy and to focus attention on the importance of shipping safety, maritime security and marine environment. The current year theme of World Maritime Day is “Our Heritage — Better Shipping for a Better Future” a press release issued here by Directorate of Public Relations of Pakistan Navy said.

In today’s globalized world, maritime trade plays a pivotal role as it supports, transforms and connects societies worldwide. Scope and scale of maritime trade, which accounts for around 80% of global trade by volume and 70% by value, is testimony to the same, the Naval Chief said. The dependence on the free passage of goods through oceans holds the key for trade oriented economic structure. For Pakistan, maritime trade is the back bone of our economy as over 95% of our international trade is transported through seas.

With the renewed impetus on maritime sector through China Pakistan Economic Corridor (CPEC) and Gwadar Port, the maritime trade of Pakistan will increase manifold as the corridor is destined to provide regional connectivity. While we realize the significance of maritime trade for our country, our reliance on international shipping and huge spending of foreign exchange on freight charges is indicative of dire need to reinvigorate our shipping industry, he added.

The Naval Chief reiterated that Pakistan Navy pledged its full support towards development of maritime sector in general and shipping sector in particular. We believe it will be a step towards attaining self-sufficiency, sustainable economic growth and will facilitate international trade. There is a need of profound and cumulative efforts by all stakeholders to achieve sustainable development through Blue Economy, he said. To celebrate the World Maritime Day, Pakistan Navy planned wide range of activities to acquaint the masses of its significance, raise maritime awareness and highlight Pakistan Navy’s contributions towards sustainable development of Pakistan’s maritime sector.

In this regard, Pakistan Navy has arranged numerous activities including seminar at Institute of Maritime Affairs, essay writing competition, talk shows, lectures, various events in PN administered Schools and Colleges and maritime gala at Pakistan Maritime Museum, where various organizations set up their stalls.
Chief of the Naval Staff, Admiral Zafar Mahmood Abbasi visited USA to attend 23rd International Seapower Symposium-2018 (ISS) held from 18-21 Sep 18 at US Naval War College Newport. The event involved panel discussions on issues related to common maritime challenges and opportunities to enhance international maritime security cooperation.

During ISS, bilateral meetings between Chief of the Naval Staff and senior International Naval dignitaries including Naval Chiefs of Australia, Brazil, Germany, Japan, PLA (N) and Turkey were also held to discuss matters of mutual interest. During the discussions, Admiral Zafar Mahmood Abbasi briefed the participants on Maritime Perspective of Pakistan with special focus on PN contributions to regional maritime security. The Admiral underscored the challenges to Indian Ocean security and mentioned about Pakistan Navy’s initiative of Regional Maritime Security Patrol (RMSP) which is aimed to shoulder international obligations towards safe and secure maritime environment in the region.

The purpose of International Seapower Symposium is to provide a forum for senior international naval leaders to discuss common maritime challenges and opportunities to enhance international maritime security cooperation. Discussions at ISS would further strengthen the efforts to enhance cooperation in countering piracy, providing disaster relief & humanitarian assistance, coordinating search & rescue at sea including submarine rescue, planning & conducting coalition military operations and joint law enforcement to counter arms, drugs and human trafficking as well as fisheries and pollution violations. Participation of the Naval Chief in International Seapower Symposium reflects Pakistan’s commitment for regional peace and is a manifestation of PN contribution towards regional maritime security through a collaborative approach.

Fifth patrol vessel inducted into maritime agency’s fleet

September 08, 2018
Source: The Dawn

The PMSS Kashmir, the fifth maritime patrol vessel built in China for the Pakistan Maritime Security Agency,
was inducted into the PMSA’s fleet at a ceremony held at Karachi. During his welcome address, Director General of PMSA Rear Admiral Zaka-ur-Rehman said that it was in response to evolving maritime challenges, law-enforcement imperatives and national obligations that a capacity enhancement plan was proposed by the PMSA and subsequently approved by the federal government. He said the induction of another state-of-the-art vessel into the PMSA fleet was of unique significance as it showed the agency’s commitment and resolve towards safeguarding the China-Pakistan Economic Corridor and ensuring maritime security.

The PMSA DG said the PMSS Kashmir was a symbol of Pakistanis’ solidarity with the people of Kashmir. “It is a recognition of efforts of the people of Kashmir who are engaged in a heroic struggle and continue to offer supreme sacrifices for their right to self-determination in line with the UN resolution,” he added. PMSA chief says evolving maritime challenges, law-enforcement imperatives and national obligations necessitated acquisition of PMSS Kashmir.

Sardar Masood Khan, the president of Azad Jammu and Kashmir, who was the chief guest on the occasion, congratulated PMSA on the induction of the ship and appreciated the enthusiasm and commitment of PMSA as well as the Chinese Shipyard, which resulted in the construction and induction of the ships. He also praised the PMSA’s role not only in law-enforcement but also in safeguarding the maritime economic interests of Pakistan.

Expert calls for creating jobs in fisheries sector

17th September 2018
Source Business RECORDER

Omar Hayat, an expert on fisheries and environment has stressed need for the adaptation of multiple approaches at the grass-root level in fisheries and aquaculture sectors to create new job opportunities through capacity building programmes and improvement of infrastructure of landing of fish and shrimp as well as production facilities to enhance exports to new destinations for better returns.

"We have the renewable natural resources, technology and human resources which can be put to gainful employment with net benefits to exchequer in the shape of foreign exchange," the expert told while talking to Business Recorder. He said the Ministry of Commerce, Ministry of Food Security and Research should take notice of the problem and should instruct the line departments of the federal government to take appropriate remedial measures for correction of the situation on priority basis. If the situation is not corrected the result will be digress purchases in the market besides dropping of prices of fish. The departments should focus to recoup the lost markets by making alternative strategies of fish and fisheries products export. It is right time to go for value addition for fish and fisheries products for export, he said.

This will create new jobs and upgrading the existing jobs in fisheries and aquaculture in fresh, brackish and marine fisheries and aquaculture. We should attract new potential investors and entrepreneurs from Japan, China, Turkey and EU countries such as Norway in their field of expertise. This task, he said needs to be assigned to SMEDA in collaboration with the line departments. Investment in aquaculture and shrimp farming is the need of the time to be promoted at all levels. None of these goals can be achieved until an enabling environment is created in Fisheries and Aquaculture plays an important role in Pakistan economy as a source of livelihood for coastal inhabitants and rural inland population which depends on rivers, lakes, ponds and manmade dams reservoirs, etc). Fisheries and Aquaculture share in Gross Domestic Product is presently 0.41 percent which with total estimated at 520,000 tons out of which 375,000 tons was marine production and remaining catch came from inland waters during, 2016-17

He said that though the government is making efforts at the Provincial and Federal level but they require more focused approach with supportive funding to achieve the desired results. The statistical data of development of Fisheries and Aquaculture is patchy which does not provide clear picture of employment, income from production and its trade in the country. If the sector is given attention it can create threefold increase in employment to the idle work force in the rural areas. The increase of fish production will support exports which will generate precious foreign exchange for the country.

The increase of productivity of work force can only be achieved through technical education and higher educa-
tion of the human resources. The Government has to invest in infrastructure for hatcheries, provision of access to finance to private sector along with capacity building initiatives to provide a step forward to development of the sector and will be increasing the source of foreign exchange for the exchequer, income and jobs in private and public sector for youth of the country.

Gwadar must get all facilities for competitive edge in region: minister

7th September, 2018
Source: Express Tribune

Minister for Planning, Development and Reform Makhdoom Khusro Bakhtiar stressed the need for providing maximum facilities to Gwadar for ensuring its competitive edge in the region. Presiding over a meeting of the steering committee on Gwadar Smart Port City Master Plan, the minister emphasised the need to determine the comparative incentives which can be given to Gwadar, said a press release.

Planning, Development and Reform Secretary, CPEC Project Director, and officials from the Balochistan government, MoMA, GDA, Gwadar Port Authority, Ministry of Defence, Ministry of Economic Affairs Division, Ministry of Climate Change, Board of Investment and Chinese companies attended the meeting. The minister also emphasised on ensuring safety and security of the port city. “To harness the potential of Gwadar as a trans-shipment hub, the government will provide a secure and conducive environment,” he said. The minister was briefed on the progress of Gwadar Smart Port City Master Plan. He underscored the need for fulfilling water and energy needs for industrial and urban development. He said the China-Pakistan Economic Corridor growth projections and investment is built upon the successful development of Gwadar as the port city is a focal point for the corridor to take off.

Pakistan: LNG imports reach 7 million tons/year

12th September 12, 2018
Source Freight News

Pakistan’s import of liquefied natural gas (LNG) has reached seven million tons a year since launch of the first terminal three years back, industry officials said. The officials said power and other industrial sectors are eyeing nine million tons a year as energy demand is rapidly increasing. Four million tons of LNG has been imported alone since January. Regasified (RLNG) based power generation occupies more than one-fourth in the country’s total energy mix — the largest share after the hydropower generation.

RLNG share in power generation increased to 25.59 percent in July from 12.12 percent in the corresponding month a year earlier, while share of residual fuel oil (RFO) decreased to 9.34 percent from 25.59 percent during the period, the Central Power Purchasing Agency’s data showed. Currently, there are three RLNG-based power plants of 3,600 megawatts operating in the country. Demand for gas in fertiliser sector is also high with some fertiliser plants non-operational for the last one year due to gas shortage. This has resulted in increase in local demand and price of the urea and other fertilisers in the market, industrial officials said.

Currently, there are two LNG terminals operational at Port Qasim that handle imported LNG with a combine re-gasification capacity of approximately 1.2 billion cubic feet of gas per day (bcfd), but the current handling is less than one bcfd. The government planned to install more terminals with the private sector investment. The officials said the two terminals have so far handled 200 LNG cargos. Power plants based on RLNG are more than 60 percent efficient compared to 40 percent in furnace oil.

The cost of power generation from super cool RLNG is
also less than other imported fuels. RLNG is substituting other fuels and the share of residual fuel oil- (RFO) based generation is sharply declining. Though the imported LNG price is directly linked to crude oil price in the international market it is much economical than other alternate power sources while comparing their power generation capacities and per unit costs. RLNG also costs less than furnace oil. High sulfur furnace oil costs $16.3/million British thermal unit (mmbtu), while RLNG costs just $10.46/mmbtu. RFO-based electricity generation cost increased 45 percent over the last year, while cost of RLNG-based power generation rose 29 percent. The country has so far saved up to $2.6 billion through replacing furnace oil and diesel with imported gas. Officials said energy crisis hit hard the industrial sector before LNG imports and it took away two percentage points of GDP growth. The government used to pay capacity charge (idle charges) to natural gas power plants on shortage of gas. It also jacked up electricity charges.

Several power plants were operating at less than 50 percent service factor on diesel, which is very expensive fuel compared to LNG which is much cheaper than diesel. Textile, fertiliser and compressed natural gas businesses were the worst hit commercial sectors while millions of masses also badly suffered due to the power and gas shortages in the country. Source: TheNews

**Hutchison Ports Pakistan set new vessel handling record**

25th September, 2018  
*Source: Daily Times*

Hutchison Ports Pakistan, the country’s first deep-water container terminal, has set a new vessel handling record for Karachi, having handled 5,862 moves in just over 27 hours while servicing the 8,652-TEU Hyundai Brave. During the vessel’s stay, the terminal achieved a vessel operating rate (VOR) of 212.16 container moves per hour and a gross crane rate (GCR) of 35 moves per hour. Hutchison Ports Pakistan is the country’s most high-tech container port. This expanding deep-water facility is the only terminal in Pakistan that is capable of berthing the world’s largest vessels. The ultimate annual capacity will be around 3.2 million TEUs when the facility is fully completed.

The terminal operator also holds the current national vessel handling record, achieving 2,683 moves in just over 13 hours on the 8,562-TEU vessel Hyundai Courage/064E that berthed in September last year.

During the vessel’s stay, the terminal achieved a VOR of 203.4 container moves per hour and a GCR of 32.3. Since starting test operations on 9 December 2016, Hutchison Ports Pakistan has already broken the national productivity record four times.

“When we started operations in Pakistan, our goal was to achieve world class productivity and quality. In just under two years of operations, we have not only successfully implemented global shipping standards in Pakistan, we have continued to improve and further enhance our operations,” said General Manager and Business Unit Head, Captain Syed Rashid Jamil. “Hutchison Ports Pakistan is one of South Asia’s most advanced container terminals, running on a state-of-the-art operating system and the latest container handling equipment. This, coupled with our very capable team gives us all the right tools, to continue supporting the improvement of trade in Pakistan”, added the general manager.

**Large number of dead fish found along Sea View Beach**

15th September, 2018  
*Source: Pakistan Today*

A large number of dead fish emerged on the surface along Karachi’s Sea View Beach with experts believing that they have died owing to an illness or oil spill, a private media outlet on Sunday. The adverse effects of pollution and oil spillages on the marine life are a cause for concern for local fishermen who are dependent on them for their sustenance. Experts believe that incidents such as this occur every year as the local authorities have installed a sewage line in the sea. Moreover, the disposal of waste into the sea is also a contributing factor in the loss of marine life. Yesterday, volunteers belonging to different organisations participated in a beach clean up
to observe the International Coastal Clean-up Day.

A beach clean-up activity, organised by the World Wide Fund for Nature, Pakistan in partnership with the National Volunteer Programme (NVP) and a beverage company, was conducted at the Sea View beach. The activity aimed to create awareness and a need to check the increasing pollution of the world’s seas and oceans.

**Saudi Arabia May Invest Billions in Pakistani Port of Gwadar**

20th September, 2018  
*Source: Maritime Executive*

Pakistani officials confirmed Thursday that Saudi Arabia will make heavy investments in the China Pakistan Economic Corridor (CPEC), a central pillar of China’s international Belt and Road Initiative (BRI) of infrastructure projects. “Saudi Arabia is the first country that we have invited to become a third partner in CPEC,” said Pakistani minister of information Fawad Chaudhry at a press conference in Islamabad. “Saudi Arabia is expected to bring massive direct investments to the project.” Pakistani media pegged the value of the Saudi assistance package at $8 billion, and suggested that the scope of work would include a major petroleum complex at the port of Gwadar. A high-level diplomatic delegation from Riyadh will visit Pakistan in early October to discuss details. CPEC is a sweeping portfolio of road, rail, electrical and port investments totaling to more than $60 billion. For China, it offers a way to connect the isolated (and restive) western province of Xinjiang to the sea, without hauling goods all the way to and from eastern China.

It could also offer another way for Western China to source Middle Eastern oil: offload it from tankers at Gwadar, then ship it across Pakistan by pipeline, cutting weeks off of the circuitous route used today. Pakistan’s Frontier Works Organization puts the cost of laying a pipeline from Gwadar to the Chinese border at about $10 billion. The Chinese government and Chinese companies have so far committed $19 billion to CPEC’s development, including major investments in the Chinese-operated port of Gwadar. India, Pakistan’s regional rival, is concerned that China could use the seaport as a base to support the People’s Liberation Army (Navy) – a scenario confirmed by Chinese defense analysts. “China needs to set up another base in Gwadar for its warships because Gwadar is now a civilian port,” analyst Zhou Chenming told the South China Morning Post early this year.

**Karachi shipyard hands over indigenously built 32 t bollard pull tug to Pakistan Navy**

18th September 2018  
*Source: Dunya News*

The handing over ceremony of 32 T Bollard Pull (BP) Tug built for Pakistan Navy was held at Karachi Shipyard & Engineering Works (KS&EW. The Tug has a 34 meter overall length with a displacement of 481 tons. It has maximum speed of 12 knots and propelled by 2 x Diesel Engines and same number of Azimuth Thrusters. It is fitted with a very robust fendering arrangement for all round tugging operations of almost all sizes of ships and crafts of Pakistan Navy.

Speaking on the occasion Deputy Chief of Naval Staff (Project) Rear Admiral Ather Mukhtar said that the project was indeed a loud manifestation of the vision of Pakistan Navy to pursue self reliance in field of ship’s construction. He appreciated Ministry of Defence Production (MoDP) and Karachi Shipyard for their valuable contribution towards attaining goal of self-reliance in the field of ship building.
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## ACTIVITY AT PORT QASIM (01-30 Sep 2018)

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### Activities at Port Qasim

**Sources:** Business Recorder
A military crisis on the sea between China and Japan will seriously undermine China's path of peaceful development and its "Belt and Road" initiative, according to an internal magazine of the People's Liberation Army obtained by Kyodo News.

The article, authored by two military officers at the Naval Military Research Institute and Dalian Naval Academy, strongly suggests that the likelihood of a military crisis between China and Japan on the sea is increasing due to longstanding disputes over the sovereignty of the Senkaku Islands, maritime demarcation in the East China Sea and development of maritime resources in the area. While China and Japan are working toward improving bilateral relations, the article, which appeared in the April 2017 issue of the magazine, warns that a slight misjudgment of the above issues could easily lead to a maritime crisis.

That in turn could jeopardize Beijing’s Belt and Road project, which is aimed at connecting China by land and sea to Southeast Asia, Pakistan and Central Asia, and beyond to the Middle East, Europe and Africa. Potential areas that could trigger a military crisis between China and Japan include construction work on the sea, the intention of which varies greatly depending on the country. The second area for a potential military crisis between China and Japan is the East China Sea, in particular the Senkaku Islands, which are called Diaoyu by China. Tensions between Japan and China escalated especially after the Japanese government effectively put the group of uninhabited islands under state control in September 2012.

The third area for a potential military crisis between China and Japan is the Taiwan Strait and the South China Sea, a major transportation route between Japan and the Indian Ocean. In the Taiwan Strait, the article says Japan's strategy is to strengthen relations with Taiwan and work with the self-governing island and the United States to contain China. In the South China Sea, Japan is working with certain Southeast Asian nations and the United States aiming to heighten tensions and challenge China's "legitimate actions to protect its national sovereignty in the area."

To prevent the above areas from developing into a military crisis, the article suggests six measures. The first is that both sides maintain high-level official contacts and "properly handle" longstanding disputes, while the second is that both establish a military confidence-building mechanism and strengthen military exchanges. Recognizing that the disputes over the Senkakus and demarcation of the East China Sea cannot be resolved overnight, the article advises, as a third measure, that Beijing and Tokyo establish a "highly efficient" crisis management mechanism that involves such government agencies as defense, diplomacy, and maritime affairs.

The fourth is to strengthen the capacity for managing a military crisis, including through academic study of maritime crisis management. The fifth is to strengthen cooperation on maritime security with the United States. The purpose is to avoid involving the United States in a "China-Japan military crisis on the sea" so China will not be "hijacked into a maritime crisis with the United States."

Finally, the sixth measure calls for China to build a strong navy to ensure its maritime supremacy. Describing Japan as a country that has a tradition of "not making enemies with a strong country," the article says it is vital for China to spread out its naval power. "Only by securing maritime supremacy can we make our adversary flinch," it says.

Chinese troops are taking part in Australia's largest maritime exercise for the first time, despite recent tensions between the nations. They are among 3,000 personnel from 27 countries taking part in
the drills. The biennial naval operation, ‘Exercise Kakadu,’ is hosting 23 ships and submarines from across the Indo-Pacific region off the strategic northern port of Darwin with the aim of training the navies to cooperate effectively at sea.

The drills have been lauded as building understanding and trust between the nations, just months after Chinese, Australian and US navies were close to a stand-off over the disputed South China Sea.

In April, Australian vessels had a challenging encounter with China as it passed through the waterway, while in May the US reacted to what it describes as Beijing’s militarization of disputed areas there by expelling it from joint naval exercises off Hawaii. Despite this, Australia stood by its invitation to China, which was originally issued last September, and the nation accepted. Britain was the only country to decline an invitation to take part in the drills this year. China was previously an observer in the exercises but this time its naval frigate ‘Huangshan’ is seeing action. The vessel arrived in Darwin on August 30, the Chinese military reported.

India, Oman may talk on Duqm port, space agency

24th September 2018
Source: The Economic Times

India will seek to strengthen its strategic partnership with Oman when defence minister Bader bin Saod Al Busaidi visits Delhi this week, with measures including early operationalization of Duqm port for its navy and training of Omani military officers in India, as part of its efforts to push its Indo-Pacific strategy. The visit will help further Oman’s nascent space programme and expansion of bilateral military exercises, said officials, as Oman is putting in place its space agency and seeking India’s expertise to enhance skills in that sector. The two sides are also looking to put in place a mechanism for ensuring rule of law in the western part of the Indian Ocean region, they said. The Indian Navy will be able to use the facilities at Duqm port in Oman, thanks to a pact signed between the two countries during the visit of Prime Minister Narendra Modi to Muscat last February, giving India a foothold in its extended neighbourhood. Among eight agreements that were signed during Modi’s visit was a memorandum of understanding (MoU) between the defence ministries of the two countries on the provision of facilities for the visit of Indian military vessels to Duqm port in terms of services and the use of the dry-dock for maintenance. Another MoU was signed between India’s Institute for Defence Studies and Analyses and Oman’s National Defense College.

Located on the south-eastern seaboard of Oman, overlooking the Arabian Sea and the Indian Ocean, the Duqm port is rapidly transforming maritime landscape in West Asia. According to experts, it has the potential to develop into one of the region’s largest ports in the long run. At the heart of its appeal, they said, is its strategic geopolitical location. An Indo-Omani joint statement issued at the end of Modi’s visit reflected growing maritime cooperation. “The two sides agreed to enhance cooperation to strengthen maritime security in the Gulf and the Indian Ocean regions, vital for the security and prosperity of both countries,” it said.

The port will act as India’s entry point for wider West Asia and Eastern Africa, a welcome development at a time when China has deployed strategic assets in the Indian Ocean Region, experts said. India’s interest in Duqm port, which is merely at a 40-minute flight distance from Mumbai, has been necessitated by the fact that the Chinese navy has increased its activities in the western part of the Indian Ocean Region besides setting up a military base in Djibouti.

Oman is strategically situated mid-way between India’s western coast and Africa’s eastern coast and has been an old maritime power in the region whose reach stretched from modern-day Pakistan to the eastern part of Africa. It is India’s oldest defence partner in West Asia and an ally in its anti-piracy campaign.

India had supplied rifles to Oman, which in turn had sent support for India’s fleet of Hawk aircraft. It is the only country in West Asia that conducts exercises of all three forces – army, air force and navy – with India. India is also considering setting up defence production facilities in Oman. The Arab country has given berthing rights to Indian Navy vessels, which have been used for anti-piracy operations in the Gulf of Aden.
U.S. Paciﬁc Fleet conducts Valiant Shield exercise
19th September 2018
Source: UPI

U.S. military forces from the U.S. Indo-Paciﬁc Com-
mand are participating in the exercise Valiant Shield
2018 Sept. 16-23 near the Marianas islands and Guam.
Units involved include the Nimitz-class aircraft carrier
USS Ronald Reagan, 15 surface ships, over 160 aircraft
and around 15,000 personnel from the U.S. Navy, Air
Force, Army and Marine Corps.

"We are excited to be here for exercise Valiant Shield
as Guam gives us a world-class joint-training opportuni-
ty," Rear Adm. Daniel Dwyer, who is directing the exer-
cise, said in a press release. "The Marianas Island Range
Complex is a premier training environment that allows
the joint force a unique opportunity to come together
and train side-by-side at the high end," according to
Dwyer. Valiant Shield is a U.S. biennial training exercise
focused on joint operations by the different services.
During Valiant Shield 2018, exercises include maritime
security operations, interdiction, intelligence, anti-sub-
marine tactics and air-defense training. The exercise was
meant to include the Marine Corps vertical take-off and
landing F-35B Lightning II Joint Strike Fighter operating
off the amphibious assault ship USS Wasp, but the ship is
currently conducting relief operations for Typhoon
Mangkhut. Some of the aircraft were launched from
Guam to participate on Sep. 18. Valiant Shield has been
performed biennially since 2006. This year includes
guided-missile destroyers and cruisers, two squadrons
of P-8A Poseidon maritime reconnaissance aircraft,
cargo ships and other assets.

British warship got involved in a showdown with the
Chinese military in the South China Sea
6th September 2018
Source: Business Insider

The warship HMS Albion, an amphibious assault ship
carrying a contingent of UK Royal Marines and one of
three Royal Navy surface ships deployed to Asian waters
this year, was confronted by the Chinese navy — a frigate
and two Chinese helicopters — when it sailed close to
Chinese-occupied territories in the Paracel Islands in
late August, Reuters reported.

The Chinese navy instructed the British vessel to leave
the area, and the situation did not escalate further, the
report said. "HMS Albion exercised her rights for
freedom of navigation in full compliance with interna-
tional law and norms," a spokesman for the Royal Navy
told Reuters. Beijing on Thursday strongly criticized
London's actions, calling the recent incident a provoca-
tion. "The relevant actions by the British ship violated
Chinese law and relevant international law and infringed
on China's sovereignty," China's Ministry of Foreign
Affairs said in a statement to Reuters. "China strongly
opposes this and has lodged stern representations with
the British side to express strong dissatisfaction."

"China strongly urges the British side to immediately
stop such provocative actions, to avoid harming the
broader picture of bilateral relations and regional peace
and stability," the ministry added, according to Reuters.
"China will continue to take all necessary measures to
defend its sovereignty and security."

London appears to be answering Washington's call,
and Beijing may be particularly upset because it could
encourage others to do the same. Increased pressure by
the US and Britain has not curbed China's ambitions in
the waterway, through which trillions of dollars' worth
of trade pass annually.

Over the past year, China has signiﬁcantly increased
its military presence in the region by deploying jamming
technology, anti-ship cruise missiles, and surface-to-air
missiles at its outposts in the South China Sea. Chinese
bombers have also become much more active in the area.
The Chinese military, arguing that it is defending Chinese
territory, regularly threatens foreign ships and aircraft
that get too close, and confrontations are not uncommon.
The US Navy and other countries in the ﬂashpoint region
say their operations have not been affected by China's
threats and warnings.

China's Ministry of National Defense said on Thurs-
day that it would continue to dispatch ships and planes
to confront countries outside the region that "continue
to send warships to the South China Sea to stir up
trouble."
S. Korea Becomes the Largest Importer of U.S. LNG

29th September 2018
Source: Freight News

South Korea has emerged as a major importer of U.S. energy resources amid the Donald Trump administration’s strong push for resource exports such as LNG. According to the U.S. Energy Information Administration, the U.S. exported 110.4 billion cubic feet of LNG to South Korea in the first half of this year, equivalent to 22.5% of the nation’s total LNG imports. In that period, South Korea became the largest importer of U.S. LNG by beating Mexico, which imported 105.5 billion cubic feet. Mexico was followed by China (61.9 billion cubic feet), Japan (44.2 billion cubic feet), and India (31.5 billion cubic feet).

Last year, South Korea’s LNG imports from the U.S. totaled 130.2 billion cubic feet. In 2016, the amount had been merely 10.2 billion cubic feet. This year’s imports are estimated to exceed 200 billion cubic feet given that the highest demand for natural gas is generated in winter. The Korea Gas Corporation signed a long-term contract in 2012 to import 2.8 million tons of LNG a year from the Sabine Pass Terminal located in Louisiana. The actual delivery was initiated last year. From next year onwards, private companies such as GS EPS and SK E&S are going to import U.S. LNG as well.

According to industry sources, the Henry Hub, which is an index of the U.S. LNG price, is independent of oil prices, unlike most of the LNG previously imported by South Korea and, as such, U.S. LNG can be an effective tool against high oil prices. In the first half of this year, the reference LNG price in Asia was US$9 to US$10 per MMBtu, but the U.S. LNG price has remained at US$3 or so for years. Likewise, crude oil imports from the U.S. are on the rise. According to the Korea National Oil Corporation, 9.7% of the crude oil imported by eight South Korean oil refining companies, such as SK Energy and GS Caltex, was from the American continent in July this year. The ratio had been 4.5% in February this year.

This has to do with the price competitiveness of U.S. shale oil, which is rising along with international oil prices, production limitation by OPEC member countries, and U.S. sanctions on Iran. In the futures market, the WTI and Dubai Crude Oil prices were US$72.28 and US$77.14 per barrel on September 25, respectively.

Source: BusinessKorea

Iran oil exports fall before US sanctions -global banking group

26th September, 2018
Source: Freight News

Iranian oil exports are declining ahead of a second round of U.S. sanctions to be imposed on Nov. 4 and Iran’s economy is likely to contract 3 percent this year and 4 percent in 2019, the Institute of International Finance said. Exports of crude oil and condensates have declined by 0.8 million barrels a day (mbd) from April to September 2018, the IIF, which represents major banks and financial institutions from around the world, said. It said crude oil and condensates exports were 2.8 mbd in April and are now estimated at 2.0 mbd in September. The IIF said in an updated note on Iran’s economy that oil exports are falling even although Iran is selling key grades at a deep discount and using its own tankers to ship products to China and India at no extra cost. The IIF said Iranian shippers were also providing generous payment terms and, in some cases, accepting euros and Chinese yuan instead of U.S. dollars. The IIF said barter trade and cash could play a bigger role as U.S. sanctions are enforced.

The updated report comes as U.S. President Donald Trump and Iranian President Hassan Rouhani exchanged taunts at the United Nations General Assembly on Tuesday. The remaining parties to the 2015 Iran nuclear deal, which curbed Iran’s nuclear program in exchange for sanctions relief and from which Trump withdrew the United States in May, agreed on Monday to work to maintain trade with Tehran despite skepticism this is possible.
as U.S. sanctions to choke off Iranian oil sales resume in November. In a statement after a meeting of Britain, China, France, Germany, Russia and Iran, the group said they were determined to develop payment mechanisms to continue trade with Iran despite skepticism by many diplomats that this will be possible. The European Union’s plans for a “special purpose vehicle” (SPV) designed to circumvent U.S. sanctions against Iran’s oil exports is deeply counterproductive, U.S. Secretary of State Mike Pompeo said on Tuesday.

Several European diplomats said the SPV idea was to create a barter system, similar to one used by the Soviet Union during the Cold War, to exchange Iranian oil for European goods without money changing hands. The IIF said such a system would likely fail to persuade major European companies to do business with Iran for fear of U.S. sanctions. “Iran may continue to be committed to the 2015 nuclear deal providing the EU and others do the same,” the IIF said. “However, failure to renegotiate the deal with the U.S. would likely bring about even deeper damage to Iran’s economy,” it added. Source: Reuters (Reporting by Lesley Wroughton Editing by James Dalgleish)

**Asia’s oil deficit to widen by 2025 – Total**

26th September, 2018

*Freight News*

Asia’s oil deficit will widen to 35 million barrels per day (bpd) by 2025, up about 30 percent from the current 27 million bpd, amplifying global trade flow imbalances, a senior executive at French oil and energy group Total (TOTEP) said on Tuesday. At the same time, Europe’s imports will be cut by 10 million bpd, while exports from North America and the Middle East will increase, said Thomas Waymel, the company’s president of trading and shipping. The United States will export shale oil, but its refineries will continue to import medium and heavy sour grades, Waymel said during the Asia Pacific Petroleum Conference (APPEC) in Singapore.

... Regulatory changes like IMO 2020, which will cap sulphur content in ship fuel, will be another driver for growth and changing trade flows, he said. “The fuel oil flows will be reduced. At the same time, the shipping industry will need distillates ... so Europe and Singapore will attract more distillates,” Waymel said. New trade flows might emerge for high sulphur fuel oil either in coker capacity or power plants switching back from coal or gas to high sulphur fuel oil. Light sweet crude will be more in demand, while heavy sour grades will need to be processed by complex refineries, he said. “Regulatory changes will dramatically affect an increase in flows of both crude and products. It should also have positive impact on freight rates which is finally good news for ship owners,” he said. Source: Reuters.

**As oil forecasts call for $100, India considers cutting back crude imports**

25th September, 2018

Source: Freight News

With oil traders forecasting crude oil to rise to $100 a barrel by the end of the year, Indian refiners are considering cutting back their imports and relying more on cheaper crude already stored in inventories, according to industry executives. Benchmark Brent crude oil futures surged 2 percent on Monday to over $80 a barrel as markets have tightened ahead of the start of sanctions by the United States on Iran, with commodity merchants Trafigura and Mercuria predicting $100 oil by the end of 2018.

The Chairman of India’s biggest oil refiner Indian Oil Corp, Sanjiv Singh, confirmed the plan to cut imports in favour of stockpiled crude was discussed at a Sept. 15 meeting attended by refinery officials. “Apart from other options we are also considering reducing inventory to cut import costs,” said Singh, adding that the refiners would also look at reviewing their crude slate and widening their crude sources. Brent has climbed 30
percent to $80.47 a barrel on Monday from its low for the year on Feb. 13. However, in rupee terms, Brent has gained 47 percent since then as the Indian currency has plunged to a record low against the dollar. The rupee was at 72.53 to the U.S. dollar at 0822 GMT. Indian refiners must pay for their crude in dollars and the soaring import costs are becoming a headache for Prime Minister Narendra Modi’s government ahead of general elections next year. India’s petrol prices are among the highest in the world in terms of how much it costs as a portion of gross domestic product per person. R. Ramachandran, the head of refiners at Bharat Petroleum Corp, also confirmed that the meeting, which included all of India’s refining companies, took place and that refiners may cut their imports.

“We are looking at various options to contain the costs including reducing our inventory. This will be a coordinated effort among refiners”, he said. “If need be, we will talk to other countries for a coordinated effort.” Other Indian refiners including Hindustan Petroleum Corp, Reliance Industries and Nayara Energy did not respond to emailed requests for comment sent on Sunday. Mangalore Refinery and Petrochemicals Ltd declined to comment. Shares in Indian refiners were trading lower amid a wider sell off in the markets. India imports more than 80 percent of its oil needs. The country imported 4.4 million barrels per day (bpd) oil in August, costing about $12 billion, according to government data.

In 2013, BPCL halved its crude inventories to an average of 15 days of supply for its operations, when the rupee declined to below 68 to the dollar and oil prices were over $100 per barrel, he said. Oil prices have steadily gained since the Organization of the Petroleum Exporting Countries (OPEC) started curtailing production together with other, non-OPEC suppliers, including top crude producer Russia. However, prices have surged recently ahead of the start of the U.S. sanctions on Iran, OPEC’s third-largest producer and a major Indian crude supplier that is set for Nov. 4. Source: Reuters (Reporting by Nidhi Verma; Editing by Henning Gloystein and Christian Schmallinger)

Petronas-Saudi RAPID refinery offloads first oil cargo

24th September, 2018
Source: Freight News

A supertanker carrying the first crude oil cargo to a refinery being jointly built by Malaysia’s Petronas and oil giant Saudi Aramco has arrived at Pengerang, as the two companies enter the commissioning and testing phase at the plant. Construction of the 300,000 barrels-per-day (bpd) refinery at the Pengerang Integrated complex is nearing completion, Petroniam Nasional Berhad (Petronas) said in a statement issued late on Monday. The cargo of 2 million barrels of crude oil supplied by Petronas and Aramco will be used for the commissioning and testing activities which are scheduled to start in October, Petronas added.

“The arrival of the cargo signifies our readiness to move forward to start-up and commercial operations,” said Colin Wong Hee Huing, chief executive of PRefChem which is an alliance of both companies. He added that the refinery was on track to start up in the first quarter of 2019. Once completed, the refinery will produce a range of refined oil products including gasoline and diesel which meet Euro 5 fuel specifications, Petronas said.

Additionally, the refinery will provide feedstock for the integrated petrochemicals complex. Speaking earlier at the Asia Pacific Petroleum Conference, Ibrahim Al-Buainain, Aramco Trading Company’s president and chief executive, said that the first crude oil cargo for the Malaysian project was discharging out of a very large crude carrier (VLCC). The supertanker Navarin carrying 1 million barrels each of Saudi Arab Medium crude and Iraqi Basra Light crude arrived in Malaysia on Sept. 21 and is now moored off the Pengerang oil terminal, according to trade sources and shipping data on Thomson Reuters Eikon.

The $27 billion refining and petrochemical project located between the Malacca Strait and the South China Sea, is a conduit for Middle East oil and gas bound for China, Japan and South Korea. “This is part of our downstream strategy,” Buainain said. “Asia is a key market for us and most of the demand is from this region.”

Source: Reuters (Additional reporting by A. Ananthalakshmi in KUALA LUMPUR; editing by Richard Pullin and Kirsten Donovan)
Asia buyers to receive more Saudi oil ahead of Iran sanctions

12th September, 2018
Source: Freight News

At least three North Asian buyers will receive extra supplies of oil from Saudi Arabia after the kingdom cut its prices for most grades in October and as they look to cushion the impact on supply of U.S. sanctions on Iran, sources said. Buyers have asked to lift more Saudi oil than contracted volumes in October amid fears that the sanctions, to be imposed on Iran’s crude exports from Nov. 4, will crimp supply during peak winter demand in Asia, the sources said. Saudi Aramco will supply more oil to the buyers in October, with one to receive more Arab Light crude, the sources said. They declined to be identified as they were not authorised to speak with media. State-owned Saudi Aramco has yet to respond to a request for comment. Washington has asked buyers of Iranian oil to cut imports to zero in the run up to early November to force Tehran to negotiate a new nuclear agreement and to curb its influence in the Middle East. Concerns over supply from the country have driven Middle East crude benchmarks to their highest in more than a year OMA-1Mdbsw-A.

A strong Brent price has also made oil from Europe and Africa more expensive for Asian refiners, while the U.S.-China trade war has sharply reduced China’s oil imports from the United States. But Saudi Aramco last week cut its official selling prices (OSPs) for most of the crude grades it sells to Asia in October, making Saudi oil competitive. Saudi Arabia, the world’s top crude oil exporter, and other producers from the Middle East and Russia have increased exports after a June meeting where they agreed to raise output by 1 million barrels per day. The rise in supply is to replace falling exports from Venezuela and Iran.

In Asia, South Korea has stopped lifting Iranian oil since July. Japanese and Taiwanese buyers are expected to lift their last Iranian oil cargoes this month, the sources said. It is still unclear if top buyers China and India will cut imports from Iran sharply. Source: Reuters (Reporting by Florence Tan in SINGAPORE and Jane Chung in SEOUL Additional reporting by Rania El-Gamal in DUBAI Editing by Christian Schmollinger and Joseph Radford)

China’s steel exports are set to fall as Trump’s trade war bites

11th September, 2018
Source: Freight News

China’s steel exports just fell for a second straight month, and Australia’s largest bank expects that trend to continue in the second half of the year. The recent declines mark a turnaround from the first six months of 2018, when net steel exports were trending higher. Exports continued to rise even after the US implemented a 25% tariff on March 23. But trade fears continue to keep investors on edge, as markets await an announcement by the Trump administration about additional tariffs an another $US200 billion worth of Chinese exports.

Commonwealth Bank commodities analyst Vivek Dhar said China’s export volumes were supported by robust levels of local production, which were rising by 6.3% year-on-year, according to official Chinese data. However, he reckons those numbers are a bit too good to be true. “We do believe that China’s steel output has expanded, but likely less than official data suggests, reflecting attractive steel mill margins,” Dhar said. Steady production has helped bolster demand for steel, which in turn has provided support for iron ore prices this year. But ongoing environmental restrictions in Northern China have seen steel production growth fall in recent months, after it peaked in May. However, Dhar doesn’t think reduced production has been the catalyst for falling exports. Rather, he pointed to a complex global trade picture “driven by protectionist measures and competition from countries like Russia”. Dhar also highlighted a secondary effect of US protectionist measures, after the Trump administration also levied a 25% tariff on Vietnamese steel exports.
Greece hit by first cold front this autumn, ferries docked at ports

28th September 2018
Source: Hellenic Shipping News

Greece has been hit by the first cold front of autumn this week with strong winds with speeds of up to ten on the Beaufort wind scale, causing the cancellation of ferry trips in the Aegean Sea, Greek national news agency AMNA reported on Wednesday. Ships remained docked at Piraeus and other ports across the country, while schools on the islands of Andros, Tinos and Mykonos remained closed for safety reasons.

The bad weather front has gradually been sweeping across Greece from Tuesday and will continue in coming days, while on Friday an intense tropical-like cyclone was due to develop in the Ionian Sea in the western part of the country, according to Athens National Observatory. As the temperature has already fallen in several regions, in northern Greece the first snowfall of fall was reported on mountain Olympus. Source: Xinhua

Greeks, Chinese work together at ship repair zone to uplift Piraeus port

24th September 2018
Source: Hellenic Shipping News, Port News

For several decades the heart of Greece’s ship repair industry was beating at Perama, a western suburb of Piraeus port, until the Greek debt crisis broke out in 2009. Thousands of workers lost their jobs and machines became rusty. The image of the zone is changing dramatically since China COSCO Shipping took over in 2016 the management of Greece’s largest port after winning an international tender. Chinese and Greeks work nonstop at this shipyard of Piraeus Port Authority (PPA) as part of a major plan to upgrade Piraeus port and support the economic revival of the wider region. Work will not cease even during holidays, such as the Mid-Autumn festival which falls on Sept. 24 this year.

“You know ship repairing is a very special industry. The time is money. Every ship has its schedule. If the cargo delays or the schedule delays, it is a big loss to the clients... It is normal in China and I think here is the same. If the client needs it... we must hurry up here,” said Ma Liang, commercial manager at Perama shipyard. Ma, 32, is a member of a team which arrived to Perama a few months ago, to help breathe new life into the zone. He has been working for a decade in COSCO. Back home he would spend the Mid-Autumn Festival, one of the most important festivals for Chinese people, with his one-year-old son, his wife and his parents. The festival, falling on the 15th day of the eighth month on Chinese lunar calendar, is a major occasion for family reunions, with the tradition of enjoying the full moon and eating moon cakes.

In Greece, Ma will be at his post, proud for holding a small part in a major project. “We have the confidence to rebuild the ship repairing industry in the future and have very good cooperation with our Greek colleagues,” he told Xinhua. Currently about 40 Chinese and Greeks are working at the zone. The goal is to upgrade infrastructure and be able to supply the one-stop service to all clients.

Significant first steps have already been made. In March this year, a new floating dock of 22,000 tons lifting capacity, which can serve ships up to 240 meters in length and 35 meters in width, with transport capacity of 80,000 tons (PANAMAX) arrived on the site. “The new floating dock expanded the existing infrastructure, aiming to attract more ships to the Ship Repair Zone of Perama from the wider region of Mediterranean and contribute to the boosting of Ship Repair industry by creating new working positions;” according to a Piraeus Port Authority statement.

“The total investments provided by the concession agreement already in progress at the Ship Repair Zone of Perama will exceed 55 million euros (64.6 million U.S. dollars) and will emerge the port of Piraeus into a ship repair hub in the Eastern Mediterranean, aiming to attract more ships per year as a result of increased reliability and efficient services,” PPA said in the statement.

The Greek government and local administration officials have welcomed the development and praised many times Sino-Greek cooperation at Piraeus port as an example of win-win collaboration. Although far away from his family for the first time, Hu Miao, 28, who joined the team as project supervisor last October, told Xinhua he feels like home at Perama, as Greeks are warm and
Star Bulk Announces Agreements to Equip its Fleet with Exhaust Gas Cleaning Systems

11th September 2018
Source: Dry Bulk Market, Hellenic Shipping News, Shipping:

Emission Possible. Star Bulk Carriers Corp., a global shipping company focusing on the transportation of dry bulk cargoes announced today that it intends to equip its entire fleet with Exhaust Gas Cleaning Systems ("scrubbers") before the January 1, 2020 implementation date of the new IMO sulfur emission cap regulation. Star Bulk expects average cost, including installation, to be below $2.0 million per vessel. The Company has secured debt financing with an average margin of below 3.0% to cover up to approximately 70% of such cost and expects the remaining amount to be covered from operating cash flow and cash on hand, without raising equity for this purpose.

The Company has also secured contracts with leading shipyards for the installation of such systems, while in approximately 35% of the installations, riding teams are being deployed to carry out the retrofitting works onboard the vessels while at sea, reducing off hire time, as a result of those installations, by 50% to 60%. A month ago, Star Bulk successfully completed the first scrubber installation at sea. Source: Star Bulk Carriers Corp.

World Maritime Day 2018 – "IMO 70: Our Heritage – Better Shipping for a Better Future"

27th September 2018
Source: International Shipping News

The International Maritime Organization (IMO) has been celebrating its major anniversaries during 2018, with a focus on the achievements of the past decades as well as the challenges of the future, as the Organization seeks to promote safe, secure, environmentally sound, efficient and sustainable shipping. The Convention establishing IMO was adopted on 6 March 1948 and it entered into force 10 years later, on 17 March 1958, when the 21st State ratified the treaty. IMO’s first meeting was held in London on 6 January 1959, at Church House in central London, United Kingdom.

"IMO’s heritage for 70 years has been to drive improvements in shipping to achieve a better world today. Our challenge for the years to come remains – to work in collaboration with all stakeholders to create better shipping – for a better future," said IMO Secretary-General Kitack Lim in his annual World Maritime Day Message. On 27 September, IMO and the global maritime community celebrate the annual World Maritime Day, under the theme: IMO 70: Our Heritage – Better Shipping for a Better Future. Shipping transports more than 80 percent of global trade to people and communities all over the world. IMO has adopted more than 50 international instruments, which cover all aspects of international shipping – including ship design, construction, equipment, crewing, navigation, operation and disposal.

"Since its beginning, IMO has worked to ensure that people all over the world can continue to benefit from shipping in a manner that meets the needs of the global economy, and also changing expectations about safety, environmental protection, social responsibility and so on," said Secretary-General Lim. Individual governments are encouraged to mark the World Maritime Day, on a date of their choosing but usually in the last week of September. World Maritime Day is an official United Nations day. Every year, it provides an opportunity to focus attention on the importance of shipping and other maritime activities and to emphasize a particular aspect of IMO’s work. Each World Maritime Day has its own theme. Social Media Governments, organizations, companies and training institutes, as well as individuals, are encouraged to let IMO know how World Maritime Day is being celebrated, using the hashtag #WorldMaritimeDay @IMO HQ IMO 70 events and activities

A series of events and activities have already been held to celebrate IMO’s anniversaries. On 6 March 2018 – a ceremony was held at IMO Headquarters to mark the date when the IMO Convention was adopted, with a visit by Her Majesty Queen Elizabeth II. In May, a high level forum was held at IMO Headquarters to discuss the Organization’s history, its future challenges and role within the global trade in a changing world and in June, the World Maritime Day Parallel Event 2018 took place in Szczecin, Poland.

Meanwhile, an IMO touring exhibition is bringing IMO
success stories and the future challenges for maritime transport to a global audience at maritime museums around the world. Source: IMO

**Container line CMA CGM to order several scrubbers for IMO 2020 compliance**

26th September 2018  
*Source: International Shipping News*

French container shipping company CMA CGM plans to order several scrubbers to allow some of its ships to continue to burn high sulfur fuel oil after emission limits drop in 2020, the company said. When the International Maritime Organization’s global sulfur limit in marine fuels drops from 3.5% to 0.5% from January 1, 2020, most shipowners will be forced to either shift to cleaner, more expensive fuels or install scrubbers to allow vessels to clean emissions on board. CMA CGM will favor the use of 0.5% sulfur bunkers for its fleet, but will also order several scrubbers, it said. Last year, the company announced an order of nine new ships capable of running on LNG, another method of compliance with IMO’s new sulfur cap. CMA CGM has estimated the additional cost for its customers in complying with the sulfur cap amounts to $160/TEU, based on current conditions. “This additional cost will be taken into account through the application or adjustment of fuel surcharges on a trade-by-trade basis,” the company said.

**China’s Biggest Shipping Company Opens in Bosnia**

26th September 2018  
*Source: International Shipping News*

COSCO shipping lines, China’s largest state-owned international and domestic container shipping and related services company, is opening its first branch in Sarajevo. This will add Bosnia to Croatia and Serbia, where COSCO already operates, to the countries that Beijing is investing in on the so-called “Maritime Silk Road,” a sea route connecting China, Southeast Asia, Oceania, Europe and North Africa.

“The company's commitment is to make the One belt, One road initiative more recognisable in Bosnia and that the two countries continue to develop friendly and business relations. We are convinced this will bring economic progress for Bosnia,” Meliha Mujezinovic, head of the COSCO Shipping office in Bosnia, told FENA news agency on Monday. COSTCO did not respond to BIRN’s inquiries regarding details of future plans by the time of publication.

The company said in a press release that it is currently transporting from the ports of Kopar in Slovenia, Rijeka in Croatia, Belgrade in Serbia, and from Piraeus in Greece. Sarajevo will now find its place on this map. “One Belt, One Road” is the code name for a foreign policy launched in 2013, which aims to expand Beijing’s international influence and trade abroad in order to compensate for the slowdown in economic growth at home. In 2016, China set up a special 10-billion-euros fund to finance the projects.

At the heart of the plan is a “New Silk Road”, a modern transport, trade and economic corridor running from Shanghai to Berlin, via Eastern and Central Europe, running alongside the “Maritime Silk Road”. By the end of June 2018, COSCO had a total of 393 container vessels, ranking in fourth place in the world and first place in Asia, covering 294 ports in 90 countries, according to the company’s website. Bosnia is counting on China for four other projects: the Stanari thermal power plant, the thermal power plants in Tuzla and Zenica, as well as the Banja Luka–Mliniste–Split highway. In 2018, China Machinery Engineering Corporation and Emerging Market Power Fund is also expected to invest in the thermal power plant Gacko 2 in Bosnia’s Serb-dominat-ed entity, Republika Srpska. Once implemented, all these projects, built through Chinese financing and equipped with Chinese technology, will propel China to the top of Bosnia’s admittedly short list of investors and creditors. Source: BIRN
U.K. to Establish a Post-Brexit Port 70 Miles From the Sea

24th September 2018
Source: Port News

The U.K. government aims to address one of the big challenges of Brexit by creating a so-called inland port where imported goods can be checked without causing logjams at the coast, two people with knowledge of the plan said. Her Majesty’s Revenue and Customs is in talks to rent a warehouse at Magna Park in Milton Keynes, about 70 miles (113 kilometers) from the coast and 50 miles northwest of London, the people said, asking not to be identified because the negotiations are private. Goods from the European Union could pass through customs there after the U.K.'s departure from the bloc. HMRC is talking to the owner of the property, Gazeley, about the lease, which is yet to be signed, the people said. A spokesman for the European warehouse developer owned by Singapore’s GLP Pte declined to comment, while an HMRC official said inland customs checks are part of its "business-as-usual" activity.

The government’s plans for the Milton Keynes site come as demand for warehouse space booms in Britain, thanks to e-commerce, which now accounts for a fifth of retail spending excluding groceries. Manufacturers including Rolls-Royce Holdings Plc warn they may be forced to hold more stock if Brexit impacts their supply chains, a trend that would stoke demand for warehousing further. “If Brexit disrupts trade between the U.K. and EU, then supply chains could become less reliable,” said Jon Sleeman, EMEA industrial and logistics director at broker Jones Lang LaSalle Inc. "Some manufacturers or retailers may decide that they need to hold more inventory in the U.K. to cover for this uncertainty. This could lead to requirements for additional warehouse capacity.”

The U.K. and EU are still negotiating a divorce settle-

Egypt’s Suez Canal Authority signs MoU With Portugal’s Port of Sines

21st September 2018
Source: Port News

Chairman of the Suez Canal Authority (SCA) and the Suez Canal Economic Zone (SCEZ) Mohab Mamish signed a memorandum of understanding with the Portuguese Port of Sines. The MoU is intended to strengthen partnerships and exchange expertise and information regarding the field of ports, according to a statement released by the SCEZ on Thursday. The statement continued on to highlight that the agreement was signed during a meeting between Mamish and Portugal’s Minister of Sea Ana Paula Vitorino.

The meeting was held in order to discuss boosting bilateral cooperation in the port sector. During the meeting, Mamish reviewed a number of key mega-national projects implemented by the country, including the underway Suez Canal development corridor. Furthermore, the statement outlined that Mamish invited the Portuguese minister to visit the SCEZ and updated her on the mega-projects currently under construction in the sea, noting that these are being carried out in the industrial zone in Port Said.
Dirty Fuel Won’t be Tolerated, International Shipping Watchdog Says

26th September 2018
Source: Bloomberg

The person charged with overseeing controversial new rules on shipping fuel says he’s growing increasingly confident the regulations will be implemented on time, and that the vast majority of vessel owners will comply. From Jan. 1, 2020, most of the merchant fleet will have to burn fuel containing less sulfur than it does today under rules set out by the International Maritime Organization, part of the United Nations. There’s been some speculation that the regulations might get delayed, since they’re expected to affect everything from oil prices to world trade. The IMO’s not budging. “It’s very important we go forward and give people confidence that the implementation date will go ahead,” Edmund Hughes, head of air pollution and energy efficiency at the IMO’s marine environment division, said in an interview in Singapore.

Both the refining and shipping industries have stepped up their efforts to get ready in the past year, and for that reason Hughes said he’s more confident the industry’s fuel upgrade will be a success. Any delay would damage the IMO’s reputation and credibility as a rule-making body, Hughes said Tuesday at the Asia Pacific Petroleum Conference. It would also create significant uncertainty for all sectors. More than 80 percent of world trade occurs on the world’s oceans, according to the UN, and the IMO’s changes are designed to reduce air pollution that has been linked to health issues including asthma and environmental hazards like acid rain. The rules are also creating an upheaval in the fuel market, causing the price of IMO-compliant fuel to spike, making transport more expensive and threatening to strain the capacity of some refineries.

Shipping trade groups, along with four states where thousands of vessels are registered, are proposing a phased start when the new fuel regime gets underway, citing safety concerns. Under the rules, vessels will have to burn fuel with 0.5 percent sulfur, down from 3.5 percent in most parts of the world today. Alternatively, owners can fit ships with so-called scrubbers to remove the pollutant before it’s emitted. Questions remain, though, as to whether the refining industry can safely produce enough of the correct fuels. The purchase of incompatible fuels could damage ships engines, according to the International Association of Independent Tanker Owners, the trade group known as Intertanko, as well as several companies that own vessels.

New environmental regulations for ‘green shipping’ vision

19th September 2018
Source: International Shipping News

The global shipping industry is under growing pressure to ensure its compliance with looming new environmental regulations, Kitack Lim, secretary-general of the International Maritime Organisation (IMO), has warned.

Lim’s comments were made at the opening of the Hamburg SMM maritime trade fair, one of the world’s most important events of its kind for the shipping industry. As of January 1, 2020, the IMO will mandate members to use fuels with a sulphur content of at most 0.5%, compared to a previous 3.5% limit, when travelling the high seas.

Alternatively, vessels can install so-called “scrubber” exhaust system cleaning technologies to reduce environmental pollution. “The priority for the IMO and the industry is now to implement the new regulatory limits resolutely,” Lim said. Esben Poulsson, the chairman of the International Chamber of Shipping, expressed confidence that the industry would ultimately succeed in becoming more environmentally sustainable. “We will make it, but we will have to work hard,” Poulsson said. He noted that fuels in compliance with the new regulations were not yet universally available and that their exact pricing, a key cost factor for shipping firms, was still unknown.

Caterpillar product manager Frank Starke, representing one of the engineering firms showcasing their products at the fair, cautioned that the jury was still out on what new technologies would be best suited to help achieve the industry’s vision of “green shipping”. Whereas motors could already be powered by hydrogen in principle, questions remained surrounding related security and logistics. Further candidates for less polluting propulsion solutions were battery-powered vessels and liquefied natural gas. Source: Xinhua
SPSCT18 Expert Profile: BLOC – Blockchain Labs for Open Collaboration

26-Sep-2018
Port Technology International

BLOC’s goal is to build a systemic approach to developing technology. It was established to deliver open, collaborative research within the ports, shipping and energy. This means bringing together technology partners to research the power of blockchain and other smart technologies to improve supply chain efficiencies, and at the same time as facing some of the biggest industry challenges head-on. In April 2018, it began a project in collaboration with the World Bank to explore how blockchain and related technologies can help supply chain companies comply with the International Maritime Organisation’s (IMO) 2020 regulations on sulphur emission.

In doing so, it co-authored a report called ‘Blockchain and Emerging Digital Technologies for Enhancing Post-2020 Climate Markets’, in which it delved into detail on the transformative power of blockchain and other smart technologies. Another of its eco-friendly initiatives was the collaboration with GoodFuels Marine, the world’s first supplier of sustainable low carbon marine fuels.

The initiative saw the world’s first bunker delivery and transaction used entirely on blockchain on September 7 2018, as part of the GoodShipping Programme, a scheme that commits shippers to reducing CO2 emissions.

NOSKE-KAESER Maritime Solutions Selected for K130 Batch II Corvettes

24 September 2018
Navy Recognition

The German Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) has commissioned the K130 consortium to build another five K130 Class Corvettes in the second batch. The Hamburg specialist for maritime air conditioning, refrigeration and fire protection systems, NOSKE-KAESER Maritime Solutions, will be supplying the project of the consortium formed by Lürssen Werft GmbH & Co. KG, ThyssenKrupp Marine Systems and German Naval Yards Kiel.

In June of this year Bremen-based Fr. Lürssen Werft, the leading company of the ARGE K130 consortium, commissioned NOSKE-KAESER Maritime Solutions for delivery of the air conditioning, ventilation, refrigeration and fire extinguishing systems. The scope of delivery also includes the heating systems, the CBRN protection system and the warfare agent detection system. In addition to delivery of the individual components, the order also includes installation and commissioning.

NOSKE-KAESER had already successfully taken part in the first batch. In order to guarantee short delivery times and to keep logistical complexity to a minimum, the technology used is substantially based on components installed in the first batch. The exceptions are a few things that have become obsolete or require modification due to technical advancements. They are implemented to comply with current laws and regulations, e.g. the new VDI hygiene regulations. Among others, ARGE K130 relies on the HyFEx® fire extinguishing system specially developed by NOSKE-KAESER. The tried and tested system, approved by the German Navy and the DNV GL classification society, was used in the engine rooms of the first batch of Corvettes and is used on a large number of other naval ships. For refrigeration, a new technology is being employed in cooperation with ENGIE Refrigeration: For the water chillers, low-maintenance and specially low-noise magnetic-bearing
compressors with virtually identical dimensions and fitting dimensions are being used.

NOSKE-KAESER Maritime Solutions is delighted at the trust placed in it by ARGE K130 following successful completion of the first batch and upcoming participation in the production of the second. The traditional Hamburg company is looking forward to good cooperation with the partners.

Cyber Security in the Maritime Domain

14th September 2018
Source: international Shipping News

OCIMF (Oil Companies International Marine Forum) has recently released their new Vessel Inspection Questionnaire (VIQ) that takes effect on 17th of September 2018. With a complete section on maritime security devoted to Cyber Security, this is the first major revision of OCIMF’s VIQ since 2013. OCIMF is checking that cyber security awareness is actively promoted by the company and crew on board. In the VIQ, we can see that training films and crew specific training are mentioned as valid methods to promote cyber security awareness. But also the responsible use of social media is highlighted in the new section, proving that this is a very hot topic in the maritime industry today.

As the world leader in Maritime learning, Seagull Maritime promotes training on cyber security and social media through our comprehensive e-learning platform. With the VIQ coming into effect on 17th of September 2018, we recognise that there will be a huge demand for third party verification of this type of training. Of course, our distance-learning course on cyber security and the diploma that crew members receive is of great assistance when verifying specific knowledge on these subjects.

"Many seafarers have completed all the necessary e-learning modules for applying for a cyber security course diploma but very limited number have submitted an application yet. We highly recommend doing this in order to have their training verified in the best possible way." Ingrid Grønsberg – Manager Course Department, Seagull Maritime AS.

By OCIMF implementing Cyber Security in their VIQ, we believe that this will soon affect other vessel types than tankers. For that reason, we urge all ship-owners to take cyber security seriously and implement good awareness and training programs for all crew members.

Source: Seagull Maritime.

MOL and Rolls-Royce to improve navigational safety of vessels

10th September 2018
Source: Ship Technology

Japan-based shipping company Mitsui O.S.K. Lines (MOL) and Rolls-Royce have jointly conducted a series of tests to confirm the ability of Intelligent Awareness and machine-learning technologies to enhance the navigational safety of vessels. The pilot project was carried out onboard a 165m passenger ferry, named Sunflower Gold. The vessel is deployed to serve Japan’s Akashi Kaikyo, Bisan Seto and Kurushima Straits, which are some of the world’s most challenging routes. It also provides night-time services between Kobe and Oita in Japan.

As part of the test, Rolls-Royce’s Intelligent Awareness sensors, thermal imaging cameras and Light Detection and Ranging (LIDAR) system were installed on Sunflower Gold in April this year in order to provide daytime-like situational awareness of the vessel’s surrounding to the ship’s bridge team. The installation was done as part of a joint development agreement reached between Rolls-Royce with MOL last year. Results from the tests showed that the solutions enabled the navigating officers onboard the vessel to visually detect objects which would otherwise have been hidden at night.
Vietnam to work with Japan in marine plastic waste reduction

22nd September 2018
Source: Vietnam Net

The official highlighted the effective cooperation between Vietnam and Japan in sea and island-related issues, saying his administration has drafted possible contents for cooperation with Japan such as sharing experience in management of maritime environment and resources, sea-based economic development and marine science.

The agency will soon begin building a project on cooperation with Japan in addressing the problem of marine plastic waste.

According to Japan’s estimate, Vietnam ranks fourth worldwide in the amount of plastic waste dumped into the sea, with about 730,000 tonnes each year. Thi said Japan is one of the countries taking the lead in marine plastic waste treatment, noting that the country has showed their praise and support for the initiative to establish a common cooperation framework in East Asia in handling marine plastic pollution.

At the sixth Assembly of the Global Environment Facility (GEF) which took place in Vietnam’s central Da Nang city in June 2018, the Vietnamese Ministry of Natural Resources and Environment (MoNRE) and the VASI proposed a regional project on marine plastic waste, covering contents in which Japan can support the region and Vietnam in particular. The VASI has also proposed programmes to Japan, aiming to enhance collaboration in science and maritime natural resources survey in Vietnam, especially in deep and far waters.

Dr. Nguyen Le Tuan, Director of Sea and Island Research Institute under the VASI said Vietnam has yet to put in place any common framework or specific mechanisms and plans to reduce marine plastic waste. The country also lacks information to assess the impacts of marine plastic waste on the environment, economy, human health and safety and society in coastal areas. However, the country has raised various initiatives and made great efforts in this regard recently.

At the GEF6, Vietnam proposed that East Asian countries build, approve and implement a strategy and action plans on marine plastic waste management in the regional waters; reduce plastic production and tighten the management of the trading and use of plastic products. It also called for applying new technologies to replace plastic products by biodegradable plastics, among others.

The MoNRE has assigned the VASI to coordinate with relevant agencies in realising such initiatives, Tuan said, noting that the Sea and Island Research Institute has also proposed a project on assessing plastic waste in Vietnam, along with countermeasures. The Work Economic Forum (WEF)’s Annual Meeting in Davos, Switzerland in January 2016, heard that by 2050 there could be more plastic than fish in the sea (by weight).

Environmental Lawyers Try to Block Nord Stream 2 Progress

12nd September 2018 by (Marex)

Environmental law organization ClientEarth has filed a complaint to Sweden’s Supreme Administrative Court to halt the construction of a 510 kilometer-long section of the Nord Stream 2 gas pipeline in Swedish waters.

The environmental lawyers argue that the construction documents are incomplete and inaccurate, as they fail to consider the impact the pipeline will have on marine wildlife in the Baltic Sea. The pipeline will link Russia and Germany, supplying Russian natural gas to Europe. It is scheduled to be operational next year and will largely follow the route and technical concept of the Nord Stream pipeline. The new gas pipeline will be able to supply 55 billion cubic meters of gas per year, which will be sufficient to provide 26 million households with heat and electricity every year.
The construction of the pipeline was approved by the Swedish Ministry of Enterprise and Innovation on June 7, 2018. Owned by Russian gas giant Gazprom, the pipeline will run through the Swedish exclusive economic zone. Constructing the pipeline will entail detonating ammunition from the Second World War, currently sitting on the seafloor. Underwater detonations can cause serious harm to protected marine mammals. The harbor porpoise, for instance, is subject to strict protection, as there are only 450 left in the Baltic Sea. According to the experts of the Institute of Oceanography of Gdansk, any negative impacts on even one individual may affect its entire population.

Marcin Stoczkiewicz, Head of ClientEarth's Central & Eastern Europe operations, said: "The investor has disregarded the precautionary principle, which requires that the environment take priority when doubts and potential impacts are being taken into account." ClientEarth additionally claims that Nord Stream 2 threatens the European Union's energy security, making the E.U. more dependent on fossil fuels. Stoczkiewicz says the construction of the gas pipeline will have adverse effects on the development of clean, renewable energy in Central Eastern Europe.

U.S. President Donald Trump has claimed the project will increase Europe's dependence on Russia. However, his critics say that his criticism reflects a desire to promote the sale of U.S. LNG to Europe, and Germany says the pipeline will increase Europe's energy security by avoiding potential supply disruptions via the Ukraine.

Russia, Germany, Finland and Sweden have granted all the permits necessary for construction of the pipeline within their jurisdictions. The national permitting procedure in Denmark is ongoing. In May, ClientEarth submitted a similar complaint in Finland to stop the construction of the pipeline running through Finnish territorial waters. The offshore pipelay vessel Solitaire started the pipelay for Nord Stream 2 in the Gulf of Finland earlier this month. The pipeline along the Baltic seabed will be approximately 1,200 kilometers (750 miles) long, jeopardizing the flora and fauna of the entire maritime area, says ClientEarth.

Greenland Government Agrees to Back Arctic HFO Ban

18th September 2018 by (Marex)

Greenland’s Naalakkersuisut (government) has issued a statement saying that is supports a ban on the use and carriage of heavy fuel oil by Arctic shipping. The Greenland government’s statement, published on the Naalakkersuisut's website says (in translation) that: “Naalakkersuisut has agreed to actively work for a ban on HFO in the Arctic, via the UN International Maritime Organization (IMO). The prohibition must cover both navigation and transport of HFO in the Arctic. Naalakkersuisut's position on the case has awaited an analysis of the socio-economic, environmental and climate consequences for Greenland of a possible ban on sailing on HFO in the Arctic.

Kåre Press-Kristensen, Senior Advisor to the Danish Ecological Council, a member of the Clean Arctic Alliance, said the Alliance applauds Greenland’s position. After Denmark was one of the countries to back the ban, making it the sixth Arctic nation to do so, Press-Kristensen expressed his hope for further collaboration with Greenland in order to gather support for the ban.

Arctic summer sea ice is approximately half the extent it was in the 1970s and half the volume, while the region's strongest sea ice has broken up twice this year, for the first time on record. The Alliance says the use of heavy fuel oil in the Arctic not only increases the risk of devastating oil spills but it also generates higher emissions of black carbon, which exacerbate the melting of both sea and glacier ice. Around 75 percent of marine fuel currently carried in the Arctic is HFO; over half by vessels flagged to non-Arctic states. The Alliance is calling on shipping companies crossing the Arctic - such as Maersk and COSCO - to show industry leadership and move towards cleaner fuels and to commit to decarbonized forms of propulsion in the future.

Annual Global Shark Catch Exceeds One Million Tons

17th September 2018 Grey reef sharks by (Marex)

Fishing pressure on threatened shark populations has increased dramatically in recent years, and consumers should reject shark fin products as a matter of urgency.
say the researchers involved in a newly-published assessment of stocks.

Data suggest that global shark catches now exceed one million tons per year, more than double what they were six decades ago. This over-exploitation now threatens almost 60 percent of shark species, the highest proportion among all vertebrate groups. The study, published in Marine Policy, was conducted by researchers from the Swire Institute of Marine Science at the University of Hong Kong, the Sea Around Us initiative at the University of British Columbia and WildAid Hong Kong.

Both legal and illegal fisheries are driving the over-fishing of sharks which is driven overwhelmingly by the international trade to obtain their fins. Pressure is particularly high in Indonesia where annual catches exceed 100,000 tons of shark a year, says the researchers. India, Spain and Taiwan also play an important role in the catching of sharks and the subsequent sale of their fins in international markets, particularly in Hong Kong, from where many are re-exported. Lead author Professor Yvonne Sadovy from Hong Kong University, says: “Hong Kong is the port of entry for about half of all officially traded dried shark fins globally, importing around 6,000 tons per year in recent years.” A 2017 study showed that 33 percent of shark fins found on sale in Hong Kong’s dried seafood stores were from species listed as Threatened by the International Union for Conservation of Nature (IUCN).

A large proportion of fins comes from sharks caught as bycatch: for example, sharks comprise over 25 percent of the total catch in longline tuna and billfish fisheries in multiple countries. While there are ways to mitigate biologically unsustainable or environmentally harmful shark bycatch, ranging from temporal and spatial measures to gear modifications, there is very little evidence of fisheries management authorities or industry insisting on rapid adoption of such methods. Indeed, bycatch mitigation measures may well be resisted if bycatch consists of sharks for which fins can be sold.

"Ensuring truly sustainable shark fisheries and shark fin trade remain a far-off pipe dream. Simply put, around a quarter of all shark species are hurtling towards extinction,” said Alex Hofford, Wildlife Campaigner at WildAid Hong Kong.

IWC Rejects Japan’s Commercial Whaling Bid

15th September 2018 by (Marex)

The International Whaling Commission has rejected Japan’s bid to end the global moratorium on commercial whaling. At this the 67th meeting of the IWC, Japan advanced a set of recommendations calculated to undermine the prohibition on commercial whaling agreed to in the 1980s. These included proposals to establish a Sustainable Whaling Committee and a process to determine catch limits for what Japan calls “abundant whale stocks/species.”

With no consensus on the proposal, Japan pushed for a vote on its package, which required a three-quarter majority to pass but only achieved 27 votes in support with 41 countries voting against and two abstentions.

Australia was the first country to rebut Japan’s proposals, describing commercial whaling as “a business proposition against which many parties hold legitimate environmental and welfare concerns.” Countries including Iceland, Nicaragua, Senegal and Norway spoke in support of the proposal claiming that the IWC would be dysfunctional if it did not approve it. Countries including Australia, Argentina and the IWC’s 24 European Union member states defended claims of dysfunctional: "disagreement does not mean dysfunction" said Australia’s Commissioner, Nick Gales.

Alexia Wellbelove, Senior Program Manager at Humane Society International in Australia commented: “The IWC has a large, expanding and impressive marine conservation agenda, bringing countries together to find ways to protect whales from problems like bycatch and pollution. Against that important and urgent backdrop, Japan’s pro-whaling ambitions look regressive and vastly out of step with enlightened global efforts to act as stewards for the world’s largest mammals. It’s clear from exchanges this week that those countries here fighting for the protection of whales are not prepared to have the IWC’s progressive conservation agenda held hostage to Japan’s unreasonable whaling demands.”
The World Maritime Day (WMD) is celebrated every year in the last week of September in the ambit of International Maritime Organization (IMO) to highlight the contribution of international maritime industry to the World Economy, draw attention towards importance of shipping, maritime security and marine environment. This year WMD was celebrated on 27 September 2018. Pakistan being the member of IMO also actively participated in Maritime Day celebrations by holding various activities like seminars, workshops and maritime awareness Mela etc. This year’s theme for WMD chosen by IMO was “IMO 70: Our Heritage- Better Shipping for a Better Future”. The theme was indicative of 70 years of establishing IMO and convey the message to the nations that better shipping would result in better future for maritime sector.

The day also provides an opportunity to take stock of the achievements in the past, at the same time to look forward for addressing the current and future challenges in shipping domain for sustainable growth. Events such as World Maritime Day play a key role in creating awareness amongst general public and highlight the contribution of Maritime sector in national as well as to global economy. Pakistan being a maritime nation could not exploit this sector fully to accrue its benefits to the national economy. The important maritime industries like mercantile marine, fisheries, port infrastructure, shipbuilding & ship-breaking, renewable energy resources and tourism etc could not be fully developed to exploit their full potential. In Pakistan, while Ministry of Maritime Affairs (MoMA) being the central administrative authority plays the leading role for development of Maritime sector by providing policy guidelines, Pakistan Navy has always remained at the forefront to highlight the importance of the maritime sector development.

In order to fully harness the benefit of maritime potential of Pakistan, the Government needs to lay focused attention and introduce more investment friendly policies to attract private investment. The present economic situation of the country is also compelling us to develop Maritime sector by introducing latest trends in the maritime industrial technology through implementing International policy guidelines and working closely with organizations like IMO. Maritime sector, if exploited with right patronage and clear vision can provide us much needed economic prosperity.