HMT WEEKLY

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Damaged North Sea Tanker Sold and Sent to Turkey for Repairs, Not Recycling

The medium-range tanker Stena Immaculate, severely damaged in a March collision in the North Sea, has been sold and arrived in Tuzla, Turkey, for repairs.

The 49,700 dwt tanker, operated by Stena Bulk under the U.S. flag, caught fire after being struck by the feeder container vessel Solong while anchored off the U.K. coast earlier this year. The impact ruptured one of the cargo tanks, leading to a multi-day fire and a major emergency response involving multiple rescue assets and environmental protection units. Following months of lay-up in British waters, the vessel departed in late September and was later confirmed to have reached Turkey on 21 October. Stena Bulk confirmed that the ship had been sold but emphasized that the buyer intends to repair and return it to service, not dismantle it for recycling. Around the time of its departure, the tanker was reflagged from the United States to Malta, signaling its exit from Stena Bulk's U.S. tanker program, which will now be covered by a replacement vessel. Meanwhile, the Solong, which also suffered extensive fire damage, was towed to Scotland for initial salvage and later sold for recycling and transferred to Belgium. U.K. authorities have since raised concerns about Solong's watchkeeping practices, noting that poor visibility and inadequate lookout contributed to the collision.

Seaway Hawk Arrives in Abidjan with 12,000-Tonne Floating Dock

The semi-submersible heavy transport vessel Seaway Hawk, operated by Seaway7, has arrived at the port of Abidjan, Côte d'Ivoire, after sailing from Batam, Indonesia.
The vessel transported a 12,000-tonne floating dock for Carena's shipyard. According to Seaway7, the loading operation was completed in Batam in mid-September, and the vessel departed shortly afterward. According to the ship tracing service, Seaway Hawk arrived in Abidjan on 19 October 2025 after a voyage of approximately 30 days. The floating dock is being prepared for discharge at Carena's shipyard facility in Abidjan.
The Seaway Hawk sails under the Norwegian International Ship (NIS) flag.

Saipem Secures USD 135 Million in Offshore Drilling Contracts

Scarabeo 9 (Image source: Saipem)

Saipem has strengthened its global offshore drilling orderbook with USD 135 million worth of new and extended contracts across West Africa, the Mediterranean, and the Far East.

Saipem S.p.A. has reinforced its offshore drilling portfolio with new contracts and extensions valued at approximately USD 135 million, strengthening its operational presence in West Africa, the Mediterranean, and the Far East. The Italian engineering and offshore services company announced the developments on 21 October 2025, noting that these awards further consolidate its role as a leading provider of deepwater drilling solutions for international operators. Among the key awards, the seventh-generation drillship Santorini will continue operations offshore Ghana and Côte d'Ivoire under new commitments from Eni Ghana Exploration & Production Limited and Eni Côte d'Ivoire Limited. The extension ensures operational continuity before Santorini begins its next drilling campaign in the Mediterranean. The Deep Value Driller, another seventh-generation drillship operated by Saipem under a bare-boat charter, has successfully completed its Ghana campaign for Eni Ghana. The rig is now mobilising to Indonesia for a new assignment with Eni Ganal Deepwater Limited, with operations expected to start by the end of 2025. Meanwhile, the semi-submersible rig Scarabeo 9 has transitioned from a recently completed project in Egypt for Burullus Gas Company to a new contract in Libya with Eni North Africa BV. This extension is expected to keep the unit active into early 2026. Through these new contracts, Saipem continues to demonstrate the competitiveness of its drilling fleet and its operational reliability in complex offshore environments. The company highlighted its ability to provide flexible and high-performance solutions tailored to major energy operators' evolving needs. Saipem currently operates 17 offshore construction vessels and 12 drilling rigs (9 owned) across more than 50 countries, employing around 30,000 people representing over 130 nationalities. The company's business is organised into five strategic lines: Asset Based Services, Drilling, Energy Carriers, Offshore Wind, and Sustainable Infrastructures.

GPO EMERALD Carries Giant 6,000-Ton Hydra Fish Pen from Turkey to Norway

Image credit: Tufan Ç / LinkedIn

The semi-closed fish-pen unit Hydra, built for Norwegian salmon producer Nordlaks at Turkey's Gemak Altınova Shipyard, has been loaded onto the semi-submersible heavy-lift vessel GPO EMERALD for transport to northern Norway.

The loading operation took place on 22 October 2025. Hydra weighs approximately 6,000 tonnes and measures 72 metres in outer diameter and 60 metres in inner diameter, with a total volume of 86,700 m³. The unit is designed to hold up to 3,120 tonnes of salmon biomass under a semi-closed containment concept. According to Nordlaks communications advisor Kolbjørn Hoseth Larssen, the Hydra was loaded by a rail system onto the deck of GPO EMERALD, where it was welded in place for secure transport. The voyage to Norway is expected to take several weeks. Once installed in 2026, Hydra will serve as a semi-closed fish-farming system with solid walls extending 20 metres below the surface to block sea-lice ingress, combined with a roof cover and controlled water-exchange system.
The semi-submersible heavy-lift vessel GPO EMERALD (IMO 9760457) sails under the flag of the Marshall Islands. Her length overall (LOA) is 225 metres, and her beam (width) is 48.05 metres. The vessel is part of the GPO Heavylift fleet and specializes in transporting large offshore modules and floating structures worldwide.

> The 6,000-tonne Hydra fish-pen unit built at Gemak Altınova Shipyard for Nordlaks has been loaded onto the semi-submersible heavy-lift vessel GPO EMERALD for transport to Norway.

JSI Alliance Strengthens Iberian Presence with New Office In Spain

Photo source: JSI Alliance

The JSI Alliance—formed by Jumbo Shipping, SAL Heavy Lift, and Intermarine—has entered a new growth phase in Spain, expanding both its fleet capacity and service portfolio to support the Iberian and North African markets.

As part of its regional expansion strategy, the alliance has opened a new representative office in Bilbao, northern Spain, aiming to enhance operational efficiency and customer proximity. The office will coordinate directly with Noatum Maritime Services, JSI's local partner, to provide end-to-end heavy-lift and project cargo logistics solutions, including port handling, chartering, and engineering support.

The initiative coincides with the introduction of JSI's Orca-class heavy-lift vessels, designed for next-generation offshore wind and industrial modules. Several of these fuel-efficient and hybrid-ready ships are expected to operate regularly in Iberian waters, linking Spain with key European, Middle Eastern, and transatlantic routes.

A company spokesperson said that the move represents "a strategic step in expanding our footprint across southern Europe, improving service response times, and supporting growing renewable and industrial project cargo demand."

JSI Alliance currently operates a fleet of around 75 heavy-lift and multipurpose vessels, combining Jumbo's project-lifting expertise, SAL's global engineering network, and Intermarine's Americas-based liner services. The alliance's model integrates ocean transport, technical lifting solutions, and onshore logistics management under a unified framework.

Through this expansion, JSI Alliance is positioning itself to capture increasing offshore energy and infrastructure logistics demand in the Mediterranean and North Atlantic corridors—sectors expected to grow steadily over the next decade.

BigLift Shipping's Happy Ranger Transports 52-Metre Feadship "Ice Bear" from Florida to Rotterdam

Rotterdam, October 2025 — Dutch heavy-lift specialist BigLift Shipping has completed the transatlantic transport of the 52-metre Feadship motor yacht "Ice Bear" from Port Everglades, Florida, to Rotterdam, the Netherlands, aboard its R-Type vessel Happy Ranger.

The yacht was loaded in Port Everglades using the vessel's two 400-ton Huisman cranes, which can be combined for lifts of up to 800 tons.

Upon arrival in Rotterdam, the discharge operation was conducted onto a barge in cooperation with Mammoet and Oceanco. The yacht is now en route to Oceanco's shipyard, where it will undergo work under the company's Life Cycle Support program, which provides refits and upgrades for existing superyachts.

Steelwind Nordenham Ships 2,182-Tonne Monopile on Boskalis' Mighty Servant 1

Steelwind Nordenham has shipped a 2,182-tonne, 119-meter monopile aboard Boskalis' Mighty Servant 1.

German offshore foundation manufacturer Steelwind Nordenham GmbH has successfully loaded one of its largest-ever monopiles — weighing 2,182 tonnes, measuring 119 meters in length, and 10 meters in diameter — onto Boskalis' semi-submersible heavy-lift vessel Mighty Servant 1.

According to Steelwind's technical data, the company can produce monopiles of up to 2,800 tonnes in weight, 120 meters in length, and 11.5 meters in diameter, ranking among the largest manufacturers in the global offshore wind industry.

The vessel is currently en route to the U.S. East Coast, with arrival in Providence, Rhode Island, expected around 29 October 2025.

The Mighty Servant 1, operated by Dutch heavy-lift specialist Boskalis, is one of the most capable semi-submersible vessels in the offshore transport sector.

Principal particulars:
Length overall: 190.03 m
Breadth moulded/max: 50.00 m
Depth: 12.00 m
Draft submerged at FPP/APP: 21.38 / 26.00 m
Deck space (L × W): 150.00 × 50.00 m
Deadweight: 40,910 t

The ship's semi-submersible design enables float-on/float-off operations for ultra-large cargoes such as monopiles, jackets, and floating foundations — making it a critical link in the transatlantic offshore wind supply chain.

Pioneering Spirit Completes 11,600-Tonne Eider Alpha Topsides Removal in the North Sea

Allseas' record-setting heavy lift vessel Pioneering Spirit has completed the single-lift removal of the Eider Alpha topsides, weighing approximately 11,600 tonnes, from the northern North Sea. The operation marks the beginning of a major series of dismantling projects for TAQA UK's North Sea decommissioning programme.

The Eider platform is the first of four TAQA-operated platforms—including Tern Alpha, North Cormorant, and Cormorant Alpha—to be removed under Allseas' engineering, preparation, removal, and disposal (EPRD) contract for the Northern North Sea (NNS) assets. The removal followed several years of detailed engineering and a three-month offshore preparation campaign executed by the construction support vessel Oceanic.

The Eider lift demonstrates Pioneering Spirit's advanced capability to perform large-scale single-lift operations safely and efficiently, even in harsh offshore conditions. Its state-of-the-art motion compensation system and twin-bow stability design ensured controlled operations throughout the lift.

Following removal, the topsides were safely delivered to the AF Environmental Base in Vats, Norway, where dismantling and recycling are being carried out in line with TAQA's 97% reuse and recovery target.

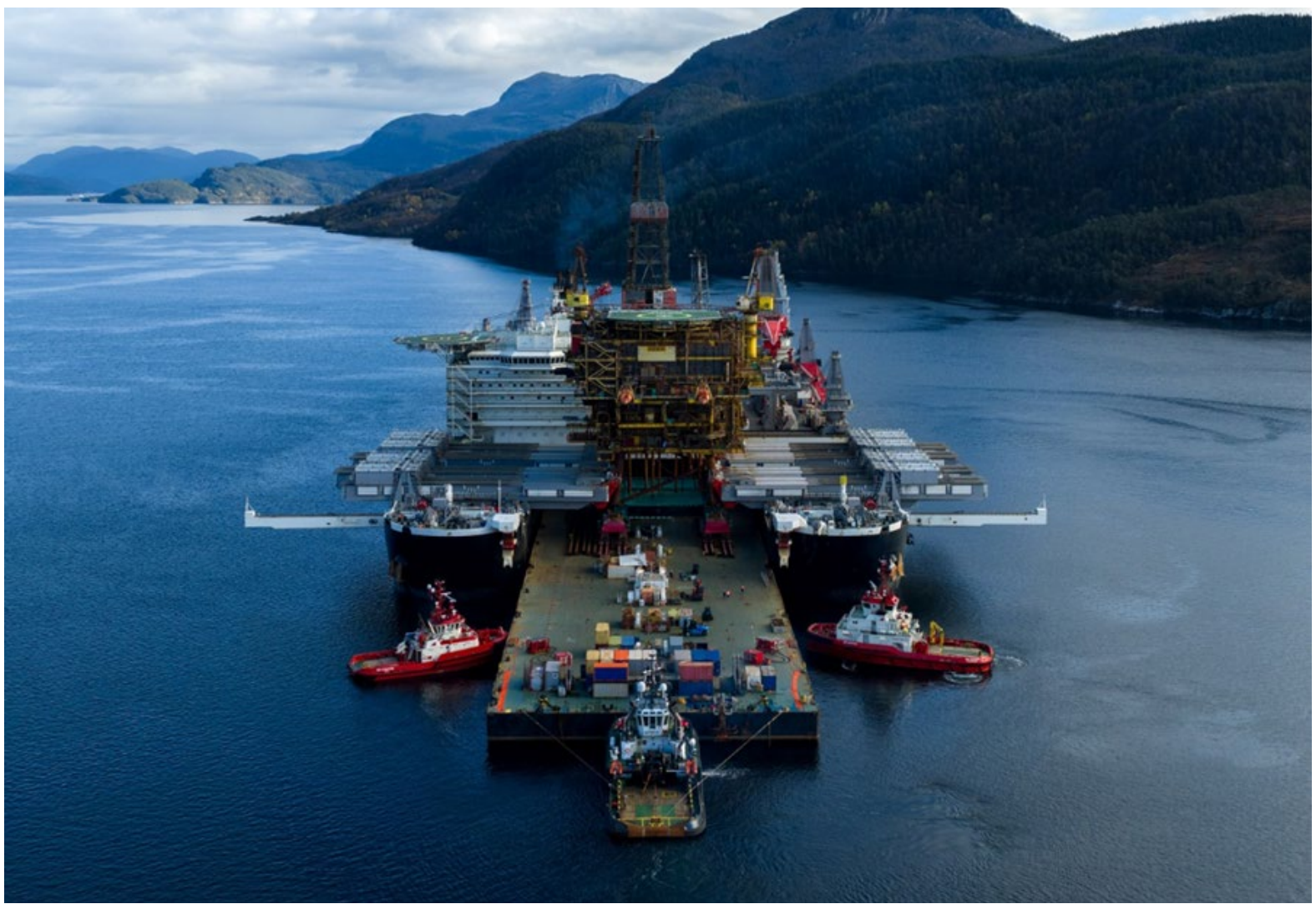

Image source: Allseas

The Eider project forms part of Allseas' long-term collaboration with TAQA on UK North Sea decommissioning works.

The NNS decommissioning contract—the largest of its kind in the UK, covering over 120,000 tonnes of offshore infrastructure—underscores Allseas' leadership in sustainable offshore dismantling. Additionally, TAQA UK has awarded Allseas the EPRD contract for the 33,000-tonne Brae Alpha platform in the UK Central North Sea.

The Eider removal concludes a productive year for Pioneering Spirit, which by the end of 2025 will have lifted and transported over 80,000 tonnes of offshore infrastructure across the oil, gas, and wind sectors.

RollDock Storm discharging the MCB-1 and SS-06 modules for INEOS Project ONE at Antwerp. (Image: captured from a PSA Belgium LinkedIn video)

RollDock Storm Delivers Petrochemical Modules for INEOS Project ONE

The heavy-lift vessel RollDock Storm has successfully discharged two major prefabricated modules — the Marine Control Building (MCB-1) and Substation (SS-06) — at PSA Breakbulk Terminal in the Port of Antwerp-Bruges, Belgium. The components were delivered for INEOS Belgium's Project ONE, one of Europe's most advanced petrochemical investments.

The operation was carried out in collaboration with Felbermayr, which deployed two SPMT combinations totaling 100 axle lines to transport the units from the vessel to the storage yard. Each module measured up to 70 meters in length and 9.7 meters in height, and was moved using special support beams and dredging mats to ensure safe handling.

RollDock Storm, operated by RollDock Shipping BV, belongs to the ST-Class — the second generation of dock-type semi-submersible heavy-lift transport vessels built by Flensburger Schiffbau-Gesellschaft (FSG) in Germany. At 151.5 meters in length, the ST-Class vessels feature an enlarged cargo hold and advanced ballast system enabling flexible loading at any quay height. The stern ramp allows Ro-Ro cargo up to 4,500 metric tons per unit, while twin deck cranes can each lift 350 mt — or 700 mt in tandem operations. The vessels can submerge up to 12.5 meters for float-on/float-off loading, and with a draft of 5.67 meters, remain suitable for shallow-water ports. RollDock Storm has been in operation since 2014.

The modules were offloaded as part of PSA Breakbulk's Project Cargo Ecosystem, a logistics framework jointly managed with Felbermayr and Haeger & Schmidt Logistics. The initiative provides a single-point solution for high-end project cargo handling — covering loading, storage, consolidation, and value-added services.

ZPMC Ships Port Cranes to Türkiye, Croatia, and Thailand

ZPMC has recently completed the shipment of multiple batches of advanced port handling equipment from its Shanghai base to major international ports in Türkiye, Croatia, and Thailand, reinforcing its position as the world's leading heavy port machinery manufacturer.

According to the company's announcement, the vessel Zhenhua 25 delivered three quay cranes to the EVYAP Terminal in Türkiye and two quay cranes to the AGCT Terminal in Croatia, aimed at improving port handling efficiency and overall operational capacity in both regions.
In another major delivery, Zhenhua 12 transported seven automated rubber-tired gantry cranes (RTGs) to Hutchison Thailand's Laem Chabang Terminal, marking the final shipment for that project.
The cranes are powered by a hybrid system combining conductor rails and lithium-battery technology, designed to lower emissions while increasing precision and energy efficiency. Equipped with ZPMC's proprietary intelligent control systems, these next-generation cranes are expected to bring faster, safer, and greener operations to Thailand's Eastern Economic Corridor (EEC).

Sarens Rapidly Mobilises to Execute Load-Out of Five Modules for FPSO P-79 in Brazil

Sarens completes the load-out of five modules (1,400–4,000 t) for FPSO P-79 at Estaleiro EBR, Brazil. (Image: Sarens)

Belgian heavy-lifting and transport specialist Sarens NV has successfully completed the load-out of five large modules destined for the FPSO P-79 at the Estaleiro EBR shipyard in São José do Norte, Brazil.
The project began following a client request on 15 March 2024, with a proposal submitted on 27 March and the contract signed by 3 April. Sarens then mobilised its fleet aboard a vessel departing on 24 June and achieved on-site presence by 1 August.
Facing a demanding schedule and challenging logistics — with the shipyard accessible only by boat or ferry and exposed to strong winds, rain, and cold weather — Sarens deployed 136 axle-lines of SPMTs (Self-Propelled Modular Trailers), 8 Power-Pack Units (PPUs) and 20 load cells to transport modules weighing between approximately 1 400 tonnes and 4 000 tonnes. The SPMTs remained on site for 45 days to complete the load-out operations.

The operation involved close collaboration among teams from Sales, Engineering, Contract Management, and Field Operations, with equipment and specialists mobilised from Norway, the UK, and Belgium.

GEODIS Executes Complex Heavy-Lift Project from Spain to UAE

GEODIS' Project Logistics division in the United Arab Emirates has successfully completed the transport of two oversized industrial coolers, each weighing approximately 200 tons, from Bilbao, Spain, to Abu Dhabi, UAE.
The operation presented significant challenges due to the heavy weight and large dimensions of the units, combined with the need to navigate Bilbao's narrow access channel to a private jetty for load-out. These factors required precise engineering coordination and advanced logistics planning.
According to GEODIS, the project involved the use of specialized lifting, stowage customization, and reinforced cargo securing systems to ensure safety and stability throughout the sea transport. Every phase of the project emphasized reliability and efficiency, with a focus on minimizing operational risk.
The logistics company reported that the operation was completed on time and delivered cost efficiencies estimated at around 30% for the client.

Wagenborg Successfully Positions Massive Lock Gate in Eemshaven Basin for Testing

Royal Wagenborg has marked a significant milestone in a major European infrastructure project by successfully positioning a massive lock gate in the basin at the port of Eemshaven, the Netherlands.
The operation follows the transport of the structure from Emden, Germany, and shifts the project into its next testing phase.
The lock gate was transported aboard the company's barge Wagenborg Barge 10 from Emden to Eemshaven, supported by Wagenborg's tugboats.
Upon arrival in Eemshaven, the structure was lifted from the barge and placed into the water within the terminal basin, where it will undergo testing ahead of its installation at the new lock facility in Brunsbüttel, Germany.
The operation highlights Wagenborg's integrated capabilities in heavy transport, towage and terminal handling.
With increasingly complex infrastructure projects commissioning across Europe, the company says this project underscores its "ability to deliver complex maritime logistics solutions by combining towage, heavy transport, and terminal services."
Testing at the Eemshaven basin is intended to validate the gate's functionality and reliability before final installation in the German lock complex. The successful positioning at sea level within the basin is the latest in a sequence of milestones for what is described as a "complex and carefully coordinated infrastructure project."

INPEX Seeks Drilling Rig for Kertang Prospect in Malaysia

Japan's INPEX Malaysia E&P 2A Limited is preparing to advance exploration at the Kertang gas prospect

Image source: Inpex

INPEX Malaysia E&P 2A Limited, the operator of Malaysia's offshore Block 2A, is currently seeking a drilling unit to support upcoming exploration activities at the Kertang gas prospect off the coast of Sarawak.

According to project information, Oil-Gas Lang-Perdana indicates that INPEX and its partners — PETRONAS Carigali Sdn. Bhd., Seascape Energy Asia plc, and Petroleum Sarawak Berhad (PETROS) — are in the market for a semisubmersible or drillship to carry out drilling site tests in the southwest part of Block 2A. The work is part of the ongoing exploration phase under the Block 2A Production Sharing Contract (PSC), which covers offshore acreage in Malaysia's North Luconia Basin. The activity aims to evaluate drilling locations and technical conditions for future exploration wells.
Block 2A is operated by INPEX Malaysia E&P 2A Limited, with PETRONAS Carigali, Seascape Energy Asia, and PETROS as joint venture partners. The Kertang structure has been identified as a key target within the block.
No official drilling timeline has been released, and the operator is currently focused on the procurement process and technical site preparations.
Block 2A is located offshore Sarawak, while the Bintulu LNG complex lies onshore in the same region.

KLN Advances Libya's Wellhead Platform A Project

KLN Logistics Group Limited has reported significant progress on the Wellhead Platform A (WHPA) project in Libya's offshore Bahr Essalam field. The project, one of the largest offshore Engineering, Procurement, Construction and Installation (EPCI) developments in the Mediterranean Sea, marks a major step in strengthening Libya's energy infrastructure.
Undertaken through KLN's industrial project division, the contract exceeds HK$10 billion in value and involves the full EPCI scope for Mellitah Oil & Gas Company. The fabrication of key components, including the topside, jacket, and living quarters, reached its "first-cut" milestone in mid-2025, signalling the transition from design to major construction for the 20,000-ton offshore gas platform.
KLN's team continues to oversee engineering, procurement, and logistics operations, ensuring quality and adherence to schedule toward the planned 2027 completion. Marco Oriolo, CEO of Global Industrial Projects at KLN Project, said the company remains proud of the project's momentum and focused on safe, efficient delivery.
The WHPA development will enhance Libya's offshore gas production capacity and support regional energy supply routes to Europe. It also demonstrates KLN's growing capability in managing large-scale, integrated offshore and energy projects across the Middle East, Africa, and Asia.

SBM Offshore Expands Fast4Ward Program with New Hull Agreement at COSCO

SBM Offshore has taken another step to strengthen its Fast4Ward program by signing a Memorandum of Agreement (MOA) with COSCO Shipping Heavy Industry for the construction of a new standardized FPSO hull. The agreement marks an expansion of SBM Offshore's long-term collaboration network in China, adding COSCO to its existing partnerships with Shanghai Waigaoqiao Shipbuilding (SWS) and China Merchants Heavy Industry (CMHI).
The new hull will be built under SBM Offshore's Fast4Ward® design concept, which standardizes FPSO hulls to accelerate project delivery schedules and lower construction costs. The MOA is expected to transition into a full shipbuilding contract shortly after the Chinese New Year in 2026, according to company sources familiar with the process.
SBM Offshore currently has two unallocated Fast4Ward hulls under construction, which have not yet been assigned to specific FPSO projects. The addition of another hull underscores the company's strong project pipeline and its expectation of further FPSO contract awards in the near future.
Following the announcement, SBM Offshore's shares rose around 2% on the Amsterdam stock exchange, reflecting investor confidence in the company's long-term growth prospects and continued demand for floating production systems.
The Fast4Ward® initiative, first introduced by SBM Offshore in 2016 with the first hull order placed in 2017, has become a key component of the company's strategy to improve the efficiency and predictability of FPSO development. By ordering standardized hulls ahead of specific project awards, SBM Offshore maintains a rolling inventory that allows it to accelerate project delivery once new FPSO contracts are signed, while aiming to reduce overall costs and schedule risks in an increasingly competitive offshore market.

Vantage Drilling Terminates Platinum Explorer Contract

Platinum Explorer drillship (Photo source: Vantage Drilling)

Vantage Drilling International Ltd. has terminated a contract for its drillship Platinum Explorer following changes in economic sanctions that made the contract's performance unlawful.
According to the company, the cancelled project had been planned as a roughly 260-day drilling campaign. It originated from a conditional letter of award earlier this year and was scheduled to begin in the first quarter of 2026.
Vantage stated that the sanctions developments directly affected the agreement's legal enforceability, leading to immediate termination. The company confirmed that the campaign will be removed from its 2026 backlog.
The termination highlights the potential impact of international sanctions on offshore drilling contracts. Legal and compliance teams across the industry are reviewing exposure to similar regulatory changes before executing new agreements.
The company did not disclose the client involved in the contract and did not specify the operational region where the campaign was expected to take place. The case illustrates how sanctions adjustments can disrupt offshore drilling projects even after conditional awards have been issued.

Pharos Energy Launches Six-Well Drilling Campaign Offshore Vietnam

UK-listed Pharos Energy has officially started a six-well drilling campaign at its offshore Vietnamese assets in Blocks 16-1 and 9-2, with total capital expenditure of approximately US$ 36 million and plans to complete by mid-2026.

Operations began on 18 October with the first infill well on the H1 fault block of the Te Giac Trang (TGT) field, located in Block 16-1. The campaign comprises four wells at TGT (three infill wells and one appraisal well) and two wells at the Ca Ngu Vang (CNV) field in Block 9-2 (one infill, one appraisal).
Pharos has contracted two jack-up rigs from Borr Drilling: the GunnLod will carry out the TGT campaign, while the Thor will operate at CNV. At TGT, the first H1 infill well is scheduled to take around 28 days; the rig will then move to H5, followed by an appraisal well (TGT-18X) expected in early December with an estimated duration of about 40 days. The final TGT infill well, TGT-H4, will complete the slate with drilling expected to finish in the first half of 2026.
For CNV, the Thor rig is mobilising in early November, with drilling of the CNV-8P infill well expected to commence mid-November and take roughly 90 days. The subsequent CNV-5X appraisal well, targeting the northern section of the field, is planned to start in mid-February and continue for about 108 days.
Pharos states that all six wells can be tied into existing infrastructure immediately upon completion, enabling any successful wells to bring incremental production on-stream quickly. CEO Katherine Roe commented: "We are delighted to begin our six-well infill and appraisal drilling programme in Vietnam. This important and material campaign is designed to drive significant production growth from 2026 onwards."

Image source: Petrojet

Petrojet Secures $1 Billion EPC Contract

Petrojet and Arkad secure a $1 billion EPC deal for Algeria's Hassi Bir Rekaiz oilfield, signaling stronger regional cooperation in North Africa's energy sector.

Egypt's state-owned engineering firm Petrojet has won an engineering, procurement, and construction (EPC) contract worth nearly $1 billion for Phase 2 of Algeria's Hassi Bir Rekaiz oilfield. The project, awarded in partnership with Saudi Arabia's Arkad Engineering & Industries, marks one of the largest upstream awards in North Africa this year. Located in the Berkine Basin of eastern Algeria, the Hassi Bir Rekaiz field is operated by Sonatrach and its joint-venture partners. The second-phase development includes drilling new wells, building central processing facilities, flowlines, and export pipelines to expand the field's production capacity.

Petrojet's success underscores the growing role of regional EPC contractors in Africa's oil and gas sector, as Algeria increases investment to boost output and modernize its infrastructure. The contract is Petrojet's largest international award to date and reflects the company's ambition to strengthen its presence across North Africa and the Middle East. The project comes as Algeria pushes to attract new foreign investment into its upstream sector after several years of under-investment. Industry analysts say the development could significantly contribute to Algeria's production goals and its long-term energy export strategy. For Arkad, the deal adds another milestone in its expanding international portfolio. Both firms are expected to mobilize teams in Algeria later this year, with construction set to run for about three years. The award demonstrates Algeria's focus on regional partnerships rather than relying solely on Western contractors, while also highlighting the competitiveness of Middle Eastern EPC companies in African oil projects. Petrojet's performance on this high-value project will be closely watched, as successful execution could lead to further contract opportunities in Algeria, Libya, and neighboring markets.

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Delivery of Turkish Methanol-Fueled Subsea Vessel Postponed

A new methanol-fueled subsea vessel under construction in Turkey has encountered delivery delays. The 100-meter vessel, Viking Vigor, was originally slated for completion and handover in early 2026. Upon delivery, the ship is intended for a three-to-five-year charter with Reach Subsea.

The vessel is being built at Sefine Shipyard in Turkey and features a methanol propulsion system, marking a significant step toward decarbonization in offshore and subsea operations. However, recent construction setbacks have pushed the delivery schedule back, according to industry sources familiar with the project. While the postponement highlights the growing challenges of delivering new-generation vessels on time, the Viking Vigor remains a key development for the offshore industry's transition to low-emission marine technologies.

Petrofac Marks Final Voyage of Northern Endeavour FPSO

Northern Endeavour FPSO (Image courtesy of Petrofac)

Petrofac has marked the final voyage of the Northern Endeavour FPSO to Singapore, concluding a 26-year operational history.

After 26 years in operation, the Northern Endeavour floating production storage and offloading (FPSO) vessel has departed from the Australian oilfields it served for decades, setting sail for Singapore — the same port where it was originally built more than 30 years ago.

The vessel's departure marks a major milestone in one of Australia's most complex offshore decommissioning campaigns, led by Petrofac under the Commonwealth's Northern Endeavour Decommissioning Project. Josie Phillips, Petrofac's Regional Director for Asia Pacific, noted that only a few weeks of final work remain to complete the project, praising the combined effort of Petrofac's teams and supply-chain partners. "Together, we've built up strong capability in local decommissioning, positioning Petrofac for future late-life asset management projects," she said. Offshore Installation Manager Brendan White added that the operation's completion carried mixed emotions, having worked with the vessel for 25 years. "It's satisfying to see the project through with such an incredible team," he said.

Key Alaska LNG Pipeline Study to Wrap Up by Year-End, Reuters Reports

According to a report by Reuters, the US Department of the Interior plans to conclude a major engineering and cost study for the proposed 800-mile (1,287 km) Alaska natural-gas pipeline by the end of this year.

The pipeline, part of the Alaska LNG Project, would carry natural gas from Alaska's North Slope to the Gulf of Alaska for export as liquefied natural gas (LNG). The study, a Front-End Engineering and Design (FEED) block commissioned by the developer Glenfarne Group in partnership with the state-owned Alaska Gasline Development Corporation (AGDC), is being carried out by Australian engineering firm Worley. Doug Burgum, the US Interior Secretary, said at a trade event that the FEED study is expected in December 2025 and that the forthcoming results "should be coming out this year." Depending on the outcome of the FEED study, a final investment decision (FID) is being considered for 2025. The pipeline project has received renewed emphasis under the current administration, with proponents citing its potential to increase Alaska's gas production and LNG exports. However, the project still faces economic, technical, and environmental challenges.

Petrobras Receives IBAMA Approval to Drill Exploratory Well in Brazil's Equatorial Margin

Drilling rig NS-42 (ODN-II) will be used for drilling in the Foz do Amazonas region

Rio de Janeiro, 20 October 2025 — Petrobras has received environmental authorization from Brazil's regulator IBAMA (Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis) to carry out exploratory drilling in Block FZA-M-059, located in the Foz do Amazonas region of Brazil's Equatorial Margin, near the mouth of the Amazon River. The approval allows Petrobras to begin drilling an exploratory well aimed at gathering geological information and assessing the hydrocarbon potential of the area. At this stage, the campaign remains focused on research and data acquisition, with no immediate plans for production activities, according to Petrobras and IBAMA. Drilling operations are expected to start soon and last approximately five months, as part of the company's broader strategy to expand offshore exploration in northern Brazil. The authorization follows Petrobras' completion of a Pre-Operational Assessment (APO) in August 2025 — a required step in Brazil's environmental licensing process — and was granted after regulators reviewed emergency response and safety preparedness. The decision ends several months of delay that left Petrobras' contracted drillship idle while awaiting the environmental permit. According to local industry reports, the wait is estimated to have cost around US $34 million in standby day-rate expenses, reflecting the high operational costs of maintaining offshore readiness. The new authorization now enables Petrobras to move forward and resume its northern offshore exploration campaign. While the project marks a milestone for Brazil's offshore energy ambitions, it continues to draw scrutiny from environmental organizations concerned about potential impacts in the Amazon delta. Petrobras emphasized that all activities will be conducted "in strict compliance with environmental and operational safety standards."

Jan De Nul Orders What Will Become the World's Largest Cable-Laying Vessel

Jan De Nul launches its newest cable-laying vessel (Image courtesy of Jan De Nul)

Belgium-based marine contractor Jan De Nul Group has placed an order at China Merchants Heavy Industry (Haimen) for an extra-large cable-laying vessel (CLV) that will have a cable-carrying capacity of 28,000 tonnes, positioning it as the largest of its kind in the global market.

Inside details show the vessel will feature three cable carousels (two on deck, one below deck) and a large hold for fibre-optic cables, enabling the simultaneous laying of up to four cables. It is designed to operate in ultra-deep waters down to 3,000 metres and to manage cable tensions up to 150 tonnes. On the environmental front, the vessel will incorporate Ultra-Low Emission vessel (ULEv) technology with a diesel particulate filter (DPF) and selective catalytic reduction (SCR) system, reducing nanoparticle emissions by up to 99 %. It will also be equipped for hybrid power, including a 2.5 MWh battery and compatibility with bio-fuel and green methanol. Jan De Nul commented that the investment underlines its commitment to the renewable-energy transition and to supplying cutting-edge assets for the inter-connector and offshore export-cable markets.

SBM Offshore Expands Fast4Ward Program with New Hull Agreement at COSCO

SBM Offshore has taken another step to strengthen its Fast4Ward program by signing a Memorandum of Agreement (MOA) with COSCO Shipping Heavy Industry for the construction of a new standardized FPSO hull.

The agreement marks an expansion of SBM Offshore's long-term collaboration network in China, adding COSCO to its existing partnerships with Shanghai Waigaoqiao Shipbuilding (SWS) and China Merchants Heavy Industry (CMHI). The new hull will be built under SBM Offshore's Fast4Ward® design concept, which standardizes FPSO hulls to accelerate project delivery schedules and lower construction costs. The MOA is expected to transition into a full shipbuilding contract shortly after the Chinese New Year in 2026, according to company sources familiar with the process. SBM Offshore currently has two unallocated Fast4Ward hulls under construction, which have not yet been assigned to specific FPSO projects. The addition of another hull underscores the company's strong project pipeline and its expectation of further FPSO contract awards in the near future. Following the announcement, SBM Offshore's shares rose around 2% on the Amsterdam stock exchange, reflecting investor confidence in the company's long-term growth prospects and continued demand for floating production systems. The Fast4Ward® initiative, first introduced by SBM Offshore in 2016 with the first hull order placed in 2017, has become a key component of the company's strategy to improve the efficiency and predictability of FPSO development. By ordering standardized hulls ahead of specific project awards, SBM Offshore maintains a rolling inventory that allows it to accelerate project delivery once new FPSO contracts are signed, while aiming to reduce overall costs and schedule risks in an increasingly competitive offshore market.

Valaris Wins New North Sea Rig Deals and Sells Older Rig

Valaris Limited secured several new and extended contracts in the UK North Sea, following the award of multiple jack-up rig contract extensions and a new offshore wind project. Additionally, the company completed a rig sale as part of its ongoing asset optimization plan.

According to its 23 October 2025 Fleet Status Report, the offshore driller added about $190 million in new contracts and extensions, bringing its total contract backlog to $4.5 billion. Shell extended its use of VALARIS 121 by 194 days starting February 2026, adding over $25 million to the backlog, with one option remaining. It also renewed two 28-day accommodation support deals for VALARIS 122, worth $6 million. Ithaca Energy extended VALARIS Norway for 150 days from August 2026, adding $18 million. In addition, GE Vernova awarded VALARIS 248 a 120-day contract for an offshore wind project starting November 2025, valued at $8 million, with six priced options totaling 104 additional days. Valaris also sold the VALARIS 247, a 1998-built Super Gorilla jack-up rig, for $108 million in August 2025, as part of its ongoing asset optimization plan. Chief executive Anton Dibowitz said Valaris continues to see "a pipeline of over 20 contract opportunities" across the UK, Netherlands, and Danish sectors, reflecting continued contract activity in the North Sea.

Woodfibre LNG Project Surpasses 50% Milestone After Summer Surge in Construction Activity

Image source: Woodfibre LNG

Woodfibre LNG's export terminal in Squamish, British Columbia, has passed the halfway point of construction. The company reported visible progress across onshore and offshore works during the summer, including major foundation and module installation milestones.

Woodfibre LNG's export terminal in British Columbia has passed the halfway point of construction following a summer marked by visible progress onshore and offshore. From May through September 2025, crews completed grading, excavation and concrete foundations while managing slope stabilization and erosion controls. Qualified environmental professionals conducted daily site monitoring, including habitat protection measures. In May, the company received its first seven prefabricated modules, primarily pipe racks linking liquefaction and storage areas. Four additional units arrived in September, including a boil-off gas compressor and flare knock-out drums, both designed to improve operational efficiency and emissions control. In total, 19 modules are scheduled through 2026, ranging from 126 to 11,000 tonnes. Vertical construction began mid-summer as modules were set in place, marking a visible shift from groundwork toward above-ground assembly. Offshore, piling began for the floating-storage-tank mooring system and LNG carrier berth under permits from the British Columbia Environmental Assessment Office and the Squamish Nation. Marine-mammal observers monitored wildlife, while hydroacoustic monitoring ensured regulatory compliance. By late September, foundation work, module installation and marine works had advanced the project beyond 50 percent completion, signaling steady momentum as the facility moves into its next phase of construction.

Tenaris Secures Major Supply Contract for Mexico's First Ultra-Deepwater Project

Texas-based Tenaris has been awarded a key contract to supply casing, tubing, line pipe and coatings for the Trion field, located in the Perdido Fold Belt approximately 180 km off the Mexican coastline. At a water depth of around 2,500 metres, Trion is a greenfield ultra-deepwater project operated by an affiliate of Woodside Energy (60 %) together with Pemex (40 %). Under the Rig Direct® service model, Tenaris will supply 12,000 tons of casing and tubing, including 1,600 tons in the Super 13 Chrome steel grade. For the line pipe portion, Tenaris will deliver approximately 16,000 tons of pipe for flowlines and risers, including coatings under the One Line® service model. Commercial Vice-President for Tenaris Mexico, Pablo Gómez, said the Trion project "represents a historic milestone for Mexico's energy future, and we are proud to be part of it".

Pharos Energy Launches Six-Well Drilling Campaign Offshore Vietnam to Boost Production in 2026

UK-listed Pharos Energy has officially started a six-well drilling campaign at its offshore Vietnamese assets in Blocks 16-1 and 9-2, with total capital expenditure of approximately US$ 36 million and plans to complete by mid-2026.

Operations began on 18 October with the first infill well on the H1 fault block of the Te Giac Trang (TGT) field, located in Block 16-1. The campaign comprises four wells at TGT (three infill wells and one appraisal well) and two wells at the Ca Ngu Vang (CNV) field in Block 9-2 (one infill, one appraisal). Pharos has contracted two jack-up rigs from Borr Drilling: the GunnLod will carry out the TGT campaign, while the Thor will operate at CNV. At TGT, the first H1 infill well is scheduled to take around 28 days; the rig will then move to H5, followed by an appraisal well (TGT-18X) expected in early December with an estimated duration of about 40 days. The final TGT infill well, TGT-H4, will complete the slate with drilling expected to finish in the first half of 2026.

For CNV, the Thor rig is mobilising in early November, with drilling of the CNV-8P infill well expected to commence mid-November and take roughly 90 days. The subsequent CNV-5X appraisal well, targeting the northern section of the field, is planned to start in mid-February and continue for about 108 days. Pharos states that all six wells can be tied into existing infrastructure immediately upon completion, enabling any successful wells to bring incremental production on-stream quickly. CEO Katherine Roe commented: "We are delighted to begin our six-well infill and appraisal drilling programme in Vietnam. This important and material campaign is designed to drive significant production growth from 2026 onwards."

Woodside Partners with Williams on Louisiana LNG Project

Digital rendering showing the design of the Louisiana LNG plant near Lake Charles (Source: Woodside Energy)

Woodside Energy Group Ltd. has finalized a strategic partnership with U.S. infrastructure operator Williams for the Louisiana LNG Project near Lake Charles. The transaction, signed and completed on 23 October 2025, transfers a 10 % interest in Louisiana LNG LLC and an 80 % interest and operatorship in Driftwood Pipeline LLC to Williams for US $250 million, effective 1 January 2025. Woodside received total proceeds of US $378 million, including reimbursement of project costs since the effective date. Williams will contribute about US $1.9 billion to its share of the LNG facility and pipeline capital expenditure and assume LNG offtake obligations equal to 10 % of project output. The U.S. company, which operates more than 33,000 miles of pipeline across 24 states, will manage construction and operations of the Line 200 pipeline connecting the project to U.S. gas supply hubs. Its Sequent Energy Management platform, which markets over 7 Bcf/d of gas, will also handle daily gas sourcing and balancing. Following completion, Williams now holds 10 % of Louisiana LNG LLC (HoldCo), while Woodside retains 90 %. HoldCo owns 60 % of Louisiana LNG Infrastructure LLC (InfraCo) alongside Stonepeak, and Williams controls 80 % of Driftwood Pipeline LLC (PipelineCo), with Woodside holding 20 %. Woodside CEO Meg O'Neill said the partnership unites complementary strengths: "Williams' first investment in LNG demonstrates confidence in the project's quality and the opportunities it offers to meet long-term energy demand. Combining Woodside's LNG development experience with Williams' pipeline and gas sourcing expertise will enhance delivery." Williams President and CEO Chad Zamarin described the transaction as a key step in the company's "wellhead-to-water" strategy, integrating upstream, midstream, marketing and LNG capabilities to supply cleaner energy to global markets. As a result of this deal, Woodside's capital commitment to the Louisiana LNG Project has fallen from US $11.8 billion to US $9.9 billion. HoldCo will remain consolidated in Woodside's financial statements, while PipelineCo will be recorded as an equity investment. The Louisiana LNG Project is fully permitted with a total capacity of 27.6 million tonnes per annum (Mtpa) across five trains, and a foundation phase of three trains totalling 16.5 Mtpa. Bechtel is the EPC contractor under a lump-sum, turnkey agreement, using Chart IPSMR® liquefaction technology and Baker Hughes LM6000PF+ gas turbines. First LNG production remains targeted for 2029. Woodside was advised by RBC Capital Markets and Evercore, with legal counsel from Norton Rose Fulbright. The partnership marks a decisive step toward securing gas supply, financing, and operational expertise for one of the Gulf Coast's next-generation LNG export projects, aligning both companies for growth in U.S. and global gas markets.

Vantris Energy's JV Secures 7-Year Diving Services Contract with Aramco

Diving Support Vessels Sapura Achiever (Source: Vantris Energy)

Vantris Energy Berhad (formerly Sapura Energy) has announced that its joint-venture entity Rawabi Sapura Limited Company ("Rawabi JV") has been awarded a landmark seven-year contract by Saudi Arabian Oil Company (Aramco) to provide diving support services in Saudi Arabia. The contract is set to run from 1 May 2027 through 30 April 2034.

Under the agreement, Rawabi JV will deliver a comprehensive suite of diving support services including diving support vessels (DSVs) with crews, remotely operated underwater vehicles (ROVs), divers, diving equipment, management and on-shore supervisory personnel. The scope also covers underwater inspections, surveys, underwater photography, material testing and structural repairs.

For Vantris Energy this marks its first contract with Aramco and is seen as a major advancement of its Operations & Maintenance (O&M) business outside Malaysia. Group CEO Muhammad Zamri Jusoh described the contract as "a strategic milestone… validates our growth strategy, which includes expanding O&M's portfolio beyond Malaysian shores."

The contract award places Vantris Energy in a stronger position to generate stable long-term revenues by securing a multi-year day-rate based offshore services agreement. Rawabi JV is a joint venture between Vantris Energy's subsidiary Sapura Saudi Arabia Company (via Sapura Offshore) and Rawabi Vallianz Offshore Services Company Limited.

The award is expected to positively contribute to Vantris Energy's earnings and net asset base over the contract period, strengthening its financial stability and supporting its regional growth ambitions.

TechnipFMC Boosts Profit and Targets $2 Billion in New Contract

Image source: TechnipFMC

TechnipFMC plc has announced that it is pursuing approximately $2 billion worth of new subsea opportunities following stronger-than-expected quarterly results. The company reported a solid increase in both revenue and profit, mainly driven by robust performance in its Subsea segment.

According to its latest earnings release, Subsea segment revenue reached $2.22 billion, a 14.5 % increase from the previous quarter, while operating profit rose to $380 million, up 53.4 %.

The company highlighted that its subsea opportunity pipeline remains active and diversified across multiple offshore basins.

Chief Executive Officer Doug Pferdehirt said TechnipFMC's industrialized project delivery model and integrated iEPCI™ (integrated Engineering, Procurement, Construction, and Installation) approach continue to strengthen its competitiveness in the global subsea market.

TechnipFMC reported a Subsea backlog of $15.8 billion, supported by a steady flow of project awards and ongoing execution across major regions. The company reaffirmed its target of achieving $30 billion in inbound subsea orders over a three-year period, citing sustained demand for offshore developments and improved market visibility.

Analysts view TechnipFMC's latest update as an indication of continued strength in the offshore subsea sector, reflecting solid demand for integrated subsea solutions and higher project activity.

JERA Nex BP to Exit U.S. Offshore Wind Market After Beacon Wind Cancellation

JERA Nex BP ends U.S. operations citing offshore wind market challenges.

JERA Nex BP has announced plans to close its U.S. operations and lay off employees in the coming months, following the cancellation of its Beacon Wind project off the coast of New England.

In a statement, the developer said that while the U.S. offshore wind market holds long-term potential, "current market conditions do not allow us to continue our investment." Rising project costs, supply chain issues, and regulatory delays were cited as major factors behind the decision.

The company confirmed it will retain ownership of the Beacon Wind lease area, intending to resume development "when market conditions improve."

"We are proud of the role our U.S. team has played in advancing offshore wind and will support them through this transition," the company added.

The move marks a significant step back for one of the most prominent global partnerships in renewable energy. JERA, Japan's largest power generator, and BP, the UK-based energy major, established JERA Nex BP to develop large-scale offshore wind and hydrogen projects worldwide.

JERA Nex BP's exit adds to a growing list of setbacks in the U.S. offshore wind sector. Developers including Ørsted and Equinor have also canceled or delayed projects in response to cost inflation and financial strain.

Despite the retreat, JERA Nex BP reiterated its belief in the long-term role of offshore wind in America's clean energy transition, stating that it will monitor the market and regulatory developments for future opportunities.

U.S. Wind Installations Decline 15 % in H1 2025

Wind-power capacity installations in the United States dropped approximately 15 % during the first half of 2025 compared with the same period in 2024, yet industry projections signal a significant rebound in 2027, according to the US Wind Energy Monitor report released by Wood Mackenzie and the American Clean Power Association.

The dip reflects a mix of factors: supply-chain bottlenecks, project-permitting delays and uncertainty over tax-credit timelines.

Although the first quarter of 2025 registered a strong year-on-year increase in capacity additions, order activity for new turbines contracted sharply.

Looking ahead, analysts anticipate a surge in deployment as developers seek to capitalise on upcoming tax-incentive deadlines.

The five-year outlook points to a pronounced installation "spike" in or around 2027 as projects accelerate to meet incentive eligibility cut-offs.

Despite near-term softness, the medium-term trajectory remains supported by favorable policy frameworks and a development pipeline of onshore and offshore projects. The industry now must navigate regulatory risk and financing headwinds to translate backlog into actual installations.

Japan and Taiwan Wind Associations Sign MOU to Strengthen Offshore Wind Cooperation Across Asia

The Japan Wind Power Association (JWPA) and the Taiwan Offshore Wind Industry Association (TOWIA) have signed a memorandum of understanding (MOU) in Tokyo to deepen cooperation in the offshore wind sector across Asia. The agreement, effective until 31 December 2027 and renewable every two years, aims to accelerate knowledge sharing, strengthen supply chain collaboration, and promote sustainable offshore wind development in the region.

Under the MOU, both associations will collaborate to create business opportunities, exchange expertise, and co-organize seminars, workshops, and networking events that foster technical and industrial cooperation.

The partnership is expected to contribute to standardization efforts, technology advancement, and cost reduction in offshore wind projects throughout Asia.

JWPA President Masaru Akiyoshi stated that Japan and Taiwan play vital roles in shaping the offshore wind market in Asia, noting that the agreement would help the two organizations leverage their mutual experience to support regional decarbonization goals.

TOWIA Chairperson Viola Lin highlighted that the partnership represents a significant step for both nations and for the broader Asia-Pacific wind industry, emphasizing the importance of joint efforts to enhance competitiveness and realize a clean energy future.

The signing of the MOU comes as Japan accelerates its offshore wind expansion, including both fixed-bottom and floating projects, while Taiwan continues to build on its established expertise in large-scale offshore developments. Through closer collaboration, JWPA and TOWIA aim to strengthen the region's industrial base and reinforce Asia's leadership in global offshore wind deployment.

Denmark's CIP submits offshore wind bid in Colombia's first tender

According to Reuters, Colombia has received a bid from a subsidiary of Denmark's Copenhagen Infrastructure Partners (CIP) to develop the country's first offshore wind project. The announcement was made by Orlando Velandia, head of the National Hydrocarbons Agency (ANH), during an energy forum held in Cartagena.

Reuters reported that the bidding entity, CI GMF Cooperatief U.A., is affiliated with CIP.

While details of the offer were not disclosed, Velandia described CIP's participation as "a sign of international confidence" in Colombia's renewable-energy transition.

The offshore wind tender is a key step in President Gustavo Petro's plan to diversify Colombia's energy mix and reduce dependence on fossil fuels. The government aims to award contracts totaling around 1 gigawatt (GW) of installed offshore capacity under this initial round, Reuters added.

In late 2024, Colombia's Ministry of Mines and Energy pre-qualified eight companies for participation, including Ecopetrol, Celsia, Belgium's Jan De Nul and DEME, the UK's Dyna Energy, and China's PowerChina and China Three Gorges. By early 2025, the list of proposed offshore zones had grown to 69 potential sites.

Reuters noted that CIP's bid represents a landmark moment for Colombia's offshore wind ambitions, marking one of the first concrete foreign proposals in the Latin American region's emerging clean-energy market.

AquaWind Launches Offshore Tests of Floating Wind–Aquaculture System

A prototype floating platform combining offshore wind energy production with aquaculture has been installed at a Spanish test site, marking a major step for multi-use marine infrastructure.

The initiative is part of the AquaWind project, which seeks to combine a floating wind turbine platform (W2Power) with aquaculture cages and supporting systems to demonstrate technical, economic and environmental feasibility of co-located uses of marine space.

The prototype platform was towed offshore and installed at the test site managed by PLOCAN (the Oceanic Platform of the Canary Islands) in the Atlantic region. Onboard is the W2Power floating dual-turbine wind foundation (developed by Spanish company EnerOcean) retrofitted to accommodate an aquaculture cage system engineered by academic and industry partners including ULPGC (University of Las Palmas de Gran Canaria).

The aquaculture component features novel materials for the nets, remote-digital control systems, and is designed to

Image courtesy of AQUAWIND

test growth and health of model fish species alongside energy production. According to project documentation: "The aquaculture component … can be used for different types of fish, as well as for other marine organisms, such as seaweed and shellfish."

The platform's deployment is seen as a significant milestone because it is a first in Europe to combine live aquaculture with a floating wind structure in the Atlantic basin. By integrating these activities, the project aims to optimise marine space, reduce costs by sharing infrastructure, and open up new business models for coastal economies.

From a regulatory and operational perspective, the AquaWind consortia are also working on frameworks, data gathering and monitoring systems to assess not only energy and aquaculture performance, but also environmental impacts, social acceptance and business viability.

The AquaWind project is co-funded by the European Union under Grant Agreement No. 101077600. Key consortium partners include ACIISI, ULPGC, EnerOcean, CANEXMAR, PLOCAN, Consulta Europa, the Canary Islands Maritime Cluster, WAVEC, and INNOSEA.

NorthStandard Appoints Michael Hustler as Head of Asia-Pacific

NorthStandard has appointed Michael Hustler as its new Head of Asia-Pacific, effective 27 October 2025, to drive the insurer's strategic expansion across the region.
Based in Singapore, Hustler will oversee operations in key Asian and Pacific markets — including Tokyo, Imabari, Shanghai, Seoul, Hong Kong, Melbourne, Brisbane, and Nelson — and report directly to Chief Strategy Officer Ed Davies.
A 16-year veteran of the company, Hustler previously led Underwriting for the Asia-Pacific division. He succeeds David Roberts, who will leave NorthStandard in February 2026.
Davies praised Hustler's "risk management expertise and strong member focus," emphasizing his vital role in strengthening the insurer's footprint across Asia.
Hustler commented,
"It's an exciting time for NorthStandard in Asia Pacific. I'm honored to lead our team as we continue to expand our market-leading services."
Managing Director Jeremy Grose added that the appointment reinforces the company's "commitment to growth in dynamic Asia-Pacific economies" and supports its core P&I and FD&D insurance strategies.

ESL Shipping's Net-Zero Targets Validated by Science Based Targets Initiative

The Science Based Targets initiative (SBTi) has approved ESL Shipping's near- and long-term emission reduction goals, making it the first company in the general cargo segment to have its targets aligned with the 1.5°C pathway under the Paris Agreement.
ESL Shipping aims to reduce well-to-wake greenhouse gas emissions by 59.6% per ton-nautical mile by 2030, equivalent to a 47.1% absolute reduction, and achieve net-zero emissions by 2040. The company also plans to cut well-to-wake emissions by 97.8% from 2023 levels by that year.
In compliance with SBTi's broader boundary requirements, ESL Shipping will end the transport of fossil fuels, including energy coal, by 2030 and reduce associated use-phase emissions by 100% from its 2023 baseline.
Managing Director Mikki Koskinen said the validation confirms the company's commitment to transforming maritime logistics through fleet renewal, operational efficiency, and renewable fuel adoption.

ESL Shipping, a subsidiary of Aspo Plc, operates a fleet of about 40 vessels ranging from 4,000 to 25,000 dwt in the Baltic region.

Image source:HMM

HMM Launches $2.5 Billion Green Fleet Order

HMM has committed ₩3.45 trillion to order 14 new LNG-powered vessels, marking a strategic leap toward

South Korea's flagship carrier HMM has unveiled its largest vessel order in seven years — a ₩3.45 trillion (approximately US$2.5 billion) investment aimed at expanding capacity and expediting its transition toward eco-friendly shipping. The move marks a strategic response to both the stabilization of global freight markets and the tightening of international carbon regulations.
According to industry sources, HMM signed contracts on October 16 with HD Hyundai Heavy Industries and Hanwha Ocean to construct twelve 13,000 TEU LNG dual-fuel container vessels. Of these, eight will be built by HD Hyundai Heavy Industries and four by Hanwha Ocean, with a total contract value of ₩3.05 trillion. In addition, HMM has placed an order for two very large crude carriers (VLCCs) with HD Hyundai Heavy Industries worth approximately ₩400 billion, bringing the total investment to ₩3.45 trillion.
At the core of this initiative is HMM's ambition to accelerate the decarbonization of its fleet. All twelve container vessels will be powered primarily by liquefied natural gas (LNG), aligning with the International Maritime Organization (IMO) and European Union's tightening carbon emission standards. The company's order follows last year's contract for nine methanol-powered ships, completing what it calls a "dual-fuel fleet" architecture for future operations.
From a technical standpoint, the 13,000 TEU vessels strike a balance between efficiency and operational agility. Unlike mega-container ships exceeding 20,000 TEUs, these mid-sized vessels consume less fuel and offer greater route flexibility—making them particularly competitive on regional and mid-range trade lanes where demand has been rising globally.
A senior maritime analyst commented, "HMM's introduction of LNG-powered 13,000 TEU ships represents a pivotal shift from an ultra-large ship portfolio toward a more efficient, environmentally aligned mid-sized segment."
The ripple effects extend beyond shipping to the shipbuilding industry. South Korean shipyards, already world leaders in constructing LNG-fueled large vessels, stand to gain high-value orders that strengthen both domestic employment and industrial competitiveness. The balanced allocation of work—large ships to Korean yards and medium-sized vessels to Chinese ones—illustrates HMM's focus on cost efficiency and strategic diversification.
Industry observers note that the initiative reflects HMM's long-term strategic vision rather than a short-term profit play. By synchronizing vessel type, investment timing, and low-carbon technology, HMM is positioning itself to lead the next phase of sustainable maritime logistics.
An HMM spokesperson stated, "This large-scale investment will allow us to expand capacity and reinforce our environmental competitiveness in an increasingly demanding global shipping landscape. Guided by our 2030 mid- to long-term strategy, HMM will continue to invest in sustainable growth and fleet modernization."

Samsung Heavy Industries Expands Global Shipbuilding Network

Samsung Heavy Industries (SHI) is reinforcing its global operations strategy by focusing advanced shipbuilding technology at its Geoje Shipyard while expanding overseas construction capacity for standard vessel types such as crude oil tankers.
On October 23, the company announced a contract with a Liberian shipowner for three crude oil tankers valued at KRW 341.1 billion (approximately USD 237 million). This brings SHI's cumulative orders for 2025 to around USD 5.2 billion.
SHI's annual shipbuilding target stands at USD 5.8 billion for merchant ships and USD 4 billion for offshore facilities, totaling USD 9.8 billion. As of late October, the company has achieved about 78% of its merchant ship target and secured approximately USD 700 million in pre-engineering work for upcoming offshore projects.
The newly awarded crude oil tankers will be built at a Vietnamese shipyard, reflecting Samsung Heavy Industries' commitment to broadening its global production base. Under this distributed model, Geoje Shipyard will serve as a technology and R&D hub dedicated to high-value vessels — including LNG carriers, eco-friendly container ships, and FLNG facilities — while standard ships such as crude carriers will be partially built in collaboration with partner yards in China, Southeast Asia, and Korea.
This "global operation" structure allows SHI to handle design, core engineering, and key equipment procurement in-house while outsourcing hull construction to qualified regional shipyards. The approach enhances cost efficiency, secures flexible capacity, and diversifies production risks amid fluctuating global demand.
In recent months, Samsung Heavy Industries has also been expanding international partnerships. In September 2025, the company signed a memorandum of understanding with Swan Defence & Heavy Industries in India to explore collaborative shipbuilding projects. Earlier, in August, SHI entered into a strategic cooperation framework with Vigor Marine Group (VMG) of the United States to jointly pursue maintenance, repair, and overhaul (MRO) business opportunities — correcting previous reports that misidentified the U.S. partner.
Samsung Heavy Industries' collaborative model is already in operation. The company's previously ordered Dynacom Tankers' four crude carriers are under construction at PaxOcean Zhoushan Shipyard in China. Another set of vessels ordered by Centrofin is being built under SHI's supervision, though their exact construction site has not been publicly confirmed.
Meanwhile, two crude carriers ordered in September by Greece's New Shipping are scheduled for construction at Korean yards, according to industry sources. SHI stated that such cooperative arrangements are designed to strengthen ties with small and mid-sized domestic shipyards, promoting shared growth while maintaining global competitiveness.
By positioning Geoje Shipyard as a technology hub and managing a network of partner yards abroad, Samsung Heavy Industries aims to build a more flexible, resilient, and innovation-driven production ecosystem. This dual structure enables SHI to maintain leadership in LNG carriers and FLNG technologies, while efficiently managing standard vessel demand through global collaboration.
Samsung Heavy Industries commented that it will continue expanding global cooperation networks encompassing shipbuilding, maintenance, and engineering to ensure sustainable long-term growth in a rapidly evolving market.

EU Proposes Maritime Declaration to Facilitate Inspections of Russia's "Shadow

The European External Action Service (EEAS), the diplomatic arm of the European Union, is urging EU member states to adopt a maritime declaration that would allow coordinated inspections of Russia's so-called "shadow fleet" of oil tankers in cooperation with flag states, according to an internal document obtained by Reuters.
The initiative forms part of the bloc's heightened efforts to enforce sanctions and restrict revenues used by Russia to support its war in Ukraine.
In particular, the EEAS emphasises that the shadow fleet—vessels that transport Russian oil and evade sanctions through flag-of-convenience manoeuvres—is estimated at between 600 and 1,400 ships. The EU has already sanctioned more than 400 of these vessels and associated entities, with the number expected to rise to roughly 560 after the upcoming 19th sanctions package.
The proposed declaration would "enable pre-authorised boardings" of suspect vessels through bilateral agreements between the EU and flag states, a mechanism designed to tackle the growing issue of fake registrations and opaque ownership structures.
The EEAS background paper cites recent enforcement actions by France (against the vessel Boracay), Estonia (on Kiwala), Germany (on Eventin) and Finland (on Eagle S) as illustrative of renewed momentum.
Foreign ministers from member states are scheduled to meet on Monday to discuss the proposal, along with other measures aimed at increasing pressure on Russia's energy export channels.
Source: Reuters

IMO's One-Year Pause on NZF Adoption Seen as Strategic Delay, Not Retreat — Expert Analysis

Following the International Maritime Organization's (IMO) decision to postpone for one year the formal adoption of the MARPOL amendments under the Net-Zero Framework (NZF), legal and policy expert Sinem Ogis LL.M., Ph.D., Head of Legal at Siglar Carbon and a delegate to IMO MEPC & LEG, offered an interpretation of what the adjournment really means for the shipping industry.
According to Ogis, the IMO's 2023 GHG Strategy remains in full effect, retaining its target of achieving net-zero greenhouse gas emissions from international shipping "by or around 2050."
She noted that the one-year delay does not alter member states' commitments but may shift the timeline for NZF implementation and entry-into-force of associated instruments.
Ogis emphasized that such procedural pauses are not unprecedented in IMO's history, pointing to earlier conventions like the Ballast Water Management Convention, which also underwent protracted negotiations. The challenge, she said, lies in balancing technical ambition with political consensus across the IMO's diverse membership.
During this period, she expects regional initiatives to continue advancing independently. The EU's ETS and FuelEU Maritime mechanisms are already operational and under review, while the UK, Türkiye, South Korea, and several African states—including Gabon and Djibouti—are developing national or regional market-based schemes.
Ogis described this situation as a "familiar reality," where regional carbon regulations will keep shaping compliance obligations until a unified global carbon-pricing mechanism is achieved. Despite short-term fragmentation, she concluded, the long-term direction remains clear: the IMO's GHG Strategy still provides the overarching framework toward global decarbonisation of shipping.

ITF Launches Independent Probe After "Sexist Boys Club" Allegations

ITF general secretary Stephen Cotton (Image: ITF)

London — 20 October 2025 — The executive board of the International Transport Workers' Federation (ITF) has ordered an urgent independent investigation following detailed allegations that the organisation and its General Secretary, Stephen Cotton, fostered a "masculine, sexist, patriarchal boys club" culture within the global union.
The allegations include claims that several women employees were subjected to sexual harassment, including incidents in which the general secretary allegedly entered a woman's hotel room uninvited and followed another into a women's restroom during an ITF event, making sexually explicit remarks.
Internal staff survey data reportedly indicated that nearly 40 percent of women within the organisation expressed safety concerns about attending informal gatherings, while one-third had similar concerns regarding formal events. Around 22 percent said they had experienced unwanted sexualised touching, and 15 percent reported instances of sexual coercion.
In response, the ITF's executive board announced that it has authorised the formation of an independent Affiliate Oversight Group (AOG), composed of senior women trade union leaders, to oversee the investigation and deliver its findings directly to the board.
In a statement, the board emphasised that it had "unanimously agreed to commission an urgent investigation" given the seriousness of the claims and the need to uphold accountability and transparency across the organisation.
The investigation represents a critical moment for the ITF, which represents 677 affiliated unions and advocates on behalf of approximately 16.5 million transport workers worldwide.

Greece Calls for Fair and Realistic IMO Decarbonisation Rules After Net-Zero Delay

The Greek government, representing one of the world's largest maritime fleets, has called on the International Maritime Organization (IMO) to adopt a decarbonisation framework that is fair, realistic and globally accepted, rather than one that may unfairly penalise shipping and disturb global trade.

In a statement issued by Vasilis Kikilias, Greece's Minister of Maritime Affairs and Insular Policy, he welcomed the one-year postponement of the IMO's so-called Net-Zero Framework, saying the additional time should be used to align ambitions with practical industry realities.
Kikilias stressed that international shipping must be governed by rules "accepted by all member states" and that punitive mechanisms risk undermining the stability of world trade. He drew attention to the need for realistic transition timetables, fair treatment of transitional fuels such as LNG, and smarter incentives rather than blanket penalties.
At the same time, the Union of Greek Shipowners echoed the minister's view, describing the delay as a "new opportunity" to craft a sustainable, effective international framework that gives shipping companies and fuel suppliers time to adapt.
Greece emphasised that, while it remains committed to decarbonisation, it must protect its competitive global fleet, which commands a leading position in international shipping.
The government and industry warn that unrealistic or overly aggressive regulation could prompt investment delays, or lead shipowners to shift operations to jurisdictions with lighter regulatory burdens.

Russia and China Sign Cooperation Framework to Jointly Develop Arctic Shipping via the Northern Sea Route

Russia and China have signed a cooperation framework agreement — a non-binding memorandum of understanding (MoU) — to jointly develop and commercialize the Northern Sea Route (NSR), a key Arctic maritime corridor linking Asia and Europe.

The signing took place in Harbin, China, during the China–Russia Expo, attended by Rosatom Director General Alexey Likhachev and China's Minister of Transport Liu Wei. The agreement outlines intentions for infrastructure collaboration, investment, and joint research rather than constituting a legally binding intergovernmental treaty.
Rosatom described the deal as "a step toward systematic cooperation on Arctic transport development," with Likhachev noting that it would "give further impetus to Russian-Chinese collaboration and future capital projects."
The Northern Sea Route, spanning over 5,600 km across Russia's Arctic coast, offers the shortest maritime link between East Asia and Northern Europe.
A recent voyage by a Chinese-operated Panamax containership reportedly completed the China–UK route in around 20 days, roughly half the time compared with the Suez Canal route (about 40 days). However, this figure originates from a single voyage report, and industry experts caution against generalizing the transit duration until more consistent data are available.
While both nations see the NSR as a strategic corridor for diversifying global trade, commercial navigation remains seasonal and limited due to ice conditions, infrastructure constraints, and insurance challenges. Russia continues to aim for year-round navigation by 2030, targeting 150 million tonnes of cargo throughput, with Chinese participation expected to accelerate progress.
China's interest aligns with its Polar Silk Road vision — part of the Belt and Road framework — which promotes Arctic shipping as an alternative to congested southern routes.
Analysts view this MoU as another sign of deepening Russia-China cooperation in Arctic logistics, energy transport, and maritime research, though the agreement itself carries no binding legal obligations.
Likhachev stated that the initiative "lays the foundation for a sustainable Arctic transport system serving both Russian and international interests," while Liu Wei highlighted it as "an important step under the Belt and Road cooperation framework to ensure stable maritime connectivity."

Iranian Tanker Fleet Reverts to "Dark" Operations After Brief AIS Visibility

The National Iranian Tanker Company (NITC) fleet has reverted to its standard "dark" operations after an unusual three-day period in which dozens of its vessels briefly transmitted Automatic Identification System (AIS) data — a rare moment of transparency for Iran's shadow shipping network.

Between 12 and 14 October 2025, approximately 52 of 88 Iran-flagged tankers were observed broadcasting AIS signals. Maritime analytics platforms recorded vessel positions ranging from Kharg Island in the Persian Gulf to the Singapore Strait and Malaysia's Exclusive Economic Zone (EEZ) — an area frequently associated with ship-to-ship (STS) oil transfers. By 17 October, nearly all Iranian tankers had once again switched off their AIS transponders, with only a single vessel remaining visible. The reason for this short-lived period of visibility remains unclear. Analysts suggest it could have been a technical adjustment, a deliberate policy test, or an operational response to recent sanctions developments.
Experts note that Iran's return to dark operations underscores how sanctions-evasion tactics remain central to its maritime export strategy. Turning off AIS makes it far more difficult for regulators and intelligence agencies to trace crude oil shipments, assess trade flows, and enforce embargoes. The episode highlights the continuing challenge faced by the maritime community in monitoring "shadow fleets" — tankers operating under opaque ownership, often transferring oil mid-sea to conceal origin and destination. Despite advances in satellite tracking, such covert operations continue to undermine global shipping transparency.

Panama Unveils Schedule for US $8.5 Billion Panama Canal Investment Plan

Source: Panama Canal

The Panamanian government has presented a detailed timeline for an US $8.5 billion investment program designed to enhance the long-term capacity, efficiency, and sustainability of the Panama Canal. The plan includes a mix of infrastructure works, environmental management, and digital transformation projects to ensure the canal remains a critical artery of global maritime trade. According to the outline, the modernisation initiative will unfold in multiple phases over the next five to ten years. Early works will prioritise securing additional water sources to maintain consistent canal operations during drought periods, a growing concern that has recently reduced daily vessel crossings. The roadmap also features improvements to logistics infrastructure, new water reservoirs, lock maintenance, and upgrades to the canal's digital control systems.
Officials explained that the plan will be financed through a combination of state funds and reinvested canal revenues, while also leveraging partnerships with private entities for specific technical and engineering services. The Panama Canal Authority (ACP) has stressed that the program's main objective is to ensure the canal's resilience amid climate variability, while expanding its service capacity to meet rising global trade demands. In addition to environmental and operational upgrades, the investment package will address energy efficiency and hydrological management, allowing the canal to handle increased traffic volumes sustainably. Analysts view the US $8.5 billion schedule as a strategic response to both economic pressures and competitive threats from alternative shipping routes, such as the Suez Canal and Arctic passages.
This initiative positions Panama to strengthen its role as a regional logistics hub while setting a long-term foundation for stable maritime growth across the Americas.

BIMCO Develops Standard Clause to Address China's New Port Fees

The maritime industry association BIMCO has announced it will draft a standard clause to tackle the "Special Port Fees" introduced by the Ministry of Transport of the People's Republic of China (MOT) on 14 October 2025, levied on vessels that are U.S.-built, U.S.-flagged, or U.S.-owned/operated. BIMCO's move is intended to reduce contractual uncertainty for shipowners and charterers navigating evolving geopolitical trade restrictions.
BIMCO's Secretary General & CEO, David Loosley, said the industry is "navigating escalating geopolitical uncertainty and trade restrictions," and that the association is drawing on its previous experience in drafting a clause to address U.S. fees imposed on Chinese-related vessels earlier in 2025.
A BIMCO sub-committee of legal and commercial experts has been tasked with drafting the new clause on an expedited basis, with the Documentary Committee prioritising the work to respond quickly to industry demand. BIMCO Deputy Secretary General & Director of Contracts Stinne Taiger Ivø noted that the "expedited procedure" will allow for faster adoption of the clause to assist time charter parties and other charter agreements.

Pacific Basin Moves Headquarters to Singapore Amid U.S.-China Port Fee Rules

Hong Kong–based dry bulk carrier operator Pacific Basin Shipping announced it will relocate its strategic management functions to Singapore and reflag roughly half of its fleet under Singapore registry. The decision, disclosed during an online earnings briefing on October 16, aims to mitigate exposure to the newly introduced U.S. port entry fee system targeting companies based in China, including Hong Kong and Macau.
Chief Executive Martin Fruergaard said the shift allows Pacific Basin to designate Singapore as its "effective headquarters," thereby avoiding potential restrictions under the U.S. classification of "Chinese shipowners." Under this rule, firms with at least 25 % ownership or directorship links to China, Hong Kong, or Macau are subject to reciprocal port fees. A similar 25 % threshold now applies under China's new policy toward U.S.-linked companies.
Pacific Basin reduced the ratio of U.S.- and China-based executives below the 25 % level to comply with both regimes, confirming that no shareholders from either side exceed the threshold. Fruergaard added that the Singapore entity will manage all contractual operations to ensure regulatory compliance.
As of September 2025, Pacific Basin's controlled fleet comprised 121 vessels—108 owned and 13 on long-term charter. The company plans to renew its fleet with four methanol dual-fuel Ultramax bulkers to be delivered from Japan starting in 2028, alongside two new chartered vessels in 2026.
About 70 % of Pacific Basin's vessels are Japanese-built, which Fruergaard credited for their fuel efficiency and long-term asset value. While the company prefers Japanese-built ships for its core fleet, it will continue to charter Chinese-built vessels where commercially appropriate.
The CEO expects sustained demand for grain and minor bulk cargoes, while coal shipments are projected to decline structurally. With new ship deliveries peaking in 2025 and International Maritime Organization (IMO) rules tightening from 2026, Fruergaard warned of effective supply constraints in the dry bulk market. He also noted that U.S.-China reciprocal port fees could further restrict vessel availability and lift freight rates in the near term.

Vessel Queues at Chinese Ports Hit Year-High Amid U.S.–China Fee Dispute

Waiting times for vessels at Chinese ports have climbed to their highest level this year, as retaliatory fee measures between China and the United States compound congestion in the commodity trade. According to ship-tracking data, the average delay before berth for commodity vessels reached approximately 2.66 days in the week to 19 October, marking a jump of roughly 17 % from the previous week. The backlog reflects growing strain on the world's largest commodity-importing nation, where prolonged vessel queues carry implications for global supply chains — affecting crude oil, iron ore and other bulk cargos. Sources say the delays are being exacerbated by China's newly announced fee of 400 yuan per net ton for vessels with U.S. ties, a direct response to the U.S. maritime levies on Chinese-related ships. At the port of Dongjiakou, vessels were waiting on average 2.79 days; at Yantai, the figure rose from about 1.8 days previously to 2.7 days. Freight analysts note that the uncertainty around which ships face the new measures is prompting owners to hold vessels offshore until the situation clears.

DP World Unveils £170 Million "Empty Superstack" at London Gateway to Revolutionise Container Handling

London, United Kingdom – 23 October 2025: DP World is rolling out a major automation and digitisation upgrade at its London Gateway logistics hub with the introduction of the "Empty Superstack" system, developed through its joint-venture BOXBAY (with Germany's SMS Group). The investment totals £170 million, expecting significant improvements in yard capacity, operational safety, and efficiency. The new system uses High Bay Storage (HBS) technology to stack 20-foot and 40-foot empty containers up to 16 tiers within a fully enclosed, automated facility. Fully-electric stacker cranes retrieve and deliver containers with precision, operating like a "giant vending machine" for empties, reducing the need for manual re-handling and enabling the automated stacking crane (ASC) yard to operate with fewer constraints. Installation of the Empty Superstack will take place at London Gateway's new all-electric Berth 4 and will feature a storage capacity of up to 27,000 TEU for empty containers. The modular facility is designed to integrate seamlessly with existing landside and seaside interfaces, meaning no major changes to surrounding infrastructure are required. The project is scheduled for completion in just over two years. The BOXBAY system has already been tested at DP World's Jebel Ali Port in Dubai, where it has handled nearly 500,000 TEU (twenty-foot equivalent units) of empty containers.

Dark-fleet Tankers Underpin Mexican Cartel's Fuel Smuggling Empire, Reuters Investigation Finds

A Reuters investigation has detailed how a "dark fleet" of tankers enabled the Jalisco New Generation Cartel (CJNG) to build a large-scale fuel smuggling operation into Mexico, exploiting loopholes in the U.S. energy and shipping sectors.

According to more than 50 interviews and documents reviewed by Reuters, the cartel moved from small-scale fuel theft to employing tankers since about 2020, a shift which required significant logistics, front companies and corruption at ports. Reuters The scheme involves importers in the U.S. who help procure or transport fuel which is then relabelled—often as "lubricants" or other exempt products—to avoid Mexico's high tax on imported diesel and gasoline (known as IEPS). One exporter named in the investigation is Ikon Midstream, a Houston-based fuel trader. Reuters found that Ikon arranged at least five maritime shipments of diesel to Mexico that were declared as additives or lubricants. Reuters In one case a tanker named Torm Agnes picked up Canadian diesel, but upon arrival in Mexico its paperwork described the cargo as a petrochemical for industrial lubricants. Mexican and U.S. authorities estimate the illegality carries huge cost in lost revenues: one source familiar with the matter told Reuters the trade cost Mexico nearly US $4 billion in 2024 alone. Reuters The fuel is ultimately sold through unlicensed stations, factories and mines at steep discounts compared with legitimate imports, putting pressure on honest companies. Even major players such as Shell reportedly exited the Mexican retail fuel market partly because of competition from cheaper illicit product. In Mexico a corruption scandal has emerged around the nation's navy, which oversees many port operations. One tanker seizure in the port of Tampico involved 10 million litres of diesel and led to arrests of officials, business executives and former customs officers. U.S. officials say the involvement of legitimate-looking companies acting as cover for the smuggling network creates a significant compliance risk for U.S. firms. Former U.S. sanctions official Greg Gatjanis described the cartel's supply-chain system as posing "an enormous business risk".

Salvage Efforts Continue for Fire-Damaged LPG Tanker Falcon in Gulf of Aden

October 21, 2025A salvage and firefighting operation is still in progress for the Cameroon-flagged LPG tanker Falcon, which remains partially ablaze and adrift in the Gulf of Aden following an explosion on October 18, according to maritime security officials and the EU naval mission Aspides. The blast occurred around 07:00 GMT as the vessel, fully laden with liquefied petroleum gas (LPG), was sailing off Yemen's southern coast. The explosion forced the 26-member crew to abandon ship. Nearby merchant vessels rescued 24 crew members, who have been transferred safely to Djibouti. Reports differ on the remaining two — some sources list them as missing, while others say they have died, pending official confirmation from Aspides. A private salvage company, under coordination with naval forces, has been contracted to manage the operation. A firefighting support vessel remains alongside the Falcon, working to extinguish remaining fires and stabilize the vessel. Officials warn that the ship continues to pose a navigational hazard in one of the world's busiest trade corridors. The tanker was en route from Sohar Port in Oman to Djibouti when the explosion occurred. The cause of the blast is still under investigation. Early assessments by Aspides suggest the incident was likely accidental and related to the LPG cargo, rather than a result of any external attack. Yemen's Houthi movement has denied involvement, according to the group's statement via the Saba news agency. The claim follows widespread speculation given the Houthis' repeated missile and drone attacks on commercial shipping in the Red Sea and Gulf of Aden since 2023, acts the group describes as solidarity measures with Palestinians amid the war in Gaza. The EUNAVFOR Aspides mission has issued navigation warnings, urging all vessels transiting the area to exercise maximum caution until the Falcon is secured or towed to safety.

DEME Wins 25-Year Port Access Channel Concession in Brazil's Paranaguá

Belgian marine infrastructure group DEME has won Brazil's port access channel concession, securing a 25-year contract to operate, maintain, and expand the marine access channel to the Port of Paranaguá, the country's second-largest public port in the southern state of Paraná. The concession was awarded to the Canal Galheta Dredging Consortium (CCGD) — a partnership between DEME and FTS Participações Societárias S.A. (FTS) — following a competitive tender launched by Brazil's National Waterway Transportation Agency (ANTAQ). The initiative forms part of Brazil's broader strategy to modernize and enhance key port infrastructure. Recognized as a critical logistics hub, the Port of Paranaguá handles major agribulk, container, and liquid bulk volumes, serving as one of South America's leading export gateways. Under the new concession, CCGD will be responsible for maintaining, operating, and deepening the access channel, increasing the port's permissible draft of 13.3 meters to 15.5 meters. In addition to dredging, the consortium will manage nautical signaling and the port's beacon system, ensuring safe and continuous navigation. The deepening works will enable larger vessels to access Paranaguá, boosting cargo capacity and operational efficiency. The next steps will involve the completion of administrative procedures before the formal signing of the concession agreement. FTS, DEME's partner, is an experienced port terminal and logistics operator active in Paranaguá and other Brazilian ports.

Sweden Fines Bulk Carrier Crew for Dumping Waste in the Baltic Sea

Image: Shutterstock (ID: 1584499510 / solarseven)

Swedish authorities have fined a crew member aboard a Liberian-flagged bulk carrier after the vessel was caught dumping household waste into the Baltic Sea near Fårö. The Swedish Coast Guard detected the incident on 20 October during an aerial patrol and later boarded the ship in Gothenburg. The crewman admitted to throwing garbage overboard and received a "50 daily-fine" penalty under Swedish law, calculated by income level. Officials said the waste was ordinary trash but stressed that any littering at sea is illegal. Civil Defence Minister Carl-Oskar Bohlin praised the case as an example of Sweden's growing maritime surveillance against environmental violations.

Have a story or photo to share with the heavy transport community? We'd love to hear from you. Please send your submissions to info@hmt-news.com

HMT NEWS HEAVY MARINE TRANSPORT

Editor & Publisher:
Mike Lee / HMT News
ml@ohtkr.com | info@hmt-news.com
+82 10 5360 8250

Address:
#1012, 393, Seongseo-ro, Dalseo-gu, Daeguo,
Republic of Korea

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