

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Allseas upgrades Pioneering Spirit

Raising topsides single-lift capacity by 25% to 60,000 tonnes through a TLS upgrade ahead of major North Sea decommissioning and offshore wind projects into the 2030s.

P7

Vantris Energy takes Petronas T&I scopes in Malaysia

Vantris Energy has secured T&I work from Petronas Carigali on Malaysia's Sepat and Belud South projects and sold its 40% stake in L&T-Sapura Shipping to Larsen & Toubro for \$30.5 million.

P12

Ukraine hits Russian Caspian oil rigs

Ukraine carried out drone strikes on three Russian Lukoil oil platforms in the Caspian Sea and also hit an air defence system and logistics sites, as both sides report further attacks on energy infrastructure.

P18

MV Frida completes 1,600-tonne Orca lift test

P6



Nordic Hamburg signs six 13,300 DWT heavy-lift ships

Nordic Hamburg Group is expanding its green project-cargo shipping business by ordering a new series of multi-purpose heavy-lift vessels at China's Wuhu Shipyard. The contract covers three firm 13,300-dwt ships, with options for two more, signed at the start of the new year. Wuhu Shipyard says the order reflects Nordic Hamburg Group's confidence in the yard's technical capability and project execution track record.

The 13,300-dwt design is intended as a flexible project carrier, combining multi-purpose cargo features with heavy-lift capability.

A hatch-cover-less arrangement is designed to provide about 26,500 m³ of hold volume, while cranes totaling 500 tonnes are aimed at handling large cargoes such as wind-power components alongside general cargo.

The concept incorporates an SCR system and an optimized hull form, targeting more than 20% lower fuel consumption than older ships, and is also equipped for operations in ice conditions. Wuhu adds that the vessels will feature intelligent control systems and dedicated safety arrangements to support reliable long-term operations.

P5



OCTOPUS 62 heavy-lift series reaches 15 orders



The 60,800 tonnes OCTOPUS 62 heavy-lift multipurpose design from SDARI, built for CSBC Corporation, has reached 15 orders, combining multi-cargo capability, bow bridge layout and Tier III/EEDI Phase III compliance.

OCTOPUS 62 bow-bridge heavy-lift MPP design

12, January 2026

As the new year gets underway, the 60,800-tonne heavy-lift multipurpose ship OCTOPUS 62, developed by Shanghai Ship Research and Design Institute (SDARI) under China State Shipbuilding Corporation for CSBC Corporation, is seeing strong demand in its target market. An initial building slot was reserved at Sanfu Shipyard before year-end, and CSBC Corporation, together with Haitong Development, has since signed further construction deals with Taizhou Port Shipbuilding for nine additional units. In total, contracts have now been con-

cluded for 15 ships of this up-graded design, underlining its appeal in a specialised heavy-lift segment and strengthening SDARI's position in high-end project vessel design.

The OCTOPUS 62 concept delivers a high degree of multi-role capability. Large lifting capacity allows the vessel to handle wind power modules and major engineering items, while the cargo arrangements are also suitable for bulk commodities and containers. An open-top operating mode enables the transportation of very large, heavy or over-length cargoes that are not easily accommodated within conventional holds, helping to address transport

challenges for such project loads.

A distinctive feature of the series is the bridge and accommodation block located at the bow. This configuration moves away from traditional layouts and gives crews a wide field of vision over the fairway and working deck, including cargo handling operations ahead of the ship. The improved visibility is designed to support safe navigation in confined or complex waters and during frequent berthing. At the same time, the extended, largely flush main deck with reinforced structure offers a stable working area for heavy and special cargo movements.

Environmental performance is a core element of the design. The vessel combines a fuel-efficient main engine with optimised hull lines and a high-pressure SCR installation, enabling compliance with Tier III limits on nitrogen oxide emissions as well as meeting EEDI Phase III energy efficiency thresholds. In this way, the ship is aligned with the latest international regulatory requirements on air emissions and energy efficiency at sea.

For Shanghai Shipbuilding Industry Corporation (SSI), the development of this ship type represents an important step in adjusting its product portfolio to both greener

operations and more varied shipping needs. The recent run of contracts, bringing the committed series to 15 units, reflects strong recognition of the vessel's performance from partners including CSEP and Haitong Development, and also demonstrates broader market confidence in the on-going innovation of Shanghai Ship Design & Research Institute (SSDI). Looking ahead, SSDI plans to continue focusing on green, smart ship concepts, leveraging technological progress to drive vessel upgrades and to provide competitive design solutions from China to the global shipping industry.

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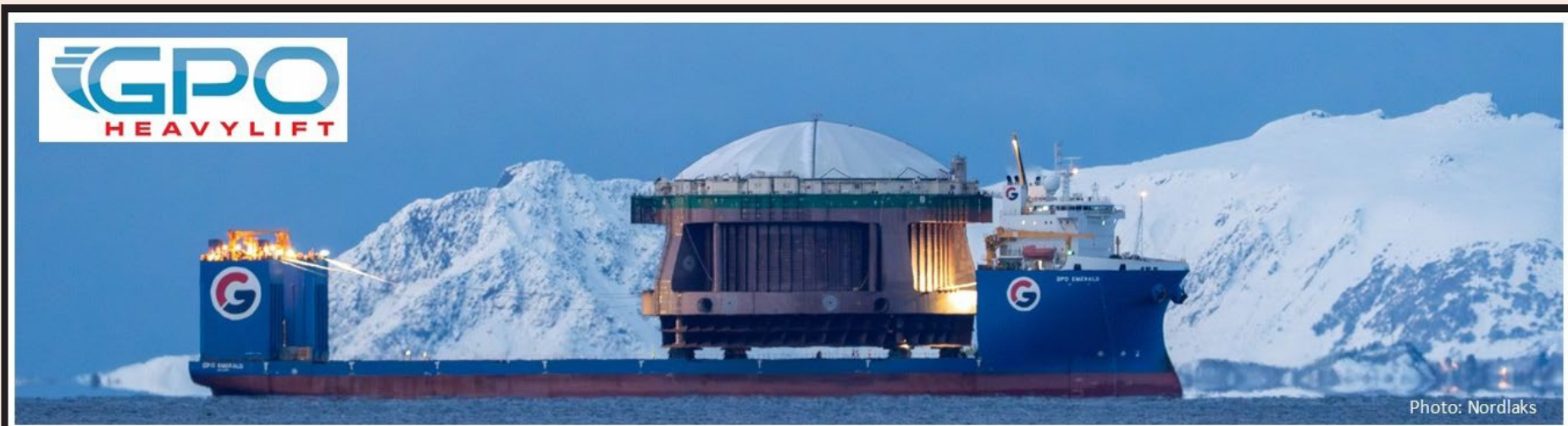


Photo: Nordlaks

Norden widens MPP foothold in project cargo

Danish carrier Norden is expanding its MPP fleet with long-term leases for two 17,500 dwt newbuildings delivering in 2028, underscoring that modern MPP capacity for project cargo is likely to stay tight.

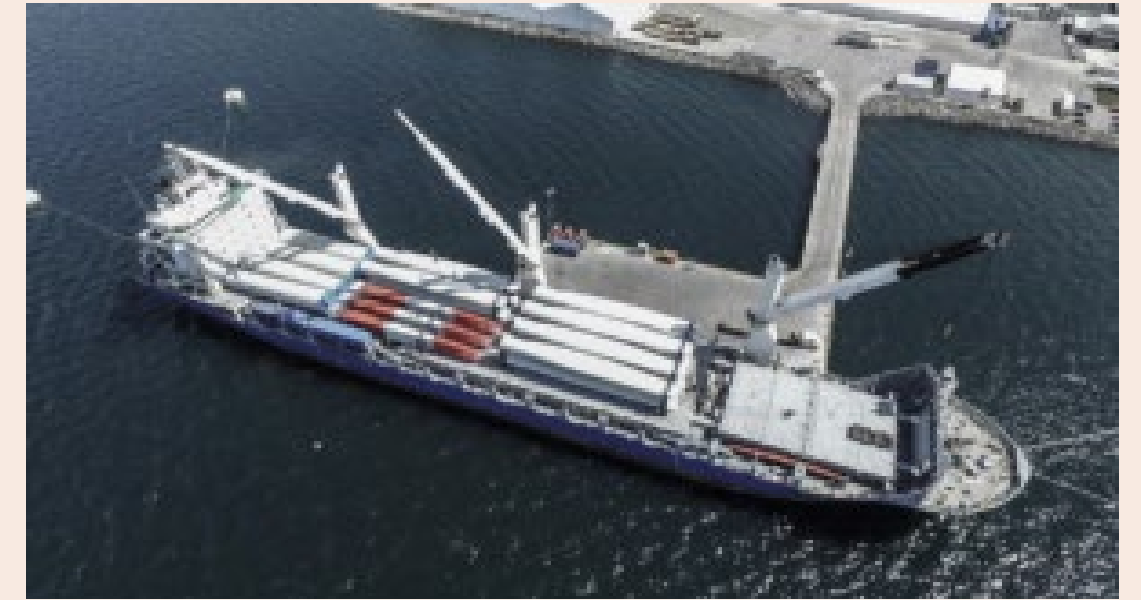


Photo credit: Norden

9, January 2026

Danish carrier Norden is sharpening its focus on specialised project shipments and breakbulk moves, supported by new long-term commitments to modern multipurpose (MPP) tonnage.

Norden has signed long-term leases, including purchase options, covering two

17,500 dwt MPP newbuildings due to join the fleet in 2028. These units will be added to the company's expanding MPP portfolio.

According to Norden, the additional ships are intended to strengthen services for specialised cargoes, ranging from project and breakbulk shipments to more conventional dry bulk trades. The

vessels are intended to handle large, heavy-lift pieces and outsized units linked to industrial and energy infrastructure projects.

The move, the company says, reflects what it views as "favourable" supply fundamentals in this part of the market. It notes that modern vessels able to handle demanding projects and

breakbulk work are scarce, with much of the current fleet ageing and gradually leaving service. At the same time, only a small pipeline of replacement vessels exists, even as demand for moving large cargoes that cannot be containerised continues.

As part of its wider fleet portfolio plans, Norden has also sold two owned vessels:

one medium-range tanker plus one capesize dry bulk vessel.

For project cargo interests, the move signals that modern MPP capacity is likely to stay valuable and relatively scarce, rather than becoming oversupplied.

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Fujian Haitong Orders Three 62,000 dwt MPP Heavylift Newbuilds

Fujian Haitong Development orders three 62,000 dwt MPP/heavylift newbuilds at Taizhou Kouan Shipbuilding, investing up to RMB900m to strengthen capacity and fleet mix.

9, January 2026

Fujian Haitong Development has entered the newbuild market with an order for three 62,000 dwt multipurpose heavy-lift vessels at Taizhou Kouan Shipbuilding, extending a fleet growth plan that has largely been driven by secondhand acquisitions.

In a stock exchange filing, the Shanghai-listed owner said the total investment would be up to RMB900m (about \$129m) before tax. The company did not disclose delivery dates, but the contract requires the yard to deliver each vessel within 12 months of steel cutting, subject to permitted delays.

The ships will be contract-

ed through Haitong International Shipping, a wholly owned subsidiary. Fujian Haitong Development said the investment is intended to expand carrying capacity, strengthen fleet structure, and enhance competitiveness and profitability.

The order is a notable shift for the owner, which has scaled its bulk carrier footprint rapidly in recent years, primarily through purchases in the resale market. Management has also signalled a medium-term ambition to build towards a 100-vessel fleet.

Founded in 2009, Fujian Haitong Development began in the supramax segment before adding larger bulk classes, including capesize.

By mid-2025, it controlled more than 70 bulk carriers and had been increasing its presence in multipurpose shipping as well.

The company entered the heavylift MPP segment in 2025, taking delivery of its first units and positioning the fleet for project and specialised cargo work. Industry commentary has also pointed to an ageing global MPP fleet and a limited orderbook, factors that can support replacement and renewal activity when project cargo demand is steady.

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Woodfibre LNG Ships M01 and M09 Modules as Final Deliveries Near



Photo source: Woodfibre LNG

9, January

Woodfibre LNG has loaded two major project modules—M01 and M09—onto transport vessels and sent them toward the Woodfibre LNG Project site, the company said.

The company described M01 and M09 as among the last modules scheduled for delivery under the project's modular construction plan. After arrival, M01 is expected

to become the largest module delivered to the site so far.

According to Woodfibre LNG, the shipment marks another milestone as site work continues to move toward completion. The project uses large prefabricated modules to reduce on-site assembly complexity and compress installation timelines, making marine transport and heavy-lift handling a critical part of the construction sequence.

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Amasus expands offshore wind fleet with LS-C 100 ship cranes

Amasus has added two purpose-built offshore wind transport vessels, each equipped with three LS-C 100 ship cranes rated up to 70 tonnes for independent blade handling.



Photo source: Amasus

COSCO SHIPPING Adds MV SHENG FU, 62,000 DWT Heavy-Lift Newbuild



Image source: Cosco Shipping

14, January 2026

COSCO SHIPPING has welcomed MV SHENG FU to its fleet, marking the company's 16th 62,000 DWT multi-purpose heavy-lift vessel. The name "Sheng Fu" conveys "a lot of fortune" in Chinese, a symbolic message timed with the start of 2026.

Designed for mixed cargo profiles, MV SHENG FU features five large box-shaped cargo holds and multiple cranes, enabling flexible

carriage of heavy-lift project cargo, containers, and dry bulk. Box holds are commonly used on multi-purpose tonnage because their straight, unobstructed geometry helps accommodate oversized units and simplifies stowage planning compared with more irregular hold shapes.

The vessel also meets IMO NOx Tier III requirements, a standard applied to newbuilds operating in designated emission control areas. Tier III compliance typically relies on

certified engine technologies and/or after-treatment systems to reduce nitrogen oxides (NOx), supporting tighter regional air-emission limits.

With the addition of MV SHENG FU, COSCO SHIPPING expands standardized capacity in the 62,000 DWT heavy-lift segment, where shipboard cranes and adaptable hold arrangements are key for moving high-value industrial cargoes alongside conventional freight.

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GEODIS Names Paul Smith to Lead UK & Ireland Project Logistics



Paul Smith (Photo: GEODIS)

9, January 2026

GEODIS has appointed Paul Smith as Country Head of its Project Logistics business for the UK & Ireland.

Smith joins the European Project Logistics team with more than 35 years of experience across freight forwarding, marine, and transportation sectors, backed by a strong track record in industrial and infrastructure project logistics. His depth of expertise and knowledge of complex project

er-volume component transport with greater operational autonomy.

Liebherr Maritime Cranes said the LS-C 100 design reflects its approach to maritime handling, combining a compact footprint with a high boom pivot point to improve operator visibility. The company also highlighted a maintenance-friendly structure and integration options for specialised vessels.

Gregor Levold, General Manager Sales Offshore, Ship and Port Cranes at Liebherr Maritime Cranes, said the project demonstrates how "engineering precision and customer collaboration" can open new possibilities for maritime logistics.

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Nordic Hamburg signs 3+2 eco 13,300 DWT heavy-lift ships

Nordic Hamburg Group has signed a 3+2 contract with Wuhu Shipyard for eco 13,300 DWT multi-purpose heavy-lift vessels featuring hatch-cover-less holds of about 26,500 m³, 500 t lifting and over 20% fuel savings versus older ships.



Image source: Nordic Hamburg

14, January 2026

Nordic Hamburg Group is expanding its role in green project cargo shipping with a new series of multi-purpose heavy-lift vessels to be built at Wuhu Shipyard in China. The parties have signed a contract for three firm 13,300 DWT vessels, plus options for two additional units, at the beginning of the new year.

Based in Hamburg, Germany, Nordic Hamburg Group manages a diversified fleet of 86 modern ships and operates across five key global shipping hubs. The company describes itself as an integrated maritime group with strong operational capabilities and

an innovation-focused business model. Its stated core values are "openness, support, and rapid response", and it places particular emphasis on green shipping technologies, including newbuilding projects and alternative-fuel vessel applications.

According to Wuhu Shipyard, the decision by Nordic Hamburg Group to place this order reflects the German group's confidence in the yard's long shipbuilding history, technical capability and project execution track record.

The 13,300 DWT vessels are conceived as highly flexible project carriers, combining multi-purpose cargo

features with heavy-lift capability. A hatch-cover-less cargo arrangement delivers an approximate hold volume of 26,500 m³, while cranes with a combined lifting capacity of 500 t are designed to handle large project cargoes such as wind power equipment, as well as a broad mix of general cargo.

From an energy and emissions perspective, the series is positioned as a reference design within its segment. The concept makes use of several technologies, including an SCR system and an optimised hull form, with the intention of meeting demanding energy-efficiency and emission standards and achieving

more than 20% lower fuel consumption compared with older vessels. The ships are also equipped for operation in ice conditions.

Onboard, intelligent control systems are combined with dedicated safety arrangements. The builder states that this package is intended to support a high level of operational intelligence and reliability over the vessels' service lives, improving both overall competitiveness and deployment flexibility.

For Wuhu Shipyard, the agreement with Nordic Hamburg Group and its partners is presented as another important step in the inter-

national market for complex, multi-functional vessel construction. In recent years, the yard has introduced a line of benchmark designs, including a 5,800 DWT multi-purpose ship, a 7,000 DWT RoRo heavy-lift vessel, a 7,800 DWT multi-purpose ship, and a 14,600 DWT heavy-lift design.

Within this portfolio, the 7,000 DWT RoRo heavy-lift vessel Bore Way and the 5,800 DWT multi-purpose vessel Lady Marie Christine were included in the Royal Institution of Naval Architects' "Significant Ships 2022" publication, recognising their innovative and environmental characteristics.

Looking ahead, Wuhu Shipyard says it will continue to pursue innovation-led and green development strategies, deepen international cooperation, and work with partners worldwide. The yard plans to focus on industrial upgrading and key technology challenges while aligning its growth with the development of a world-class shipbuilding and marine equipment industry cluster.

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First Inch Cape Transition Pieces Land in Scotland

Fifteen transition pieces for the Inch Cape offshore wind project are now at the Port of Leith in Scotland, after transport from Qinzhou, China, on the heavy-lift vessel Hua Sheng Long operated by COSCO.



14, January 2026

Fifteen transition pieces for the Inch Cape offshore wind project are now in Scotland, with the units positioned at the Port of Leith ahead of their final sea transfer to the project site.

The components were fabricated at CNOOD-Wenchong Heavy Industries (CWHI) in Qinzhou, China, and carried on the heavy-lift vessel Hua Sheng Long, operated by COSCO, to the Port of Leith.

Each unit is up to 28 m high, with an outer diameter of 8.3 m and an approximate weight of 600 t. The transition

pieces are specified to satisfy demanding offshore requirements for performance, safety and long-term durability.

According to Dale Young, chief development officer at CWHI, the delivery of this initial shipment underlines effective coordination between the company's project team, logistics providers and the Inch Cape project. He added that additional consignments are already being prepared and that transport planning is progressing as the development moves toward offshore installation.

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MV Frida completes 1,600-tonne Orca lift test

Heavy-lift vessel MV Frida of SAL last week completed a 1,600-tonne tandem lift test for the new Orca Class, using both cranes at maximum outreach to verify performance at peak load.



Photo source: SAL via LinkedIn

14, January 2026

Heavy-lift vessel MV Frida of SAL last week carried out a tandem lifting test at full rated capacity for the new Orca Class, confirming the ship's capability under maximum load.

During the trial, both deck cranes worked together from the vessel's starboard side at their longest outreach. Each unit raised 800 tonnes of bags filled with water, giving a combined test load of 1,600 tonnes. The results, according to the company, showed that

the vessel meets all requirements for structure, stability, and heel at peak load.

To control heel during the side lift, the vessel used its onboard anti-heeling technology, which kept the load in balance. In addition, the ship's stability pontoon delivered

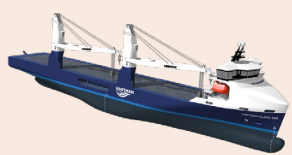
an extra safety margin at low draft, highlighting the performance of the Orca Class design.

For scale, SAL likened the load to hoisting roughly half a dozen fully loaded 747 passenger jets or about a dozen adult blue whales. The com-

pany also thanked all teams involved for carrying out the test safely and successfully, and shared the achievement on social media.

[hmt-news.com](#)

Wärtsilä 31 Set for Hartman Seatrade Heavy-Lift Newbuild



15, January 2026

Technology group Wärtsilä will supply the engine and propulsion equipment for a 3,800 DWT heavy lift vessel ordered by Netherlands-based operator Hart-

man Seatrade. The owner has established a new shipyard, Rock Shipbuilding, where the vessel will be built. The order with Wärtsilä was booked in Q4 2025.

The vessel will operate with the Wärtsilä 31 engine, selected to minimise fuel consumption and exhaust emissions. The engine's modular design is intended to reduce maintenance requirements and costs, while allowing both slow and fast steaming. Teele Hartman, Managing Director at Hartman Seatrade, says

the company is prioritising efficiency, reliability, and operational flexibility, adding that Wärtsilä engines have performed consistently across the fleet and that the Wärtsilä 31 matches the operating range required while keeping maintenance demands low.

Wärtsilä will also supply a gearbox enabling PTI, PTO and PTH operation, supporting further improvements in fuel efficiency. A Controllable Pitch Propeller (CPP) will be managed by Wärtsilä Eco-Control and hydrodynamically

optimised using Wärtsilä's Opti Design solution; running the propeller at low speed when full thrust is unnecessary is also described as delivering additional fuel savings. Delivery of the supplied equipment is scheduled for spring 2027.

Roger Holm, President of Wärtsilä Marine and Executive Vice President at Wärtsilä Corporation, notes that owners face pressure to balance costs, reliability and efficiency with sustainability targets, while retaining oper-

ational flexibility. He adds that efficient energy use and advanced equipment are central to meeting regulations while staying profitable, and that the Wärtsilä 31 engine combined with complementary technologies provides a logical route for cargo operators.

Wärtsilä and Hartman Seatrade have worked together over the years, with equipment supplied for several vessels in the owner's fleet.

[hmt-news.com](#)

UK's 8.4 GW Offshore Wind CfD Round Expands Pipeline for Heavy Lift and Port Work

The UK's CfD AR7 awarded a record 8.4 GW of offshore wind. The scale and regional spread point to expanded demand for heavy lift operations, port marshalling and project cargo logistics.

14, January 2026

The UK government has awarded contracts for a record 8.4 GW of offshore wind capacity in its Contracts for Difference (CfD) Allocation Round 7 (AR7), describing the outcome as Europe's biggest offshore wind auction. The Department for Energy Security and Net Zero (DESNZ) said the contracted capacity is equivalent to powering more than 12 million homes and is expected to unlock around £22 billion of private investment.

For the heavy-lift and heavy marine transport supply chain, the AR7 volume matters because offshore wind construction is characterized by large, repetitive lifts and long logistics chains. Fixed-bottom projects require transport and



Seaway7's Alfa Lift (Photo source: Seaway7)

installation of foundations, transition pieces, and offshore substations, alongside turbine components that increas-

ingly push the limits of crane capacity and deck strength. Floating wind adds a different workload profile, typically

shifting more fabrication and integration activity into ports before tow-out.

DESNZ reported a blend-

ed average strike price for fixed-bottom offshore wind of £90.91/MWh (in 2024 prices), with £91.20/MWh for England and Wales and £89.49/MWh for Scotland. The strike price for floating offshore wind in AR7 was stated as £216.46/MWh.

The government also highlighted that winning projects span multiple UK regions, including new fixed-bottom awards in the North Sea and developments linked to the Celtic Sea for floating wind. For ports and marine contractors, this geographic spread can translate into parallel demand for laydown space, load-out capability, marshalling capacity, and project cargo movements—especially for heavy steel structures and electrical infrastructure.

[hmt-news.com](#)

Allseas upgrades Pioneering Spirit to 60,000-tonne lifts

Allseas is upgrading its heavy-lift vessel Pioneering Spirit, raising topsides single-lift capacity by 25% to 60,000 tonnes through a TLS upgrade ahead of major North Sea decommissioning and offshore wind projects into the 2030s.



Photo: Allseas

15, January 2026

The heavy-lift vessel Pioneering Spirit oper-

ated by Allseas is contracted to carry out work such as decommissioning large platforms in the North Sea and

installing large offshore wind power substations, under contracts that extend into the 2030s. To support this long-

term programme, the company is upgrading the vessel to handle larger topsides in a single lift, according to Offshore Magazine.

Through modifications to its dedicated system for lifting topsides (TLS), the maximum topsides weight Pioneering Spirit can remove in one operation will rise to 60,000 tonnes. This represents a 25% increase in single-lift capacity compared with the vessel's original rating and enables the removal of larger offshore platforms in one piece.

Offshore Magazine noted that the upgrade concept was first set out in 2019, when Allseas planned to adapt Pioneering Spirit for a one-piece removal of the Statfjord A platform topsides in the North

Sea, a gravity-based structure with a topsides weight of 50,000 tonnes. Since that initial scope, the project has expanded to encompass a wide-ranging structural and mechanical enhancement of the vessel's TLS.

On the structural side, the work focuses on strengthening key beams that carry the main lifting loads within the TLS. Mechanically, the existing levers are being replaced by lighter components that can withstand higher loads, while the way the topsides are prepared ahead of a lift remains unchanged, so established topsides preparation requirements are preserved.

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DENZAİ and PC1 seal 58.5 MW Philippines wind deal

DENZAİ Group and PC1 Group have entered into a partnership on renewables and infrastructure in Southeast Asia, starting with the 58.5 MW Camarines Sur onshore wind project on Luzon in the Philippines.



16, January

Japan's DENZAI Group is deepening its presence in engineered heavy lifting and transport across Asia through a new alliance with Vietnam's PC1 Group, anchored by a 58.5 MW onshore

wind project in the Philippines. The partnership gives DENZAI an expanded role in the region's wind build-out while tying its lifting expertise directly to a defined project and schedule.

The first joint assignment under the agreement is the

Camarines Sur onshore wind project on Luzon Island. For this 58.5 MW development, DENZAI Philippines, a subsidiary of Singapore-based DENZAI International Holdings, is tasked with installing nine wind turbines at the site. According to the partners, construction is planned to begin in late March 2026.

Under the partnership, PC1 and DENZAI will work together on wind and other renewable schemes in both the Philippines and Vietnam. The arrangement is designed to pair PC1's engineering, procurement, and construction capability with DENZAI's know-how in heavy-lift operations, specialised transport,

and turbine installation. PC1 Group, a major Vietnamese power and infrastructure contractor, has been active in the sector for more than six decades. The company has delivered numerous high-voltage grid projects and substation works and has built up a track record in renewable power. It also develops wind projects in Vietnam and operates centralised control and operations centres that manage many of the country's wind farms.

Founded in Japan in 1972, DENZAI focuses on engineered heavy lifting and transport solutions and now operates not only in its home market but also across several Asian countries and other

overseas locations. The group has been placing increasing emphasis on renewables, taking on both the erection and servicing of wind turbines on land and at sea.

Kohki Uemura, CEO of DENZAI International Holdings, said the company is pleased to team up with PC1, describing it as a long-standing and reliable counterpart in wind power construction. He noted that as the Philippines moves faster toward renewable energy, wind power is expected to contribute more to energy security and to the country's long-term sustainable development.

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Fugro extends Vietnam offshore wind partnership

Fugro and PTSC Geos and Subsea Services have renewed their offshore wind cooperation in Vietnam for another two years, continuing to provide metocean, geophysical and geotechnical survey services under a new MoU.

16, January 2026

Dutch geo-data company Fugro and Vietnamese partner PTSC Geos and Subsea Services are extending their cooperation in Vietnam's offshore wind sector for a further two years under a renewed memorandum of understanding.

PTSC Geos and Subsea Services, part of Petrovietnam Technical Services Corporation, and Fugro first began working together in Vietnam in 2011. Under the new MoU, the partners will continue to support offshore wind projects with site investigation and marine data services, including metocean measurements alongside geophysical and geotechnical surveys.

The companies said that the extension underlines their ongoing support for Vietnam's offshore wind plans. According to the 8th Power Development Plan issued in 2023, Vietnam is targeting about 6 GW of offshore wind capacity by 2030 and between 70 GW and 91.5 GW by 2050.

From the PTSC side, director Truong Tuan Nghia noted that the company has been active in Vietnam and the

wider Asian market for more than 30 years. He said that renewing the agreement with Fugro enables the partners to keep delivering combined metocean, geophysical, and geotechnical survey work to their clients.

Speaking for Fugro, Jerry Paisley commented that Vietnam has strong offshore wind potential and highlighted that the two firms have worked together in the country for more than a decade. He added that the partnership allows Fugro and PTSC G&S to apply geo-data to help develop Vietnam's offshore wind market.



This latest MoU follows Fugro and PTSC G&S's agreement to extend the term by a further two years at the start of 2024.

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Photo source: Spliethoff

Brouwersgracht, Bloemgracht Set Course for Brazil's Raia Start

16, January 2026

Spliethoff has started a new offshore assignment in Brazil at the beginning of 2026 after Brouwersgracht and Bloemgracht arrived in Rio de Janeiro.

Following completion of clearance formalities in Rio, both vessels are sailing to Guarujá

to mobilise for work on the Raia Project for client Saipem.

The scope covers the supply of approximately 200,000 m of pipeline. The company described the work as well-matched to its B-type DP vessels, reflecting the project's operational requirements for offshore activity.

hmt-news.com

Equinor Sets 16 January Deadline for Empire Wind Restart

Equinor says Empire Wind 1 could be cancelled unless the US stop-work order is lifted and key construction restarts by 16 January 2026, as the company pursues an injunction.



Image: Eirik Hamre Clausen / Equinor

10, January 2026

Equinor has warned that its Empire Wind 1 offshore wind project off New York could be cancelled unless a US stop-work order is lifted and critical construction activities can resume by 16 January 2026.

The order was issued on 22 December 2025 by the US

Department of the Interior's Bureau of Ocean Energy Management (BOEM), directing a suspension of ongoing activities on the Outer Continental Shelf and citing national security concerns. Reporting on the federal action has linked the decision to Pentagon concerns about potential radar interference.

In a legal challenge filed in

the US District Court for the District of Columbia, Equinor has said the interruption threatens a tightly sequenced construction plan and raises financing risks. The company has indicated that it will seek a preliminary injunction to allow work to continue while the case proceeds.

Equinor has also outlined the scale of its exposure. As

of 30 September 2025, the gross book value of Empire Wind 1, including the South Brooklyn Marine Terminal, was about \$3.1 billion. As of 30 November 2025, about \$2.8 billion had been drawn under the project finance term loan facility. At the time the stop-work order was issued, the company said the project was more than 60% complete.

hmt-news.com

Maersk WTIV Nears Handover After South China Sea Trials

10, January 2026

Maersk's new wind turbine installation vessel, built by Seatrium, has completed sea trials and is on track for delivery by 28 February 2026, the owner said.

The WTIV is intended for work on Equinor's Empire Wind offshore wind development in the United States. The

vessel was launched from Seatrium's Tuas Boulevard Yard in Singapore in May 2025 and has since progressed through commissioning and trials, most recently in the South China Sea.

The project moved back onto a delivery path after a contract dispute last year. Maersk terminated the \$475 million shipbuilding agreement on 10 October 2025, after which both sides initiated arbitration. The companies reached a settlement in December 2025, with Maersk agreeing to take delivery of the vessel in 2026.

Operationally, the WTIV is designed around Maersk Offshore Wind's feeder-based approach. Under this setup, the WTIV stays at the installa-

tion site while feeder vessels shuttle turbine components out from port, aiming to keep installation work moving with fewer relocations.

Both the WTIV and the feeder vessels feature locking and stabilising technology intended to support safe operations in harsh environments. Maersk Offshore Wind has said the Jones Act-approved

concept can reduce the number of days required to install an offshore wind farm by 30 per cent.

Earlier details shared about the WTIV list an overall length of 145 m and note it will sail under the Danish flag.

hmt-news.com

Van der Straeten to lead WindEurope from 2 February 2026

WindEurope appoints Tinne Van der Straeten as CEO from 2 February 2026, setting priorities on energy security, competitiveness and accelerating wind buildout across Europe.

12, January 2026

WindEurope has appointed Tinne Van der Straeten as its new Chief Executive Officer, effective 2 February 2026, as the association positions itself for a period linked to Europe's energy security, industrial competitiveness, and climate commitments.

Van der Straeten previously served as Belgium's Energy Minister from 2020 to 2025 and most recently as a Member of the Belgian Parliament. WindEurope Chairman Henrik Andersen said she has experience shaping energy policy at the national and EU level, including overseeing Belgium's wind expansion and helping build broad alignment on the country's response to the 2022 energy crisis.

Her roles in European energy coordination include

chairing the North Sea Energy Cooperation in 2020 and, at the start of 2025, chairing the European Energy Council in 2024, and vice-chairing the IEA Ministerial meeting in 2022.

Van der Straeten said she will take on the role at a "defining moment" for Europe and described wind as a scalable, home-grown technology that supports affordable power, energy independence, and an industrial base with high-quality jobs across Europe. WindEurope Chairman Henrik Andersen said she has consistently kept wind high on the political agenda, collaborating across industry and government to shape policy and long-term investment frameworks that support deployment.

The WindEurope Board also thanked former CEO



Tinne Van der Straeten appointed CEO of WindEurope (Photo: WindEurope)

Giles Dickson for 10 years of leadership, describing his contribution as central to the organisation's development.

In outlining priorities, WindEurope said Van der Straeten will focus on maximising wind's contribution to affordability, industrial competitiveness, and energy security as Europe seeks to reduce reliance on imported fossil fuels. The association stated that a renewables-based system with wind at its core could

save Europe up to €1.6tn, including grid and backup costs, and argued this depends on accelerating the Clean Industrial Deal, scaling competitive renewables, and advancing electrification.

Wind currently generates 20% of Europe's electricity consumption, according to WindEurope, which said this could rise to 34% by 2030 and exceed 50% by 2050 with the right policies. The group noted that the EU installed 13 GW of

new wind capacity in 2025—less than half of what it said is required to meet 2030 energy security and climate targets—adding that permitting challenges and infrastructure delays remain key constraints. Van der Straeten said the sector is ready to accelerate and could support more than 600,000 jobs by 2030, but needs barriers removed.

[hmt-news.com](#)

ExxonMobil and TPAO Sign Offshore Exploration MoU



10, January 2026

ExxonMobil and Turkish Petroleum (TPAO) have signed a memorandum of understanding (MoU) to jointly evaluate exploration and development opportunities offshore Turkey, with a focus on the Black Sea and the Mediterranean.

Turkey's Energy Minister Alparslan Bayraktar said the

MoU was signed between TPAO and ESSO Exploration International Limited, an ExxonMobil affiliate. He described the agreement as a framework to improve operational efficiency by pairing TPAO's deepwater exploration and drilling capabilities with ExxonMobil's international experience. Bayraktar also noted

that the parties could consider additional areas for cooperation by mutual agreement.

In a separate statement, ExxonMobil said it intends to work with the Turkish government and TPAO to evaluate Turkey's potential and apply its technical capabilities to jointly explore for new resources in a safe and respon-

sible manner.

Neither side provided details on prospective acreage, specific exploration targets, or a timetable for next steps. As presented, the MoU establishes an evaluation track rather than confirming a final investment decision.

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Editor & Publisher:

Mike Lee / HMT News
ml@ohtrk.com | info@hmt-news.com
+82 10 5360 8250

Address:

#1012, 393, Seongseo-ro, Dalseo-gu, Daegu, Republic of Korea

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Empire Wind wins court order to resume work

Equinor and Empire Wind won a preliminary injunction in D.C. federal court against the Trump administration's 22 December stop-work order, allowing the partly built New York offshore wind farm to resume work.

16, January 2026

Facing the prospect of shutting down a partly built New York offshore wind project, Equinor has secured a preliminary injunction that allows construction on Empire Wind to restart despite a federal stop-work order issued by the Trump administration.

On Thursday, 15 January, Judge Carl Nichols of the U.S. District Court for the District of Columbia ruled in favour of Equinor and Empire Wind, temporarily blocking enforcement of the 22 December directive that halted construction on offshore wind projects. It is the second federal court this week to grant such relief, and the judge said he would move quickly to rule on the main challenge to the order.

The injunction was granted one day before Empire Wind had told the court it would have to shut down and abandon the project if work could not resume. The offshore wind farm, located south of Long Island, is reported to be about

60% installed and is scheduled for completion in 2027. The company described the work programme as tightly sequenced and warned that the interruption ordered in December placed the entire development at risk.

A heavy-lift installation vessel has already arrived on site with the crane needed to install the offshore substation topside. Equinor argued that the vessel is under contract and cannot simply remain idle at the field, and that it has no realistic option for storing the substation for a later campaign. The company also pointed to rising costs caused by the standstill and potential consequences for project financing.

Judge Nichols heard arguments on Wednesday and indicated he would rule promptly on the request for interim relief. In granting the preliminary injunction, he concluded that Empire Wind was likely to suffer serious, non-recoverable harm if the stop-work order stayed in place. He also

asked the federal government and Empire Wind to submit by 20 January a proposed accelerated briefing timetable so that he can promptly address the legality of the order.

After the decision, Equinor and Empire Wind issued a statement saying they were focusing on safely restarting offshore construction activities and would continue to engage with the U.S. government to support safe and responsible operations.

The dispute arises from a directive by the U.S. Department of the Interior instructing five offshore wind projects under construction to halt work as of 22 December. The department cited new confidential analysis prepared by the Pentagon that it says identifies national security risks. According to reports, the assessment examines how turbine structures and moving blades may affect radar performance and introduce additional clutter in sensor readings.

Developers say they have

not been briefed on the underlying information. Ann Navaro, counsel for Empire Wind, told the court that the administration has not responded to requests for a secure briefing on the new material. Ørsted and Dominion Energy have made similar points in their own lawsuits, and in the case involving Dominion Energy's Coastal Virginia Offshore Wind project, the judge has ordered the Pentagon to provide the data to the court.

Earlier this week, Ørsted obtained a comparable preliminary injunction allowing work to resume on its Revolution Wind project off Rhode Island. A hearing is scheduled for Friday on Dominion Energy's request for permission to restart construction on the Coastal Virginia Offshore Wind project. Ørsted has also filed a separate case over its Sunrise Wind project off New York's Montauk Point. In Massachusetts, Avangrid, the developer of Vineyard Wind 1, said it has asked the U.S. District Court for the District

of Massachusetts for a TRO and a preliminary injunction against the suspension order.

Connecticut, Rhode Island, and New York have also brought cases in support of the offshore wind projects, saying the halt undermines their economic development plans.

This is not the first time Empire Wind has faced a federal pause. The Trump administration previously ordered work to stop for a month shortly before offshore activities were due to begin in the spring. That dispute was resolved without a court ruling after Norwegian government officials raised the issue with the White House, and New York State reportedly agreed to allow a stalled pipeline project to move forward.

A White House spokesperson told Bloomberg that the federal government will continue to oppose the offshore wind projects.

[hmt-news.com](#)

Rio state enacts offshore wind policy



Image source: Bnamericas.

13, January 2026

On 12 January, Rio de Janeiro state adopted a dedicated policy to promote offshore wind power as part of its wider energy transition agenda. The legislation sets

out how offshore areas will be allocated for energy use and is intended to draw investment, create skilled employment, and strengthen ocean-related industries.

The new state framework for offshore energy transi-

tion rests on principles that include respect for Brazil's federal structure, recognition of federal responsibilities, environmental and climate safeguards, and avenues for public participation. It is designed to give Rio de Janeiro an institutional channel that can align state-level action with national planning for offshore areas used for power generation.

The law also requires that territorial, socio-economic, and environmental assessments be carried out along the coast. These studies are expected to support more orderly coastal management and the safe, efficient siting of offshore wind projects, while reducing disputes over how marine space is used and giving developers a clearer view of future permitting conditions.

State officials say the policy has the capacity to unlock thousands of qualified jobs and to stimulate local supply chains tied to local shipyards, metalworking firms, port logistics operations, and specialized service providers. Offshore wind is being framed as a new driver of sustainable growth that fits within what the government describes as the green economy.

Another core objective of the initiative is to bring in both Brazilian and foreign investors and to turn Rio de Janeiro into a centre for innovation in energy. The state intends to take advantage of links with universities and research institutions, as well as industries already based in the region, to support project development and technology deployment.

According to the state's

energy and maritime economy secretariat, Rio de Janeiro enters the offshore wind segment with a set of structural advantages. The state has an established network of ports, deep experience in logistics, and more than five decades of offshore oil and gas activity, giving companies in the region substantial technical and industrial know-how in marine operations.

This legacy, coupled with strong wind resources off the coast of Rio de Janeiro state and progress in marine spatial planning studies, is presented by the government as the basis for a phased, secure, and environmentally responsible build-out of offshore wind projects along the state's coastline.

[hmt-news.com](#)

Vantris Energy Sells L&T-Sapura Shipping Stake to Larsen & Toubro

Vantris Energy has sold its 40% stake in L&T-Sapura Shipping to Larsen & Toubro for about \$30.5 million, exiting the LTS3000 JV and redirecting capital to core, wholly owned assets.



Photo: L&T Sapura

13, January 2026

Vantris Energy, formerly Sapura Energy, has completed the sale of its 40% interest in L&T-Sapura Shipping to joint-venture partner Larsen & Toubro for a total consideration of about \$30.5 million, as part of a broader portfolio optimisation drive. The consideration includes an equity component together with full repayment of an outstanding shareholder loan and

accrued interest owed to Vantris Energy. The divestment was executed through Sapura Nautical Power, the group's wholly owned indirect subsidiary based in Singapore. The company said the transaction forms part of continuing efforts to streamline and strengthen its asset base, with a sharper focus on core capabilities and wholly owned assets that support long-term value creation. Chief Executive Officer

Zamri Jusoh stated that the divestment is another step in reshaping Vantris Energy into a financially resilient, agile, and more focused company. He noted that, as the portfolio is realigned, capital and management attention are being directed to businesses, assets, and regions where the group can compete strongly and generate sustainable value. Net proceeds from the sale are earmarked to meet oper-

ational funding requirements in the group's Engineering & Construction segment, with additional support for its Operations & Maintenance business. L&T-Sapura Shipping is the owner and operator of the heavy-lift and pipelaying vessel LTS3000. Following completion of the transaction, Larsen & Toubro will hold full ownership of the company. After the divestment, Vantris Energy continues to own

four heavy-lift and pipelaying vessels on a wholly owned basis. Within its Engineering & Construction arm, the group operates 12 offshore construction vessels and barges that support shallow- and deep-water transport, installation and subsea activities.

[hmt-news.com](#)

Vantris Energy takes Petronas T&I scopes in Malaysia

Vantris Energy has secured T&I work from Petronas Carigali on Malaysia's Sepat and Belud South projects and sold its 40% stake in L&T-Sapura Shipping to Larsen & Toubro for \$30.5 million.

15, January 2026

Vantris Energy, which previously operated under the Sapura Energy name, has been selected to carry out transport-and-installation work for offshore facilities on the Sepat and Belud South projects in Malaysia. On 7 January, Sapura Offshore received a commis-

sioning letter from Petronas Carigali covering T&I activities for two Malaysian field developments. The awards relate to offshore facilities for the integrated redevelopment of Sepat and for the Belud South development, described as a greenfield project. Offshore execution is scheduled to begin in the fourth quarter. The Belud

South scope is targeted to finish before the end of 2027, while the programme associated with Sepat is planned to run until around the third quarter of 2029. According to Vantris Energy, the group's Engineering & Construction division will be responsible for managing the transport-and-installation activities, with Sapura Offshore

acting as the executing contractor. In a separate disclosure earlier this week, Vantris Energy said it had sold a 40% stake in L&T-Sapura Shipping, transferring the interest to joint-venture partner Larsen & Toubro for \$30.5 million. Once the deal closes, Larsen & Toubro will hold full ownership of L&T-Sapura Shipping

and the associated LTS3000 heavy-lift/pipelay vessel. Vantris Energy said it continues to own four heavy-lift/pipelay units outright, together with 12 construction vessels and barges that support offshore T&I and subsea operations in both shallow and deep water.

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Taiwan resets Round 3.3 offshore wind auction

12, January 2026

Taiwan's upcoming Round 3.3 offshore wind tender will offer 3.6 GW of capacity, with individual bids ranging from 300 MW to a maximum of 1 GW. Projects that secure awards will be required to connect to the grid in the 2030–2031 timeframe, supporting the national objective of sourcing 60% of electricity from renewables by 2050. Current offshore wind installations in Taiwan total roughly 4 GW. These design changes are being developed against the backdrop of a difficult 2025 for the global offshore wind industry, when a number of projects worldwide did not progress to a final investment go-ahead. In response, Tai-

wan is reshaping how new offshore wind capacity is allocated, with a clear emphasis on making sure projects are financially and technically deliverable. Last week, the Ministry of Economic Affairs (MOEA) presented draft regulations for Round 3.3 at a public consultation. Although stakeholders have not yet reached an agreement, the government signalled that the revised framework reflects a broader shift in Taiwan's renewable energy strategy. Under the draft, the tender mechanism would move away from an approach dominated by bid price and rigid localisation rules. A developer's execution and delivery capability would instead sit at the centre of the evaluation, marking a departure from

Taiwan is redesigning its Round 3.3 offshore wind auction, removing localisation rules and weighting delivery, finance and ESG to allocate 3.6 GW for grid connection in 2030–2031.

earlier, primarily price-driven rounds. A key change is the removal of Taiwan's localisation regulations, a step that aligns with developers' focus on controlling costs. In their place, the assessment would give significant weight to a bidder's track record and financial strength, which together would account for 35 points in the total score. Track record would be tested through a "negative list" that examines past delays, early project termination, and failures to sign required administrative contracts. Environmental, social and governance (ESG) criteria

are also being built into the process at an earlier stage. ESG performance is planned to contribute 10–15% of the overall evaluation score. Traditionally, these reviews have taken place during the financing phase, after capacity has already been awarded. Conducting ESG assessments so late has led to additional baseline studies, raising project costs and extending development schedules. Bringing ESG into the planning phase is seen as an effort to limit such delays. According to Will Liu, Senior Consultant at AFRY, the proposed framework would filter out speculative bidders

and developers whose performance in previous rounds has harmed their credibility. He notes that only a relatively small group of companies can, on their own, satisfy both the execution and financial criteria. As a result, he expects to see more joint-development structures in which capital-strong investors and technically experienced developers combine their capabilities in order to participate in the tender. MOEA plans to finalise the Round 3.3 rules, including the detailed selection mechanism, within this first quarter.

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Dixstone awards Drydocks World Cap Lopez LNG FSU EPC



Source: Drydocks World

13, January 2026

Netherlands-based developer Dixstone, an affiliate of French independent Perenco, has selected Dubai yard Drydocks World for the engineering, procurement, and construction (EPC)

conversion of an LNG carrier into the Cap Lopez floating storage unit (FSU) for Gabon. The project, awarded via Dixstone Lower Gulf FZCO, will see the vessel reconfigured to support the country's floating LNG (FLNG) development. Once converted, Cap Lo-

pez will enable offshore gas liquefaction, storage, and export for Gabon, helping reduce gas flaring and lifting national gas production capacity by about 105 million standard cu ft per day. Under the EPC scope, Drydocks World will carry

out extensive modifications on the LNG carrier, including the fabrication of more than 700 tonnes of new steel and the installation of approximately 3,000 m of piping. The yard will also install a boil-off gas (BOG) process module weighing 1,400 tonnes and a

350-tonne E-House, together with full drydocking, tank coating and life-extension works. All conversion activities will be performed under Lloyd's Register classification to meet applicable safety and compliance requirements. Sail-away of Cap Lopez from Dubai is scheduled for July 2027. The contract adds another large-scale LNG conversion project to Drydocks World Dubai, part of DP World, by extending the operating life of an LNG carrier as a floating storage unit. The company noted that the agreement aligns with its role in delivering infrastructure that supports the global energy transition and expressed its appreciation to Dixstone Lower Gulf FZCO for the award. This latest assignment follows an earlier contract between Drydocks World and Amigo LNG—the Mexican joint venture of Texas-based Epsilon LNG and Singapore-based LNG Alliance—for an FLNG liquefaction facility at a planned LNG terminal in Mexico.

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50Hertz lifts Jasmund topside at Baltic site

50Hertz has installed the Jasmund offshore substation at a 300MW Baltic Sea wind farm. The platform will step up Ostwind 3 power to 220 kilovolts and forms the TSO's first fully owned offshore asset in the Baltic.



13, January 2026

German transmission system operator 50Hertz has installed the Jasmund offshore substation

platform at a 300MW wind farm area in the Baltic Sea, providing the main grid link for the Ostwind 3 connection.

Once commissioned, the offshore substation is due to

start operation in October. At that point, it will raise the output from the Ostwind 3 turbines to 220 kilovolts and route the electricity to shore through subsea export cables.

Jasmund is the first offshore installation in the Baltic Sea for which 50Hertz, in its role as transmission system operator, carries end-to-end responsibility for both construction and operation. In earlier Baltic projects, wind farm developers had the lead role until a change in German law brought the rules into line with the regime already applied in the German North Sea.

Stefan Kapferer, chairman of 50Hertz, said Ostwind 3 follows the Ostwind 1 and 2 connections in the offshore area north-east of the island of Rügen, and that the company is working to finish the project on time and within its budget.

He also pointed to progress on the OST-6-1 grid link, which is designed to provide 927MW of transmission capacity to connect the Gennaker wind

farm located north of the Fischland-Darss-Zingst peninsula. Two offshore platforms for this project are already in the construction phase, installation of protective pipes has begun and a new onshore substation is being developed near Gnewitz.

According to Kapferer, these offshore grid investments are a key part of efforts to make reliable use of the strong wind resource in German waters. He also highlighted cooperation with Danish system operator Energinet and noted that 50Hertz plans to work with additional partners around the Baltic Sea in the future.

The Windanker wind farm, which is being developed and operated by Iberdrola, and the Ostwind 3 grid connection are both targeted for completion in late September.

ConocoPhillips Australia's Charlemont-1 finds deep gas in Otway Basin

Charlemont-1, operated by ConocoPhillips Australia off Victoria, has encountered gas in deeper Waarre zones. The partners are weighing extra wireline logging to better define Otway Basin gas potential.



15, January 2026

The Charlemont-1 exploration well operated by ConocoPhillips Australia offshore Victoria has encountered additional gas in deeper sections of the Waarre sequence, and the joint ven-

ture believes the broader trend could, if successfully appraised, rank among the larger gas accumulations in the Otway Basin.

Drilling of Charlemont-1 began on 10 December last year with the semisubmersible Transocean Equinox.

After the well penetrated the Waarre C interval at 2,552 m MD, the partners ran a 7-in. liner, following reports from 3D Energi of stronger-than-forecast formation pressures and substantial gas indications in this section.

Work in the Waarre C zone

resumed on 2 January this year. Elevated gas readings were observed across the reservoir sandstones, with further gas responses then recorded in the underlying Waarre B unit and through the main Waarre A objective to a depth of 2,753 m MD.

At this point, the well entered a high-pressure zone where formation pressures exceeded prior expectations and approached the limits of safe operating conditions. As a result, the partners decided to suspend drilling before reaching the planned total depth of 2,862 m.

According to 3D Energi, the joint venture is now considering additional wireline logging to better characterise fluids in the Waarre B and Waarre A intervals and to assess whether these zones may be in communication with Waarre C.

3D Energi Executive Chairman Noel Newell said the outcome in Waarre C is

particularly important because this part of the section had not been expected to contain hydrocarbons before drilling started. He added that gas shows identified across multiple Waarre sandstone layers reduce geological risk for shallower prospects along the Charlemont Trend, where direct hydrocarbon indicators have been mapped and tied back to the La Bella discovery. Newell noted that, subject to successful appraisal, the Charlemont cluster could ultimately be considered one of the more substantial gas accumulations in the Otway Basin.

The permit is operated by ConocoPhillips Australia with a 51% interest, in partnership with Korea National Oil Co. on 29% and 3D Energi on 20%.

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EnerMech wins Saipem subsea role on Guyana's Whiptail

EnerMech has been awarded a subsea pre-commissioning package by Saipem on ExxonMobil's \$12.7 billion Whiptail oil project offshore Guyana, its fifth pre-commissioning campaign in the Stabroek block.



Photo source: EnerMech

13, January 2026

As it builds up a permanent base in Georgetown, EnerMech has secured a new package from Saipem on the \$12.7 billion Whiptail oil development offshore

Guyana. The contract covers pre-commissioning work on subsea infrastructure for the field, which is operated by ExxonMobil Guyana, a subsidiary of ExxonMobil.

Whiptail is the sixth deep-water oil project approved

in the Stabroek block and lies about 200 miles off the Guyanese coast. The floating production storage and offloading (FPSO) unit for the development is being engineered under a front-end en-

gineering and design (FEED) assignment awarded to SBM Offshore.

The award marks EnerMech's first involvement on the Whiptail field. At the same time, it represents the company's fifth pre-commissioning campaign in Guyana's offshore sector, adding to earlier work on the Liza Phase 2 as well as the Payara, Yellowtail, and Uaru developments.

Under the scope from Saipem, the Aberdeen-based energy services company will prepare the subsea production network for start-up. The work plan includes flooding and cleaning of risers and subsea flowlines, followed by integrity checks through hydrotesting. The company will also track umbilicals after load-out, during transit, and laying operations from an offshore construction vessel. In addition, EnerMech will oversee dynamic umbilical lay

activities and perform testing once the lines are installed, using the dedicated FPSO (floating production storage and offloading) unit on the project.

To support this and future projects, EnerMech is setting up a new base in Georgetown and rolling out a phased plan for new equipment. The investment includes RFUs (remote flooding units) and STPs (subsea test pumps) to meet increasing demand for offshore energy services in the region.

Chief executive Charles Davison Jr. described the Whiptail award as an important step in EnerMech's expansion in Guyana and said it demonstrates the confidence that major offshore contracting companies, including Saipem, have in the company's personnel, technology and performance record.

hmt-news.com

Scarborough FPU reaches offshore Western Australia

13, January 2026

A central element of the upstream facilities is a large semi-submersible FPU that has now arrived at the Scarborough field, located about 375 km off the coast of Karratha in Western Australia. The unit was towed from China for a voyage of over 4,000 nm before entering Australian waters and taking up position at the field, an event Woodside has described as a key step for the project.

Woodside Acting CEO Liz Westcott said the safe arrival of the Scarborough FPU in the field early in 2026 is an important way to begin the year, noting that overall project completion has passed 91%. She said the unit's delivery underlines collaboration between Woodside, main contractor McDermott and their subcontractors, and their

shared focus on safe project delivery.

Australia's Scarborough gas project in the Carnarvon Basin, valued at around \$12.5 billion, is moving further toward start-up as offshore and onshore facilities advance in tandem. The development involves new offshore infrastructure linked by an approximately 433 km pipeline to a second LNG train at the existing onshore Pluto LNG plant. Offshore work includes installation of a floating production unit (FPU) and an initial drilling program of eight wells, increasing to a total of 13 wells over the field's producing life.

With an approximate displacement of 70,000 t, the semi-submersible production unit will process gas directly at Scarborough and acts as the centrepiece of the joint venture's offshore development. The unit, regarded as



Scarborough floating production unit arrives in Australia; Source: Woodside

one of the biggest semi-submersible production facilities built so far, is equipped with emissions-reduction systems and is configured to treat and compress gas for export through the trunkline. Its design also allows for additional subsea tie-ins to support the future development of nearby

fields. Westcott recalled that early in 2025 the hull and topsides of the FPU were still being built in different shipyards. Since then, the structures have been integrated into a single unit, brought into Australian waters and moved onto location, where work to

secure the mooring system is under way. With the FPU now on station, the project team is concentrating on hook-up and commissioning in preparation for production, with first LNG cargo still targeted for the latter half of this year.

hmt-news.com

Japan Launches World-First 6,000 m Deep-Sea Rare Earth Trial to Cut China Reliance

Japan has begun a month-long seabed trial near Minamitori Island using the vessel Chikyu to continuously lift rare-earth-bearing mud from about 6,000 m, part of efforts to diversify supply chains.



Image Credits: Wikipedia

14, January 2026

Japan has launched a month-long offshore mission to test whether it can secure rare earth elements from domestic seabed resources for use in electric vehicles, electronics and de-

fense systems.

The test mining vessel Chikyu departed on Monday from Shizuoka for waters near Minamitori Island, a remote coral atoll located about 1,900 km southeast of Tokyo. The operation is designed to continuously lift mud containing

rare earths from around 6,000 m below the ocean surface directly onto the ship—an outcome the project team says has not been achieved before at that depth.

Project leader Shoichi Ishii said the campaign follows seven years of preparation

and described recovery from 6,000 m as a major achievement that could support procurement diversification. The expedition carries about 130 crew members and researchers and is scheduled to return on 14 February. The government has not disclosed estimated reserve volumes for the target deposits.

Japan currently sources around 60% of its rare earth imports from China, down from nearly 90% in 2010, after China restricted exports following a maritime dispute in the East China Sea. Since then, Japan has pursued overseas supply routes, including Sojitz's tie-up with Lynas Rare Earths, and has promoted recycling and manufacturing processes aimed at lowering rare earth usage. The Minamitori Island campaign is described as Japan's first attempt to source rare earths domestically.

Takahide Kiuchi of Nomu-

ra Research Institute said producing rare earths inside Japan is the fundamental solution, while cautioning that replacing the Chinese supply would be difficult if export controls expand further. Heavy rare earth elements are highlighted as a particular concern because they are needed for high-performance magnets used in electric and hybrid vehicle motors, and most of Japan's supply is said to come from China. The report also noted that China last week banned exports of dual-use items to Japan, a category that includes some critical minerals, while broader rare earth restrictions have not been officially announced. Japan has invested around ¥40 billion (about \$250 million) in the project since 2018; if the confirmation tests succeed, a full-scale mining trial is scheduled for February 2027.

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Norway Hands Out 57 Offshore Licence Offers in APA 2025

Norway's energy ministry offered 57 production licences to 19 firms in APA 2025, covering the North Sea, Norwegian Sea and Barents Sea, with binding work programmes and awards set after May 2025 applications.

14, January 2026

Norway's Ministry of Energy has offered 57 new production licences to 19 companies under the APA 2025 (Awards in Predefined Areas) round on the country's continental shelf, as Norway seeks to slow an expected decline in oil and gas output and sustain energy deliveries to Europe.

The offers are spread across all three offshore regions: 31 licences in the North Sea, 21 in the Norwegian Sea, and five in the Barents Sea. Each award comes with a binding work programme that requires either active maturation work or relinquishment of the acreage back to the state.

Energy minister Terje Aasland said Norway is Europe's



Photo: Olaf Nagelhus / Equinor

most important energy supplier, but that production is expected to begin declining in a few years, adding that new projects are needed to slow the decline and deliver as

much output as possible.

The ministry said 13 of the 19 companies receiving acreage were awarded one or more operatorships. It also described the APA system as

a tool to keep exploration and development moving in mature areas before existing offshore infrastructure is retired, supporting efficient resource recovery and value creation.

The largest recipients named included Equinor, Aker BP, DNO, Vår Energi, and Harbour Energy, alongside a wider group of international and independent players active offshore.

Norway introduced APA in 2003 to provide predictability and maintain exploration momentum in mature basins. The ministry said the APA area now covers most opened and available acreage and is expanded annually based on geological maturity and infrastructure considerations. For APA 2025, applications were submitted by 20 companies after the round was formally announced in May 2025, and the awards were finalized following technical and commercial evaluation.

hmt-news.com

Aker Solutions Resizes Workforce

10, January 2026

After several years of record-high workload, Aker Solutions expects overall activity to ease in 2026 compared with 2025. The Norwegian contractor said it will reduce capacity and adjust staffing in selected parts of the organisation to align with the anticipated market level.

"We still see many oppor-

Aker Solutions expects lower 2026 activity than 2025 and will resize capacity. Just over 500 roles may be affected, including about 300 linked to the Verdal yard.

tunities both in Norway and internationally, but the anticipated activity level means we must take action now to ensure the company's robustness and sound financial management," CEO Kjetel

Digre said. Source: Company Press Release

The company estimates that the measures may affect just over 500 permanent full-time positions out of roughly 12,000.

Around 300 of the potential reductions are linked to the Verdal yard in Norway, with changes planned to take effect from early spring 2026. The remaining staffing adjustments are spread across mul-

iple locations in Norway and internationally, and Aker Solutions noted that reductions in some areas have already been implemented.

The company added that the final number of affected employees could change, depending on whether new projects are secured during the period.

hmt-news.com

OceanMight wins Belud South offshore platform job

PETRONAS Carigali has awarded OceanMight, a KKB Engineering subsidiary, a RM212 million (\$52 million) EPC contract for a fixed offshore structure and host tie-in at Erb West under the Belud South project off Sabah.



Photo source: KKB Engineering

9, January 2026

KUALA LUMPUR – PETRONAS Carigali Sdn Bhd has awarded a RM212 million EPC contract to OceanMight Sdn Bhd, a 60.81%-owned subsidiary of KKB Engineering Bhd, for an offshore platform and associated works tied to the greenfield Belud South devel-

opment off Sabah. The contract value is equivalent to \$52 million.

The award, which KKB Engineering Bhd describes as a minor EPC contract, was disclosed in a filing to the Malaysian stock exchange on Friday.

Under the scope of work, OceanMight Sdn Bhd is responsible for EPC delivery of

a fixed offshore platform and for host tie-in activities at the Erb West field. These tasks form part of the greenfield Belud South development offshore Sabah.

The contract period is 13 months, starting on 15 January 2026, and the project is scheduled for completion within that timeframe. A detailed agreement is to be signed in due course following the letter of award from PETRONAS Carigali Sdn Bhd.

The Belud South work adds to OceanMight Sdn Bhd's track record as an experienced EPC contractor. The company's recent portfolio includes a flare structure package for the Kasawari project, along with pile fabrication and jacket loadout activities for the Jerun A CPP.

hmt-news.com

Perro Negro 7 Returns to Work for Aramco

9, January 2026

The long-term drilling contract for the jack-up rig Perro Negro 7 now runs until 2034, after Saipem confirmed that a 12-month suspension in 2024 will be added at the end of the agreement. Operations were paused for one year during 2024, and this stoppage will be recovered by pushing back the contract expiry.

Saipem originally secured

the contract for Perro Negro 7 in 2011. The company later agreed a further extension in June 2023, adding 10 years to the term.

Work with Aramco offshore Saudi Arabia using Perro Negro 7 is scheduled to restart in January 2026, the Italian offshore services contractor said.

The jack-up unit Perro Negro 7 can operate in water depths of up to 375 feet and is capable of drilling wells

to around 9,100 m. The rig is equipped with systems designed to support safe and efficient drilling while complying with more demanding environmental standards.

In its statement, Saipem said the restart of Perro Negro 7 shows that drilling work in the Middle East is recovering and described the region as one of its key markets.

hmt-news.com

HARIMA rig starts drilling



13, January 2026

HARIMA, the latest unit to join Dixstone's drilling fleet, is a compact hydraulic modular drilling rig installed on a self-propelled marine jack-up tender barge. The rig is tied into the field's power network, a setup intended to cut emissions and streamline offshore logistics during drilling campaigns.

This configuration is now

being deployed on the Emeraude AA platform offshore the Republic of Congo, where HARIMA has been mobilised for its first operational assignment under Dixstone.

After completing its endurance testing phase, HARIMA began drilling its initial well from the Emeraude AA platform on 7 January, marking the start of the rig's first well programme on the Congolese offshore asset.

COOEC delivers jacket for Abu Safah field

12, January 2026

China's Offshore Oil Engineering Company (COOEC) has launched an offshore jacket bound for Saudi Aramco's Abu Safah field, advancing the project from yard fabrication into the offshore transportation and installation phase.

The company said the structure was designed and built in China before the launch, a standard milestone

that typically follows completion of primary steelwork, coating, and pre-shipment checks for fixed-platform substructures.

Abu Safah is a producing shallow-water offshore field in the Arabian Gulf and is widely referenced as a shared resource between Saudi Arabia and Bahrain, forming an important component of Bahrain's upstream revenue base.

Source: Upstream

Benin’s Sèmè Offshore Field Nears First Oil

Akrake Petroleum plans to start production at Benin’s Sèmè offshore field by late January 2026, following drilling delays and mobilisation of the Stella Energy 1 MOPU and Kristina FSO.



13, January 2026

Akrake Petroleum, a wholly-owned subsidiary of Lime Petroleum Holding and 89.74% indirectly controlled by Singapore-based Rex International Holding, is preparing to initiate oil pro-

duction from the Sèmè field in offshore Benin, with start-up targeted for late January 2026.

The operator’s current development push on Block 1 centres on a three-well drilling programme at Sèmè. Using the Gerd jack-up rig owned

by Borr Drilling, Akrake Petroleum started work in August 2025 on the first well in the sequence. The campaign consists of an exploration well, AK-1P, aimed at deeper hydrocarbon-bearing intervals H7 and H8 that have not yet been produced, and two horizontal

producers, AK-1H and AK-2H, within the H6 reservoir unit.

Originally, the first oil was expected in the fourth quarter of 2025. That schedule slipped when drilling through the overburden above the reservoir proved more complex than planned. According to Rex International Holding, shale layers with challenging geomechanical properties in this section led to several stuck pipe events, requiring portions of the overburden to be drilled again and pushing the project timeline back.

During these operations, the drilling team gathered new geomechanical data and used it to refine drilling parameters. They have since drilled successfully through the problematic overburden in the AK-2H production well. Drilling the reservoir section of AK-2H is expected to commence this week, and the operator is again targeting first oil from the field toward the end of January 2026 once this phase

is completed.

Key production facilities are already in place to support the planned start-up. The Stella Energy 1 unit, used as a mobile offshore production facility (MOPU), and the FSO Kristina, deployed as a floating storage and offloading vessel, were both contracted in April 2025, upgraded, and then moved onto location, where they are now positioned for production operations.

Block 1, which hosts the Sèmè field, extends over about 551 square kilometers in shallow waters of roughly 20–30 m depth off Benin. The field was discovered by Union Oil in 1969 and later brought onstream by Norway’s Saga Petroleum. From 1982 to 1998, Sèmè delivered roughly 22 million bbl of crude before production was halted in the late 1990s due to low oil prices.

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ConocoPhillips Australia’s Charlemont-1 finds deep gas in Otway Basin

Charlemont-1, operated by ConocoPhillips Australia off Victoria, has encountered gas in deeper Waarre zones. The partners are weighing extra wireline logging to better define Otway Basin gas potential.



Photo credit: ALP Maritime

15, January 2026

The Charlemont-1 exploration well operated by ConocoPhillips Australia offshore Victoria has encountered additional gas in

deeper sections of the Waarre sequence, and the joint venture believes the broader trend could, if successfully appraised, rank among the larger gas accumulations in the Otway Basin.

Drilling of Charlemont-1 began on 10 December last year with the semisubmersible Transocean Equinox. After the well penetrated the Waarre C interval at 2,552 m

MD, the partners ran a 7-in. liner, following reports from 3D Energi of stronger-than-forecast formation pressures and substantial gas indications in this section.

Work in the Waarre C zone resumed on 2 January this year. Elevated gas readings were observed across the reservoir sandstones, with further gas responses then recorded in the underlying Waarre B unit and through the main Waarre A objective to a depth of 2,753 m MD.

At this point, the well entered a high-pressure zone where formation pressures exceeded prior expectations and approached the limits of safe operating conditions. As a result, the partners decided to suspend drilling before reaching the planned total depth of 2,862 m.

According to 3D Energi, the joint venture is now considering additional wireline logging to better characterise fluids in the Waarre B and Waarre A intervals and to assess whether

these zones may be in communication with Waarre C.

3D Energi Executive Chairman Noel Newell said the outcome in Waarre C is particularly important because this part of the section had not been expected to contain hydrocarbons before drilling started. He added that gas shows identified across multiple Waarre sandstone layers reduce geological risk for shallower prospects along the Charlemont Trend, where direct hydrocarbon indicators have been mapped and tied back to the La Bella discovery. Newell noted that, subject to successful appraisal, the Charlemont cluster could ultimately be considered one of the more substantial gas accumulations in the Otway Basin.

The permit is operated by ConocoPhillips Australia with a 51% interest, in partnership with Korea National Oil Co. on 29% and 3D Energi on 20%.

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D.C. Court Lifts Halt on Revolution Wind Project

A federal judge in Washington, D.C. has issued an injunction that lets work resume on the almost complete Revolution Wind project, while court challenges to BOEM’s suspension orders issued in 2025 continue.

14, January 2026

Work on the nearly finished Revolution Wind offshore wind project is moving forward again after a U.S. federal court in Washington, D.C. allowed construction to restart, restoring momentum for a development intended to supply renewable electricity to Connecticut and Rhode Island.

The project, reported to be about 87% complete when activity was halted, is being developed by Revolution Wind LLC, a 50/50 joint venture between Ørsted and Global

Infrastructure Partners’ Sky-born Renewables. The joint venture asked the court for a preliminary injunction, arguing against a federal decision that had forced work to stop. The judge granted that request, concluding that the U.S. government had not adequately supported its reliance on “national security” to suspend construction.

The construction freeze dated back to a Director’s Order issued on 22 December 2025 by the U.S. Bureau of Ocean Energy Management (BOEM). That directive, presented as a suspension/

stop-work order, paused Revolution Wind along with other offshore wind projects on the U.S. East Coast, citing national security concerns tied to classified assessments.

The ruling from Washington, D.C. represents at least the second occasion on which a judge has stepped in to block an attempt by the Trump administration to halt activity at Revolution Wind. Legal challenges remain ongoing over BOEM’s Director’s Orders dated 22 August 2025 and 22 December 2025, even as work at the site is now permitted to continue.

Under the new injunction, construction activities affected by the December 2025 order may resume immediately. While the broader legal challenges proceed, the decision enables the project owners to restart offshore work rather than keep the nearly completed wind farm idle.

In a statement, U.S. offshore renewable energy industry group Oceantic Network welcomed the ruling and said the project is important for New England power supply and the related supply chain.

Financial markets also

reacted to the development. Shares in Ørsted rose after the ruling, reflecting investor expectations that the restart of construction will limit delay-related impacts and reduce costs tied to the earlier stoppage.

In effect, the federal court in Washington, D.C. has cleared Revolution Wind to move ahead with construction while litigation over BOEM’s August 2025 and December 2025 suspension orders continues, giving temporary relief to a prominent U.S. renewable power initiative.

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BOKA Da Vinci Delivers Subsea CO2 Storage Hook-up at Nini



14, January 2026

Boskalis’ diving support vessel BOKA Da Vinci has completed a set of subsea installation works in the northern North Sea for INEOS, supporting the Greensand carbon dioxide (CO2) storage initiative tied to Denmark’s offshore Nini oil and gas field.

In less than a month, Boskalis Subsea Services mobilised saturation divers and a remotely operated ve-

hicle to install a dynamic hose system on the seabed, fitted with 49 buoyancy modules. After that installation, the pipeline end manifold was positioned on the seabed with precision, and a static hose was installed in two separate sections.

The infrastructure is intended to enable CO2 captured onshore to be transported offshore for injection into the new storage facility. The CO2 is set to arrive at

Nini on a special bulk cargo carrier, which will connect to the dynamic hose installed by Boskalis before injection.

Boskalis said the work demonstrates how its subsea capabilities—typically used for decommissioning, inspection, repair, and maintenance—can also be applied to CO2 storage programmes in the North Sea.

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Vantris Energy takes Petronas T&I scopes in Malaysia

Vantris Energy has secured T&I work from Petronas Carigali on Malaysia’s Sepat and Belud South projects and sold its 40% stake in L&T-Sapura Shipping to Larsen & Toubro for \$30.5 million.

15, January 2026

Vantris Energy, which previously operated under the Sapura Energy name, has been selected to carry out transport-and-installation work for offshore facilities on the Sepat and Belud South projects in Malaysia. On 7 January, Sapura

Offshore received a commissioning letter from Petronas Carigali covering T&I activities for two Malaysian field developments. The awards relate to offshore facilities for the integrated redevelopment of Sepat and for the Belud South development, described as a greenfield project. Offshore execution is

scheduled to begin in the fourth quarter. The Belud South scope is targeted to finish before the end of 2027, while the programme associated with Sepat is planned to run until around the third quarter of 2029.

According to Vantris Energy, the group’s Engineering & Construction division will be responsible for managing the transport-and-installation activities, with Sapura Offshore acting as the executing contractor.

In a separate disclosure earlier this week, Vantris Energy said it had sold a 40% stake in L&T-Sapura Shipping, transferring the interest to joint-venture partner Larsen &



Photo: L&T Sapura

Toubro for \$30.5 million.

Once the deal closes, Larsen & Toubro will hold full ownership of L&T-Sapura Shipping and the associated LTS3000 heavy-lift/pipelay vessel. Vantris Energy said it continues

to own four heavy-lift/pipelay units outright, together with 12 construction vessels and barges that support offshore T&I and subsea operations in both shallow and deep water.

[hmt-news.com](#)

UK AR7 Lands 8.4GW Offshore Wind Record



15, January 2026

Britain’s Contracts for Difference (CfD) Allocation Round 7 (AR7) has awarded 8.4GW of offshore wind capacity, described as the biggest single procurement of offshore wind in British and European history. The awarded volume is expected to generate enough clean

electricity to power the equivalent of over 12 million homes, as the country targets clean power by 2030, and rising electricity demand is forecast to more than double by 2050.

The government said it has reversed the outcome of Auction Round 5—when no offshore wind projects were secured—after AR6 restarted procurement. AR7 also

published cost comparisons using the LCOE metric: the cost of building and operating a new gas-fired power station was put at £147 per megawatt hour, while fixed-bottom offshore wind projects in AR7 averaged £90.9 per megawatt hour (equivalent to £65.3 in 2012 prices), presented as around 40% cheaper than new gas on a build-and-oper-

ate basis.

The auction is expected to unlock around £22 billion in private investment and support around 7,000 jobs across the UK. Officials also linked accelerated domestic generation to reduced exposure to fossil-fuel price volatility, citing a 2025 episode when prices rose by over 15%

within a week following instability in the Middle East. The announcement also follows budget measures that remove an average £150 of costs from energy bills from April this year.

Contracts were awarded to projects across the UK, including Dogger Bank South off Yorkshire, Norfolk Vanguard off East Anglia, Berwick Bank in the North Sea—described as the first new Scottish project since 2022—and Awel Y Môr as the first Welsh project to secure a contract in more than a decade. Floating offshore wind awards included Erebus in the Celtic Sea and Pentland in Scotland, with investment backing referenced from Great British Energy and the National Wealth Fund. Low Carbon Contracts Company (LCCC) said the results add to its operational portfolio of more than 10GW, with an additional 25GW in the pipeline.

Developers and partners welcomed the outcome, with SSE plc citing a CfD for 1.4GW at Berwick Bank B. RWE AG said it secured long-term offtake contracts for five projects in AR7 and highlighted partnerships including KKR on Norfolk Vanguard East and West, Masdar on Dogger Bank South, and collaboration at Awel Y Môr with Stadtwerke München and Siemens.

[hmt-news.com](#)

Samsung Heavy extends LOA for Delfin FLNG unit

Samsung Heavy Industries has extended its LOA with Delfin Midstream for the initial FLNG unit at the Delfin LNG project in Louisiana, as the partners near FID and Black & Veatch and Siemens Energy start key equipment manufacturing.



Delfin Midstream

13, January 2026

South Korea’s Samsung Heavy Industries has agreed with U.S.-based LNG export infrastructure developer Delfin Midstream to extend a letter of award (LOA) for the project’s initial FLNG production unit at the company’s LNG export scheme offshore Louisiana in the United States. The extension keeps the partnership in place as both sides work toward a final investment decision (FID) that is targeted for next month.

According to Delfin Midstream, the updated LOA follows a period of early engagement carried out jointly with Samsung Heavy Industries to prepare for full execution of the Delfin LNG project. With the remaining development workstreams nearing comple-

tion, the two companies are preparing to move from planning into FID and subsequent project rollout.

In parallel, Delfin Midstream has signed an LOA with Black & Veatch to support a purchase order with Siemens Energy. This builds on an agreement reached in July 2025 to reserve manufacturing capacity for SGT-750 gas turbine mechanical drive packages. During autumn 2025, Delfin Midstream issued a limited notice to proceed for initial work on these units. The latest announcement signals the start of manufacturing of this equipment under contract with Black & Veatch, which will serve as the prime subcontractor to Samsung Heavy Industries for topsides engineering and procurement, as well as

pre-commissioning and commissioning services on the FLNG unit.

Chief executive Dudley Poston said the final elements of the project are now coming together and that ordering and reserving critical equipment allows the partners to plan for FID and follow-on execution. He described the development as a milestone in the build-out of U.S. energy infrastructure and highlighted continued cooperation with Samsung Heavy Industries, Black & Veatch, Siemens Energy, and other key vendors as commercial and financing workstreams are finalized to bring what the company views as the country’s first offshore LNG project to market.

The Delfin LNG project will use the company’s patented

PRICO liquefaction technology, intended to provide efficient and reliable performance in onshore, nearshore, and floating applications. Additional equipment awards have been made, and manufacturing slots have been reserved for major hull and topsides items to prepare for execution and safeguard the overall schedule.

The brownfield deepwater port serving the project is described as requiring limited further infrastructure investment while being able to host up to three floating LNG vessels with a combined capacity of up to 13.2 million tonnes of LNG per year. Delfin Midstream believes the FLNG development could become the first U.S. deepwater LNG export port and a long-term contributor to jobs and eco-

nomics activity.

As part of the wider scheme, Delfin Midstream has acquired the UTOS pipeline, which the company characterises as the largest natural gas pipeline system in what it calls the Gulf of America. The LNG development already holds a deepwater port authorisation from the U.S. Maritime Administration (MARAD) and a U.S. Department of Energy approval permitting long-term LNG exports to countries without a free trade agreement with the United States.

For Samsung Heavy Industries, the LOA extension and the launch of manufacturing for the gas turbine drive packages position the yard to move into FLNG unit execution once Delfin reaches FID.

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Ulstein launches first JP Morgan SX222 CSOV

12, January 2026

The lead unit in a two-ship Commissioning Service Operation Vessel (CSOV) series for JP Morgan Asset Management has reached the launch stage at Norwegian yard Ulstein Verft under a two-vessel contract signed in January 2024. The agreement also includes options for two additional CSOVs dedicated to offshore wind work.

Based on the SX222 design from Ulstein Verft, the yet-unnamed CSOVs are configured specifically for offshore wind farm support. Each vessel will feature a walk-to-work gangway with motion compensation, a lift tower, a 3D crane with motion compensation, together with upgraded onboard logistics arrangements. This equipment

package is arranged to support maintenance, operational support, and construction tasks at offshore wind installations.

The two hulls were fabricated at the Crist yard in Poland and then towed to Norway for final outfitting and completion. Delivery of the vessels is scheduled within the current year.

Late last week, the first SX222 hull was moved out of the enclosed construction hall to an external dock. At this location, the yard's heavy-lift team installed the tower structure using a crawler crane rated at up to 600 t. On Wednesday, the vessel was shifted again and secured alongside the quay for continued work, while the second CSOV, hull number 323, remained inside the hall for continued outfitting work.

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Image source: Ulstein Verft

VARD Lands Four-Robot MPV Order from Ocean Infinity

13, January 2026

VARD, the Norwegian subsidiary of the Fincantieri Group, has signed a new contract with existing customer Ocean Infinity to design and build four Multi-Purpose Robotic Vessels (MPVs). The contract value exceeds 200 million euros.

The agreement includes a broad scope of in-house delivery. Vard Electro will provide the full SeaQ systems package to support remote operations, while Vard Interiors will deliver complete interior solutions, combining innovative design with energy-efficient systems to support crew comfort and operational performance. Seaconics will supply the Launch and Recovery System (LARS) for advanced handling of ROVs and geotechnical units. Deliveries are scheduled through 2028. Two MPVs will be delivered from VARD's Norwegian shipyards in Q1 and Q2 2028. The other two will be built at Vard Vung Tau in Vietnam, with delivery planned for Q3 and Q4 2028.

Image source: Vard

Korean wing sail on HMM tanker enters sea trials

HD KSOE has installed its Korean-developed wing sail on HMM's 50,000 dwt MR tanker Oriental Aquamarine, starting sea trials to measure real-world fuel savings and carbon reductions under varying conditions.



Photo source: HD Hyundai Heavy Industries

13, January 2026

Korean shipping and shipbuilding companies are strengthening cooperation around wind-assist

propulsion technology as HD Korea Shipbuilding & Off-shore Engineering (HD KSOE) moves a self-developed wing sail system from shoreside testing to open-water trials

on an HMM vessel. The company, a mid-level shipbuilding holding unit under HD Hyundai, has installed a prototype Wing Sail on the MR tanker Oriental Aquamarine and

started a dedicated sea trial programme.

The trials are being conducted on the 50,000 dwt Oriental Aquamarine following a series of onshore evaluations. Before the sail was fitted, the unit underwent structural safety checks and basic performance validation. Classification society Korean Register completed its inspection ahead of the trials, and HD KSOE said initial runs at sea have confirmed that the system is operating as intended.

The wing sail is a wind-assist device that uses aerodynamic lift, similar to an aircraft wing, to provide additional thrust. Standing about 30 m high and 10 m wide, the structure incorporates auxiliary foils on both sides to improve utilisation of the wind. A mechanism that allows the sail to tilt and fold means it can be lowered in heavy weather or when passing un-

der bridges, providing greater flexibility and supporting safe operation.

According to HD KSOE, the current sea trials are aimed at measuring real-world behaviour, including fuel-consumption benefits and associated carbon-emission reductions, under a range of sea and weather conditions. Data from the programme will be used to refine the design and move toward a commercial version of the technology.

Based on trade routes and prevailing weather, HD Hyundai estimates the wing sail could deliver fuel savings of 5–20%. HMM plans to track performance over roughly two years, using operational data gathered from the Oriental Aquamarine, and is considering broader application of the system across its bulk fleet, depending on the outcome.

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HJ Shipbuilding Begins US Navy MRO in Busan

HJ Shipbuilding has welcomed the 40,000-tonne USNS Amelia Earhart to its Yeongdo yard in Busan for the company's first U.S. Navy MRO project, aiming to redeliver the ship in March.

13, January 2026

HJ Shipbuilding & Construction said expectations for South Korea's naval shipbuilding and repair sector are rising as U.S.–Korea cooperation deepens and new policy frameworks take shape in Washington.

The company cited the Trump administration's approval of the MASGA bilateral cooperation initiative and the U.S. Navy's "Golden Fleet" plan, designed to respond to China's growing naval power, as factors supporting demand for overseas maintenance capacity. It also pointed to the U.S. Defense Department's Regional Sustainment Framework (RSF), which seeks to improve efficiency and shorten turnaround times by shifting some work from U.S.

yards to allied shipyards in the Indo-Pacific.

Against this backdrop, HJ Shipbuilding has launched its first maintenance, overhaul, and repair (MRO) project for the U.S. Navy. The yard estimates the global naval MRO market at about 79 trillion won per year, with the U.S. Navy accounting for roughly 20 trillion won of that total, and sees the new contract as an entry point into this business.

The South Korean builder secured the MRO order in December from the U.S. Navy Supply Systems Command (NAVSUP). With this award, HJ Shipbuilding becomes the third Korean shipyard, after Hanwha Ocean and HD Hyundai Heavy Industries, to carry out MRO work for U.S. naval assets. The vessel involved in the latest deal is operated

under the U.S. Navy's Military Sealift Command.

The arrival of the roughly 40,000-tonne U.S. Navy logistics support vessel USNS Amelia Earhart at HJ Shipbuilding's Yeongdo shipyard in Busan marks the operational start of the programme. The company said Monday that the ship reached the yard on 7 January to undergo scheduled work under the contract.

According to HJ Shipbuilding, the USNS Amelia Earhart is 210 m long and 32 m wide. The ship can deliver up to 6,000 tonnes of ammunition, provisions, and dry cargo, along with about 2,400 tonnes of fuel, to major U.S. Navy units, including combatants.

The yard plans to ramp up into full-scale work this month, carrying out inspections and maintenance on the vessel's



Photo source: HJ Heavy Industries

equipment and onboard systems. HJ Shipbuilding aims to redeliver the ship to the U.S. Navy in March once the agreed scope is completed.

Looking beyond this single contract, HJ Shipbuilding said it intends to use the USNS Amelia Earhart project as a stepping stone toward a Mas-

ter Ship Repair Agreement (MSRA) with the U.S. Navy. Securing an MSRA would enable the company to extend its MRO activities beyond logistics support for ships to a wider range of naval platforms, including combat ships and frigates.

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Nanchang Gan River Shipyard Set for 2027 Completion

A new Gan River shipyard in Nanchang's Xinjian District is being developed by Nanchang Lianwei Shipbuilding. The CNY1 billion, 172-hectare yard will build up to 50,000 DWT vessels and support low-emission, non-fossil-fuel propulsion.

16, January 2026

Plans for a new shipyard on the Gan River in the eastern Chinese city of Nanchang, Jiangxi province, are moving forward, with the facility expected to be completed before the end of 2027. Main construction is due to begin after the current preparatory works at the site are finished.

The yard will be developed by Nanchang Lianwei Shipbuilding on a site in Nanchang's Xinjian District, which borders the Gan River. The



project represents an investment of approximately CNY1 billion (US\$140 million) and will extend over more than 172 hectares, including around 700 m of shoreline reserved

for waterfront operations.

Marine preparation works are already underway, with dredging in progress as part of the activities required ahead of the start of full-scale construction.

The planned facilities include gantry cranes, areas for hull fabrication and assembly, specialised workshops for rust removal and coating, and slipways rated at 3,000 t, 6,000 t, 8,000 t, and 10,000 t to accommodate different vessel sizes.

In the initial months after

completion, the new yard is scheduled to build vessels of up to 10,000 DWT.

A subsequent expansion phase is intended to raise capacity so that three 50,000 DWT vessels can be constructed simultaneously at the site.

Once in operation, the facility will be the first shipyard in Jiangxi province capable of constructing vessels using lower-emission propulsion systems that do not rely on fossil fuels.

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CIMC Raffles signs second Van Oord SRI newbuild

CIMC Raffles signed a second SRI newbuild with Van Oord. The BV-classed 199 m DP2 vessel uses biofuel/methanol engines and a battery-backed DC grid to cut CO2.



Image source: Yantai CIMC Raffles Offshore

15, January 2026

CIMC Raffles has signed a newbuild agreement with Van Oord for a second Subsea Rock Installation Vessel (SRI), extending the long-term relationship the two companies renewed in 2021.

The new-generation SRI will be classed by Bureau

Veritas and will measure 199 m in overall length with a 32.2 m beam. It will be fitted with DP2 capability and designed to carry up to 35,000 tonnes of rock to support large-scale offshore construction activities.

The vessel's sustainability package includes multi-fuel engines designed for biofuel and methanol, a DC grid

supported by large battery storage, and an energy-efficient hull and rock handling arrangement. These features are intended to reduce CO2 emissions.

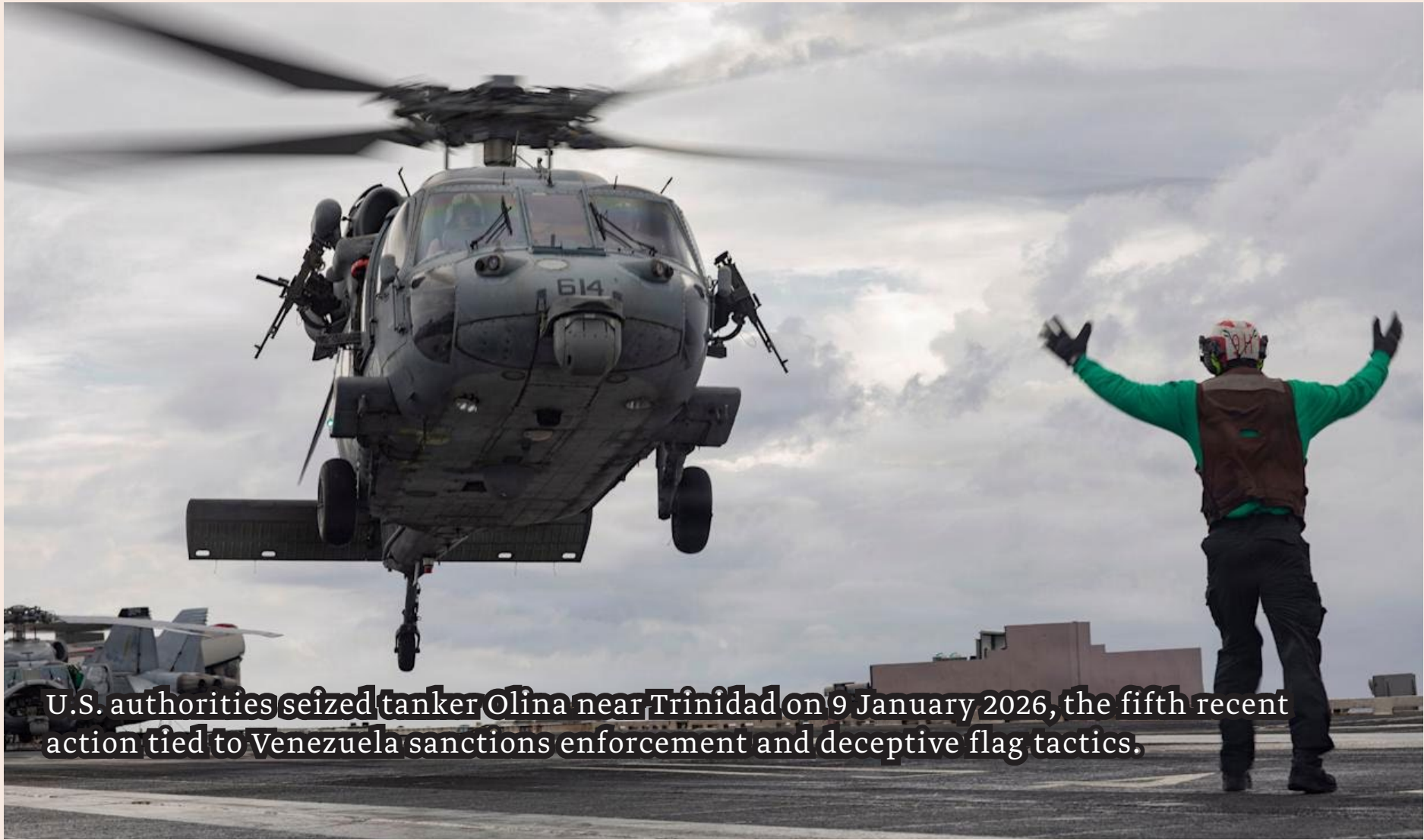
Cooperation between CIMC Raffles and Van Oord resumed in 2021 after a ten-year interval. In 2025, CIMC Raffles delivered the WTIV Boreas to Van Oord. The yard

highlighted high-precision manufacturing, schedule control, and lifecycle support covering design optimisation, construction management, technical troubleshooting, and after-sales service.

Also in 2025, the parties agreed on a 1+1 SRI deal with an option for an additional vessel order within an agreed timeframe. Van Oord has now

exercised that option and proceeded with the second unit contract. CIMC Raffles said it will continue to advance technology and supply vessels and services aligned with green, intelligent, and efficient offshore engineering equipment.

US Boards and Seizes Olina Near Trinidad in Fifth Venezuela-Linked Action



U.S. authorities seized tanker Olina near Trinidad on 9 January 2026, the fifth recent action tied to Venezuela sanctions enforcement and deceptive flag tactics.

Photo: US Navy

10, January 2026

U.S. authorities boarded and seized the oil tanker Olina in Caribbean waters near Trinidad on 9 January 2026, in what officials described as the fifth interdiction in recent weeks as Washington steps up enforcement actions targeting ships allegedly tied to sanctioned Venezuelan crude and deceptive flag practices.

The 114,809 dead-weight-tonne tanker was

taken under U.S. control during the operation. Maritime databases cited in reporting indicate Olina had been presenting a Timor-Leste flag that was not considered valid. The vessel's automatic identification system (AIS) was last active in November 2025, showing the ship off the northern coast of South America, inside Venezuela's exclusive economic zone, to the northeast of Curaçao. Prior to that, the tanker had called at ports in South Korea

and China.

Shipping intelligence referenced by maritime outlets suggests Olina loaded at Venezuela's José terminal on 24–25 December 2025 and began transiting the Caribbean in early January. Vessel records list ownership since July 2025 under Hong Kong-registered Tanyte Pour Limited.

The seizure follows two other interdictions this week: the tanker M Sophia in Caribbean waters and Bella 1, also operating as Marinera, in

the North Atlantic. British authorities supported the North Atlantic action, according to reporting.

U.S. officials have framed the interdictions as part of a wider campaign to disrupt networks of tankers that move Venezuelan crude—often toward Asia or via ship-to-ship transfers—while masking origin, cargo details, and flag status. A senior U.S. official said additional vessels moving in groups across Atlantic and Caribbean waters are being

pursued, though operational details remain limited.

U.S. officials also argue that vessels operating without a legitimate flag or using falsified documentation can lose protections typically afforded under maritime law, allowing boardings under court-backed enforcement actions. The operations have drawn criticism from Venezuela and Russia, with Moscow warning it could respond by seizing U.S.-flagged ships.

Maersk Makes Another Cautious Red Sea Run

14, January 2026

With the Gaza ceasefire holding and the Houthis no longer threatening commercial shipping, Maersk has carried out a second trial transit through the Red Sea after operations were disrupted for close to two years by security risks.

The U.S.-flagged Maersk Denver completed a suc-

cessful passage through the Bab el-Mandeb Strait on 11–12 January, following Maersk Sebarok on 18–19 December 2025. Both vessels are assigned to the MECL service linking India and the Middle East with the US East Coast, a route that has been running via the Cape of Good Hope.

Voyage tracking referenced in the report suggested the ship appeared to switch

off AIS for the transit, with its last position broadcast on 10 January after departing Salalah in Oman, based on PurpleTrac data from Pole Star Global.

In a customer advisory, Maersk said safety remained the overriding priority and that protective measures were applied during the passage, with customers carrying cargo on the vessel contacted directly.

The carrier added it would keep a phased approach toward navigation along the East–West corridor via the Suez Canal and the Red Sea if security thresholds continue to be met, while noting no additional transits are scheduled at this time.

Across the liner sector, tentative returns have begun, but a broad shift back from Cape diversions has not yet taken

hold. CMA CGM was cited as the only line to confirm a full loop via the Red Sea and Suez Canal, using INDAMEX on both fronthaul and backhaul voyages and reducing the service rotation by two weeks.

[hmt-news.com](#)

Ukraine hits Russian Caspian oil rigs with drones

Ukraine carried out drone strikes on three Russian Lukoil oil platforms in the Caspian Sea and also hit an air defence system and logistics sites, as both sides report further attacks on energy infrastructure.



Screenshot from a YouTube video uploaded by The Independent.

15, January 2026

Ukraine carried out night-time drone attacks against three Russian oil drilling platforms located in the Caspian Sea, striking installations that, according to Kyiv, help sustain Russia's military campaign.

Ukraine's General Staff said the V. Filanovsky, Valery Graifer and Yuri Korchagin platforms all suffered direct strikes during the operation.

The offshore installations are operated by Russian oil company Lukoil and support oil and gas extraction.

Ukrainian officials said the level of damage was still being evaluated.

Ukraine's Special Operations Forces (SSO), which carried out the strikes during a night-time operation on 11 January, said the platforms supply fuel connected to Russian military activities. The SSO published footage showing drones heading for the rigs and then exploding, and Ukrainian forces said these same installations were also attacked on multiple occasions in December.

In addition, Ukraine reported striking a Buk-M3 medi-

um-range air defence missile system in the part of Ukraine's Luhansk region controlled by Russia. Initial reports indicated several impacts and explosions. Ukrainian forces also said they hit a warehouse and a material and technical support unit of Russia's 49th Combined Arms Army near Novotroitske in the occupied sector of Kherson region, describing the goal as disrupting Russian logistics.

Over recent months, Ukraine has stepped up attacks on Russian energy infrastructure, going after refineries, sea terminals, off-

shore installations and ships that Kyiv describes as part of Russia's "shadow fleet".

At the same time, Russian officials reported Ukrainian drones operating over the city of Voronezh in southwestern Russia. Local authorities said one person was killed and at least four others were wounded. Regional governor Alexander Gusev said Russian air defence units had downed 17 drones and described the incident as among the most serious drone raids the city has experienced since the invasion started.

The Ukrainian strikes came

shortly after Russia carried out a major assault in recent weeks, using hundreds of drones and firing dozens of missiles at targets across Ukraine. Those Russian attacks damaged energy sites and led to extensive electricity and heating disruptions.

Ukrainian energy company DTEK said that in Kyiv, power was cut to tens of thousands of people, while city officials reported that thousands of apartment blocks lost heating as temperatures fell well below freezing.

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Singapore Opens New LNG Bunkering Licence Intake

MPA opens applications for more LNG bunkering licences in Singapore, expanding scope to sea-based reloading and lower-lifecycle fuels, with LBV and methane-slip measures assessed.

15, January 2026

Singapore's Maritime and Port Authority (MPA) has opened applications for additional LNG bunkering licences to supply liquefied natural gas as a marine fuel in the Port of Singapore, following updates to

the licensing framework and standards. The call is open to existing licensees and new entrants.

The revised scope includes sea-based LNG reloading and the supply of lower-lifecycle-emission LNG fuels such as liquefied bio-methane and e-methane. MPA requires

end-to-end LNG supply arrangements, and applicants must own or charter at least one LNG bunker vessel for the full licence period, registered under the Singapore Registry of Ships and compliant with MPA's Standards for Port Limit LNG Bunker Vessels.

Applicants must set out

technical readiness to supply lower lifecycle greenhouse gas emission LNG fuels, including supply pathways and sourcing, and propose measures to monitor and mitigate methane slip, covering design, operations, and monitoring/reporting. Applications are due by 27 March 2026 via

greenport@mpa.gov.sg, with industry briefings planned. MPA and Enterprise Singapore will upgrade TR56 to a Singapore Standard in Q2 2026.

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