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393 Seongseo-ro, Daegu | info@hmt-news.com

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GPO Sapphire Delivers Damaged Glengyle to Zhoushan

GPO Heavy Lift has completed the transport of the damaged bulk carrier Glengyle from Vietnam to China using semi-submersible HTV GPO Sapphire. The vessel will now undergo repairs.

P2

Noble Adds $1.3 Billion Backlog, Steps into Norway

Noble adds about $1.3 billion backlog from nine rig awards, led by a three-year Noble GreatWhite Norway contract plus work in Nigeria, Guyana, the U.S. Gulf, Trinidad and South America.

P8

North Sea nations push joint offshore wind build-out

Nine North Sea countries will sign a Hamburg declaration to build 100GW of joint offshore wind by 2050, using multi-country interconnectors to bolster energy security and regional power links.

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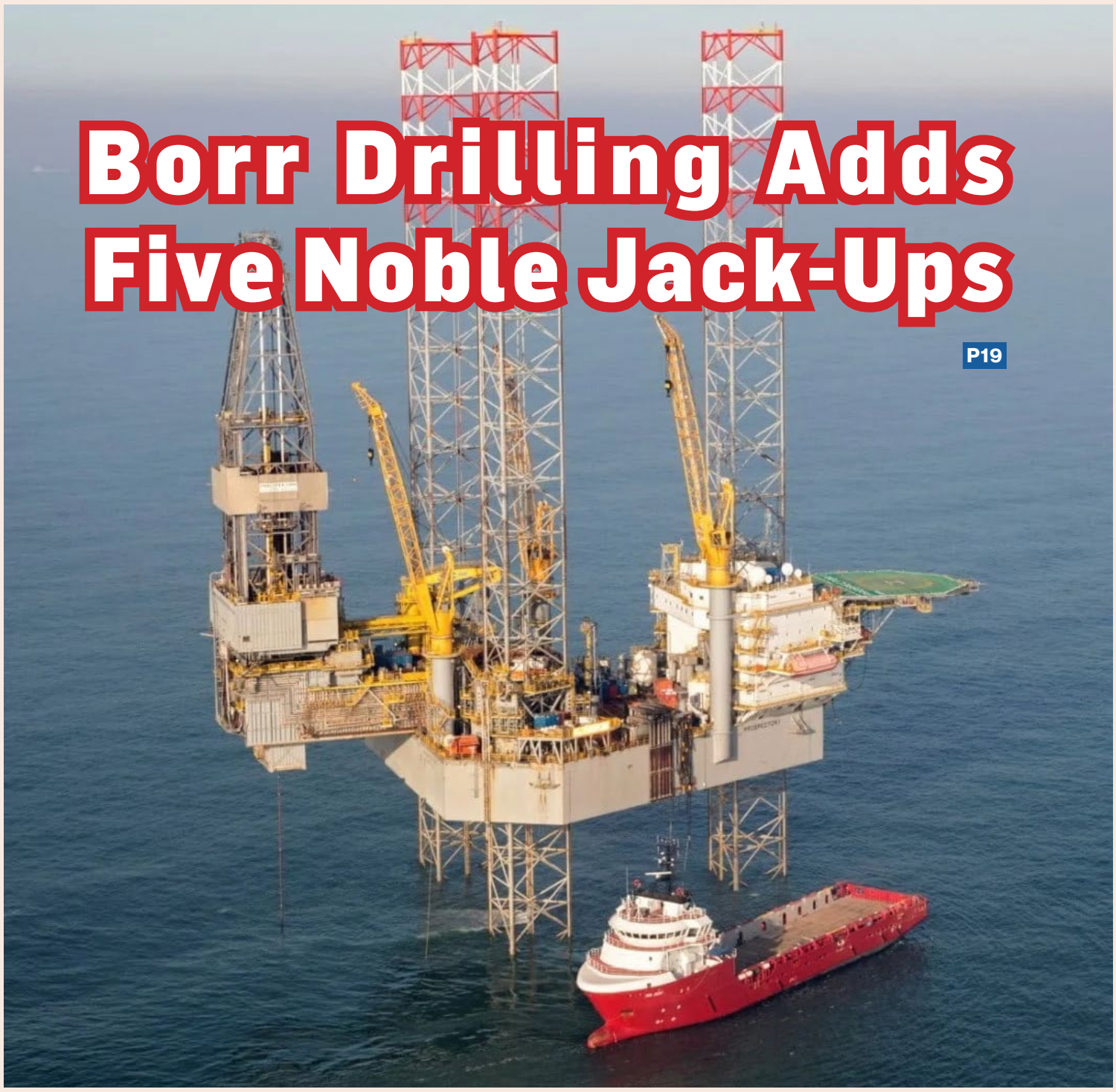

Borr Drilling Adds Five Noble Jack-Ups

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Image source: Meriaura

Meriaura Secures 6,800 DWT DP2 Open-Deck Newbuild for Early 2028

Meriaura signed a contract for a 6,800 DWT open-deck newbuild with 1A ice class and DP2 capability, due for delivery at the beginning of 2028, aimed at short sea project cargo work.

P3

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Photo courtesy of GPO Heavy LIft

30, January 2026

GPO Heavylift completed a heavy marine transport operation for the damaged bulk carrier Glengyle, using its semi-submersible heavy transport vessel GPO Sapphire. The project involved loading Glengyle at Vung Tau, Vietnam, and discharging the vessel at Zhoushan, China. Following discharge, Glengyle was scheduled for repairs.

The transport followed a collision on 25 April 2025 on Vietnam's Long Tau River involving Glengyle (23,269 gt, built 2015) and the Panama-flagged vessel KMTC Surabaya (28,336 gt, built 2008).

During the collision, the bow of KMTC Surabaya struck the port side of Glengyle. As a result, Glengyle sustained damage, including detached hull plating and damage to its aft cargo hold.The Long Tau River is one of the key waterways linking the ports of Ho Chi Minh City. Parts of the route are narrow and highly curved, requiring vessels to maintain appropriate speed, execute precise manoeuvring, and comply strictly with navigational rules. The area is subject to compulsory pilotage, and a pilot was onboard at the time of the accident.

The successful loading, ocean transport, and discharge of Glengyle by GPO Sapphire underscore the operator's capability in executing complex heavy marine transport projects involving damaged tonnage.

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Meriaura Secures 6,800 DWT DP2 Open-Deck Newbuild for Early 2028

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Image source: Meriaura

28, January 2026

Meriaura has signed a shipbuilding contract with Jiangsu Zhenjiang shipyard (Group) CO., LTD. for a next-generation open-deck carrier, with delivery scheduled for the beginning of 2028.

The ordered unit is a 6,800 DWT vessel measuring 120 m in length and 21.6 m in breadth. It is specified with 1A ice class and DP2 capability. The concept builds on two earlier open-deck carriers developed by Meriaura and was created together with Deltamarin Finland, which will also deliver the basic design for the yard.

The ship will be fitted with three main engines, including two medium-speed 4-stroke marine engines to be manufactured in Finland. Meriaura said the engines are designed for straightforward future upgrades to operate on low- or zero-carbon fuels.

Operationally, the vessel will primarily serve the short sea shipping market, in line with the company's existing fleet. It is optimized for heavy projects and special cargo, with a design focus on demanding RO-RO operations. Meriaura highlighted dynamic positioning, a large deck area, and technical and operational performance aimed at supporting project requirements year-round, including access to locations with shallow drafts, limited space, or weak infrastructure.

Decarbonization features include advanced multi-fuel capability and the planned use of Meriaura's own biofuel within the future fuel mix to enable immediate fuel-related emission reductions. The ship is also specified with battery readiness via a plug-and-play setup. In addition, an optimized hull form and efficient engine technology are intended to improve fuel efficiency.

Commenting on the order, Business Development Director Jessica Saari said Meriaura's open-deck carriers are market leaders in several heavy cargo segments in Northern Europe, while identifying further potential in regional short sea shipping. CEO Beppe Rosin described the contract as a milestone in the fleet renewal program, adding that an ice-class, Finland-flagged open-deck carrier is a valuable asset for Finland's security of supply. He also pointed to a slightly larger size—similar to the Eco Traders currently being built—as a response to customer needs for greater flexibility across a wider operating area.

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EEW SPC Ships First Monopiles for Baltica 2

23, January 2026

EEW SPC has loaded out the first monopiles for the offshore wind project Baltica 2, which is being developed by PGE Polska Grupa Energetyczna and Ørsted.

In total, the company is responsible for 77 monopile foundations that it is fabricating and dispatching in line with the project's schedule.

Handling these foundations through Rostock harbour gives EEW SPC a logistics benefit, as the non-tidal conditions there make it possible to plan precise load-out operations within clearly defined time slots.

According to the company, this setup reduces idle time for installation ships and helps ensure a steady handover from yard fabrication to offshore installation.

Baltica 2 is planned to reach up to 1.5 GW of capacity and, once in operation, is expected to supply renewable power for approximately 2.5 million homes.

EEW SPC said its work on the project is intended to support Poland's shift to cleaner energy and contribute to broader clean-energy ambitions in Europe.

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McDermott marks key milestone on RUYA Package 11

26, January 2026

The Ruya development at Qatar's Al Shaheen field is planned as a five-year programme designed to lift oil production capacity to 550,000 bpd and increase output from the field by around 100,000 bpd, with initial production targeted for 2027.

As part of this programme, McDermott International has completed load-out followed by sail-away operations for three jacket transport barges at CPOE's Qingdao yard, with the units now headed for installation in the Al Shaheen offshore area under RUYA EPCIC 11.

Package 11, a major EPCIC scope awarded to McDermott International by North Oil Company Qatar, covers 9 satellite wellhead installations and their jackets, which are scheduled to be deployed during two offshore installation campaigns.

Located about 70 km north-east of Ras Laffan, Al Shaheen is Qatar's largest offshore oil field and ranks among the largest hydrocarbon developments worldwide.

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PCL Names PAC LEO, Part of Its 40,000 DWT Multi-Purpose Vessel Series

Pacific Carriers Limited (PCL) named PAC LEO, its second 40,000 DWT next-generation multi-purpose newbuild at PaxOcean Zhoushan, adding flexible cargo capability and energy-saving features to support decarbonisation.

Photo source: Pacific Carriers Limited

28, January 2026

Pacific Carriers Limited (PCL), part of the Kuok Maritime Group, has named its next-generation 40,000 tonnes deadweight (DWT) multi-purpose vessel PAC LEO at PaxOcean Zhoushan Shipyard in Zhoushan, China.

PAC LEO is the second vessel in PCL's new 40,000 DWT modern multi-purpose vessel series, jointly developed by PCL and PaxOcean. The series sits at the core of PCL's fleet-renewal programme, aimed at improving operational flexibility, efficiency, and sustainability across project cargo, breakbulk, and dry bulk trades.

PCL said the series represents a disciplined approach to fleet renewal, prioritising reliability while using each newbuild to raise capability and performance to keep the fleet versatile and future-ready.

Built with efficiency, safety, and sustainability as key design priorities, PAC LEO aligns with PCL's Environmental, Social, and Governance principles and supports its decarbonisation roadmap. The vessel features a flexible deck layout and cargo-handling configuration to shift efficiently between different cargo profiles, including complex lifts and specialised cargo movements alongside conventional dry cargo shipments.

The design also incorporates energy-efficient propulsion and power-management arrangements, including a shaft generator that delivers up to a 2% improvement in energy efficiency, helping reduce overall energy demand. PAC LEO is shore-power ready, supporting efforts to reduce emissions at berth where infrastructure permits.

PCL acknowledged PaxOcean Zhoushan Shipyard, design and technical teams, ABS, and other partners involved in the milestone.

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62,000 DWT Heavy-Lift Vessel Delivered to CHINALAND SHIPPING

CHINALAND SHIPPING has taken delivery of the 62,000 DWT heavy-lift vessel CL PATRIOTISM from Huanghai Shipbuilding, the first unit in a four-ship contract and the owner's third newbuilding accepted in January.

Photo source: Huanghai Shipbuilding

28, January 2026

CHINALAND SHIPPING agreed in 2023 to build four multipurpose heavy-lift ships at Huanghai Shipbuilding. The first of these, the 62,000 DWT CL PATRIOTISM, has now left the yard, marking an important step in the two companies' cooperation.

A naming and delivery event for CL PATRIOTISM took place at Huanghai Shipbuilding on 26 January. With this ceremony, CHINALAND SHIPPING has brought three new ships into its fleet during January, following the earlier arrivals of CL EQUALITY, delivered at Taizhou in Jiangsu Province, and CL HARMONY, taken over in Jiangmen, Guangdong Province.

Built as a 62,000 DWT multipurpose heavy-lift vessel, CL PATRIOTISM is intended for the transportation of high-end equipment. The vessel offers up to 300 t of lifting capacity to handle oversized and heavy cargoes. Five large box-shaped cargo holds with wide hatch openings, together with more than 5,000 m² of unobstructed deck space, allow the ship to carry very long blades for wind turbines as well as other engineering equipment.

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BorWin6 Jacket Foundation Loadout Completed in Jebel Ali

Photo source: Mammoet via LinkedIn

27, January 2026

In Jebel Ali, UAE, Mammoet supported the BorWin6 project team by completing the loadout of an offshore jacket foundation.

Working alongside McDermott International and TenneT Germany, the team safely loaded out the 5,461 t structure, including the support grillages. The operation was carried out using 216 axle lines of SPMT. Mammoet's mooring winches and crew supported vessel positioning and control at the quay, contributing to a key project milestone delivered through careful planning and teamwork.

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Roll Group Expands Wide-Deck Fleet with Bigroll KMC Busan

Roll Group adds Bigroll KMC Busan as its 10th commercially controlled vessel, strengthening wide-deck capacity for modularised and oversized project cargo worldwide.

Photo source: Roll Group via LinkedIn

28, January 2026

Roll Group adds Bigroll KMC Busan as the 10th vessel under its commercial control, marking another step in its fleet growth and global reach.

Positioned as the company's fifth wide-deck carrier, Bigroll KMC Busan enhances Roll Group's capability to move modularised and oversized cargo for complex projects worldwide. The vessel measures 40.0 m in width and 166.0 m in length, supporting heavy transport requirements linked to large-scale developments across oil & gas and renewable energy.

The milestone also underlines continued cooperation with strategic partner KMC Line Bluewhale, with the collaboration contributing to the expansion of fleet capabilities.

Roll Group says it continues to invest in safe, innovative, and sustainable heavy transport solutions, providing end-to-end project logistics across global markets—from origin to destination.

BBC Bremen Named in Home Port

BBC Chartering held the naming ceremony for the LakerMax MPP vessel BBC Bremen during a Bremen port call. The ship is due to sail via Hamburg to Galveston and Houston after loading.

29, January 2026

BBC Chartering staged the naming ceremony for its multipurpose vessel BBC Bremen during a port call in Bremen, where the operator's local team said it has long regarded the ship as closely tied to the office.

After arriving in Bremen, BBC Bremen was set to load before proceeding to Hamburg, then crossing to the United States with Galveston and Houston listed as destinations. Prior to the Bremen call, the vessel had completed several voyages, including recent calls at Esbjerg in Denmark and La Trait in France.

The multipurpose triple-decker is part of the LakerMax series and has been in service for BBC Chartering since delivery last September. Like its sister vessels, BBC Bremen is fitted with two Liebherr LS250 shipboard cranes and features an optimised deck layout with 2,830 square metres of unobstructed weather-deck space. The LakerMax design also provides 26,000 cubic metres and 5,500 square metres of covered floor space.

During the ceremony, Anitta Schumann, chartering manager at the Bremen office, said the team had consistently viewed the vessel as its own. She also described serving as the ship's godmother as a rare personal milestone.

Knut Voigt, head of the Bremen office, pointed to the company's history in the city. He said BBC Chartering was founded in Bremen in October 1997, moved its head office to Leer two years later, and established a new Bremen office in 2002. He added that the Bremen office welcomed the opportunity to celebrate the vessel in the port.

The ship is the eighth in a series of 15 LakerMax newbuilds. Owner Briese Schiffahrt has taken delivery of 11 units so far, and has ordered six more with options for a further six, scheduled for delivery in 2028 and 2029.

Phoot credit: © OTD Media Tommy Döscher / BBC Chartering

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HMT news

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

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

Sanfu Shipbuilding launches 13,000 DWT-class deck carrier for Japan

Sanfu Shipbuilding has launched a 13,000 DWT-class deck carrier for a Japanese owner, featuring an open high-load deck, redundant electric propulsion and an ABB DC power and battery system.

New 13,000DWT heavy lift vessel

27, January 2026

On 24 January, Sanfu Shipbuilding launched a new 13,000 DWT-class deck carrier for a Japanese owner from its No. 2 slipway. The vessel is tailored for offshore engineering projects in Japan and combines specialised cargo arrangements with redundant electric propulsion and an integrated DC power and battery system to support safe and efficient operations.

The ship is conceived as a dedicated deck carrier for offshore equipment, wind power components and port machinery. It incorporates a number of advanced features in the cargo deck, propulsion layout and electrical configuration to provide high loading flexibility, operational reliability and strong energy efficiency while serving varied project cargo requirements.

At the heart of the cargo concept is a wide, flush working deck fitted with folding railings along its perimeter. This arrangement creates an open, unobstructed cargo area. The deck is rated for a design load of 20 tonnes per square metre and accommodates multiple handling modes, including stern ramp ro-ro operations, which increases options for loading and discharging different types of project cargo.

The ballast system uses a compact tank arrangement combined with a centralized ventilation concept. Ventilation ducts are routed together to the aft wall of the superstructure so that individual vent pipes on deck are eliminated. This improves deck openness for cargo stowage and allows the vessel's buoyancy condition to be adjusted quickly, helping to maintain stability during cargo operations and sea passages.

For propulsion control, the ship adopts a dual-redundant architecture. Two independent electric propulsion units act as mutual backups so that a failure of one unit does not remove basic manoeuvring capability. The twin bow thrusters are also equipped with redundant arrangements, supporting reliable vessel control even if one side becomes unavailable and enhancing safety during navigation and cargo handling.

The core power system is based on ABB DC variable-frequency technology. A DC bus is combined with a battery energy storage system to raise energy utilisation efficiency and improve the stability of the power supply. Four variable-frequency generator sets fitted with SCR denitration equipment are grouped in the forward engine room to meet stringent environmental requirements. The power plant is closely integrated with a route optimisation algorithm and an intelligent energy efficiency management platform, enabling efficient operation of the power system through intelligent control and providing support for both endurance and operating economy.

The 13,000 DWT series has been designed by Germany's HEAVY LIFT Design Company and employs a forecastle arrangement. Principal particulars include an overall length of 149.9 m, a beam of 30.0 m, a depth of 8.7 m and a maximum deadweight of 13,000 tonnes. The vessel is designed for a speed of 12.9 knots and is classed by NK.

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COSCO SHIPPING Specialized Carriers Opens Manila Representative Office

29, January 2026

COSCO SHIPPING Specialized Carriers (Southeast Asia) Pte. Ltd. has officially opened its Philippines Representative Office in Manila on 26 January, a move described as part of its global expansion and localisation strategy, according to COSCO SHIPPING Europe.

The company said establishing a presence in the Philippines brings it closer to customers and strengthens its ability to meet rising logistics demand driven by RCEP and deepening China–Philippines cooperation across infrastructure, energy, and equipment manufacturing.

The Manila office will operate as a forward hub for market development and project support, and it is integrated into COSCO SHIPPING's global network to enhance service capabilities and responsiveness in the region.

COSCO SHIPPING said it remains committed to advancing localised operations and regional collaboration to support high-quality international growth.

CWHI Ships Second COMP2 Jacket Pile Batch

CWHI delivered a second batch of jacket foundation piles for the NFPS COMP2 project from China to Qatar, following an earlier batch delivered in August for QatarEnergy LNG.

Photo source: CWHI via LinkedIn

29, January 202

CWHI (CNOOD-Wenchong Heavy Industries) has delivered a second batch of foundation piles for the NFPS Offshore Compression Complexes (COMP2) project, scheduled for January from Xiangshui Yard in China. The shipment follows a first batch delivered in August for QatarEnergy LNG.

The foundation piles are a structural component of offshore jacket foundations, providing load-bearing capacity and long-term stability required for safe jacket installation and operation.

The batch covers jacket foundation piles totaling 11,121 tonnes across 47 pieces. The piles have a maximum length of 76.8 m and a maximum unit weight of 382 tonnes. The destination is Qatar.

Lay Tao, Vice General Manager of CWHI, said the delivery supports the development of Qatar's North Field, described as a cornerstone of global LNG supply, and noted the piles' role in ensuring jacket integrity and overall project success.

CWHI said it remains committed to delivering reliable offshore foundation solutions for energy projects.

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Swire Projects Outlines 2026 Project Cargo Priorities

29, January 202

2026 is expected to bring both opportunity and complexity for project cargo logistics, and Swire Projects said it is supporting clients through shifting market conditions.

On demand, Swire Projects noted continued strength linked to wind energy, oil & gas, and mining, including activity across onshore and offshore renewables. The company cited expectations for global wind capacity growth, with China, the USA, India, Brazil, Australia, and European countries leading investment.

Swire Projects said it has positioned its operations to support this trend by enhancing service capabilities and strategic partnerships across Asia Pacific. The company reported wins carrying wind energy equipment, oil & gas project components, and mining site re-supply cargo around Asia Pacific markets. It added that its Western Australia Express (WAX) service and Intra-Asia service network are used to move critical components to sites under tight schedules.

On fleet dynamics, Swire Projects referenced tighter global breakbulk capacity as companies modernise fleets and phase out older tonnage. The company said it prioritises reliability and flexibility through heavy-lift capable vessels and trading strategies intended to deliver tailored solutions, focusing on operational agility and customer centricity.

The company also pointed to geopolitical and regulatory complexity—including shifting U.S. tariffs, EU environmental regulations, and global trade tensions—as factors adding volatility to shipping lanes. Swire Projects said it manages this through trade-route planning, compliance oversight, and proactive communication to help clients avoid shipment delays and rising costs.

Regionally, Swire Projects highlighted growth in Southeast Asia, India, and the Middle East, where infrastructure and energy cargo is increasing. The company said it has ramped up its footprint in Asia Pacific trade routes and is aligning with OEMs, freight forwarders, and brokers to meet demand for project components in the region.

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Noble Adds $1.3 Billion Backlog, Steps into Norway Floaters

Noble adds about $1.3 billion backlog from nine rig awards, led by a three-year Noble GreatWhite Norway contract plus work in Nigeria, Guyana, the U.S. Gulf, Trinidad and South America.

26, January 2026

Noble Corporation plc reported new contract awards covering nine rigs, adding about $1.3 billion of backlog. The awards include a three-year program for the harsh-environment semisubmersible Noble GreatWhite, which is set to move the contractor's Norway footprint into the harsh-environment floater segment.

President and CEO Robert W. Eifler said the additions point to multi-year demand for deepwater drilling. He also said redeploying four currently idle deepwater rigs is expected to improve utilization, with 92% of the company's 24 marketed floaters now contracted versus 75% in the prior fleet status report. The company said the programs will require incremental one-time capital expenditure in 2026, while supporting increased fleet EBITDA and free cash flow in later years, alongside a material reduction in capital expenditure beyond 2026.

For offshore Norway, Aker BP awarded Noble GreatWhite a three-year contract expected to commence in Q2 2027. The award represents about $473 million of total contract value, including a mobilization fee and excluding integrated services and bonus potential. The campaign is the unit's first in Norway, and the contractor anticipates about $160 million of capital expenditure for reactivation and contract preparation.

Photo source: Noble GreatWhite

In Nigeria, Esso Exploration and Production Nigeria (Offshore East) Ltd—an ExxonMobil affiliate—awarded the drillship Noble Gerry de Souza a two-year drilling contract with options for up to three additional years. Operations are targeted for mid-2026, subject to regulatory approvals and conditions, and are expected to add an estimated $292 million to backlog while resuming operations through PIDWAL, the Nigerian joint venture with Derotech. The rig is planned to be upgraded for Managed Pressure Drilling ahead of the program.

In Guyana, ExxonMobil awarded two additional rig years of backlog under the Commercial Enabling Agreement, assigned evenly across the four drillships Noble Sam Croft, Noble Don Taylor, Noble Tom Madden, and Noble Bob Douglas, extending each rig through February 2029.

In the U.S. Gulf, Beacon Offshore Energy awarded Noble BlackRhino a contract for one workover well scheduled to commence in March 2026 with an estimated duration of 50 days, plus an option for an additional well with an estimated duration of 100 days.

In South America, the semisubmersible Noble Endeavor was awarded an 11-well contract with an undisclosed operator, estimated to commence in late 2026 at a dayrate of $0.3 million, plus mobilization and demobilization fees, with potential additional revenue from a performance incentive provision.

In Trinidad, bp awarded Noble Developer a three-well contract with an estimated duration of 240 days, scheduled to commence in Q1 2027 at a dayrate of $0.4 million, with options for up to three additional wells with an estimated combined duration of 240 days. The company also said the previously announced three-year TotalEnergies contract in Suriname, formerly assigned to Noble Developer, has been transferred to Noble Discoverer.

Across the awards, the contractor anticipates about $50 million of contract preparation capital expenditure in 2026 in addition to the Noble GreatWhite program.

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Aker BP cleared to station Floatel Endurance at Skarv

Norway's offshore safety authority Havtil has allowed Aker BP to station Floatel Endurance at the Skarv field in the Norwegian Sea, with additional charters lined up for Yggdrasil in 2026 and FPSO Alvheim in 2029.

26, January 2026

Norway's offshore safety authority Havtil has given Aker BP permission to station the accommodation unit Floatel Endurance at the Skarv development in the Norwegian Sea. The semi-submersible will act as temporary living quarters for personnel on the field, which lies in the northern Norwegian Sea, about 35 km to the south-west of the Norne field.

Skarv is located in water depths of roughly 350–450 m and was discovered in 1998. In 2007, the authorities signed off on a PDO covering a combined development concept for Skarv and Idun. The field is produced via an FPSO linked to five subsea structures and 15 wells, with regular output from the area starting in 2013.

Built in 2015 at the Keppel FELS yard in Singapore, Floatel Endurance is a semi-submersible unit designed to provide accommodation and support for construction work. The rig secured its AoC from the Norwegian regulator in 2016.

Beyond the new assignment at Skarv, Aker BP has already lined up the vessel for additional work. The company has chartered Floatel Endurance for the Yggdrasil development in the third quarter of 2026 and has also reserved the unit for a 2029 campaign to support the FPSO Alvheim on Norway's NCS area in the central North Sea.

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Blackstone weighs $5Bn exit from Beacon Offshore

Blackstone is considering options for Beacon Offshore Energy, including a sale valued at more than $5 billion and a possible IPO, as the company brings new Zephyrus wells onstream in the US Gulf.

Photo source: Beacon Offshore Energy

24, January 2026

US-based investment firm Blackstone is exploring strategic options for Beacon Offshore Energy, including a potential sale valued at more than $5 billion, while also assessing an initial public offering (IPO), according to reports from Bloomberg and Reuters.

The media reports say Blackstone has started early talks with investment banks about a possible IPO of Beacon Offshore Energy that could launch in the first financial quarter of 2026, in parallel with sale discussions.

Separately, in the US Gulf of Mexico, Beacon Offshore Energy reported in mid-January 2026 that it had begun producing oil and natural gas in December 2025 from a well in the Zephyrus field.

The Zephyrus development, of Miocene age, lies in Mississippi Canyon Block 759, about 209,000 m southeast of New Orleans, Louisiana, in water depths of roughly 945–1,100 m.

The Zephyrus discovery well, drilled by Beacon Offshore Energy in 2023, encountered high-quality oil in the Middle Miocene Crisaged M2 sand. Beacon Offshore Energy and its partners worked with Shell Offshore to tie the field back to the existing West Boreas subsea network operated by Shell, sending production for processing to the Shell-operated Olympus platform in the Mars Corridor.

According to Beacon Offshore Energy, this infrastructure-led tieback reduced emissions and development costs and shortened the schedule to first production. The company said these outcomes were supported by a high-integrity pressure protection system installed along the 14-km Zephyrus subsea infrastructure.

Beacon Offshore Energy has also drilled a second well on Zephyrus, reaching a total measured depth of 8,000 m. The well encountered 35 m of pay, including the M2 sand now producing in the first Zephyrus well and two additional high-quality Miocene sand intervals.

The company is carrying out completion operations on the second Zephyrus well and expects production from this well to start by the end of Q1 2026.

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Taiwan Marks Start of YT2 Offshore Gas Pipeline Project

26, January 2026

A ceremony held in Taiwan today formally marked the start of the Yongan–Tongxiao 2 (YT2) offshore natural gas pipeline project and underscored its strategic importance to the island's energy system.

The engineering, procurement, and construction (EPC) contract was awarded by CPC Corporation Taiwan to a 50/50 partnership between Allseas and Boskalis. The project is described as one of the longest offshore gas pipelines to be installed in shallow waters.

Under the partnership split, Allseas will deliver the offshore pipeline installation and pre-commissioning scope, including pre-lay placement of concrete mattresses. The company said the work will be executed using two pipelay vessels it describes as among the world's most advanced, supported by its experience on large, technically demanding pipelay campaigns.

Boskalis will execute nearshore and offshore works, including landfalls, trenching, backfilling, and protection measures at pipeline and cable crossings.

Offshore execution is scheduled to commence in 2027. Once completed, the 232-kilometre-long, 36-inch pipeline will connect the Yongan LNG terminal in southwestern Taiwan with the Tongxiao LNG transfer station in the northwest. Running parallel to the existing YT1 pipeline, YT2 is expected to enhance the capacity, reliability and resilience of Taiwan's natural gas transmission network, supporting energy security and the country's transition towards a lower-carbon energy mix.

hmt-news.com

Brazil Plans $900m Exploration Push Led by Offshore Drilling

Brazil plans nearly $900 million in oil and gas exploration investment, with offshore drilling accounting for the majority of spending.

Photo sSource: Seatrium

28, January 2026

Brazil's oil and gas sector is preparing for another year of elevated exploration activity, with the National Petroleum Agency forecasting close to $900 million in upstream investment. Total exploration expenditure in 2026 is estimated at $888.3 million, reflecting continued emphasis on drilling and seismic work to support reserve replacement.

The outlook follows a rebound in exploration spending during 2025, driven primarily by Petrobras, which increased wildcat drilling efforts to stabilise its resource base. Studies released by the ANP indicate plans to drill 19 exploration wells in 2026, comprising five offshore and 14 onshore wells.

Drilling activities are expected to account for $601.9 million, or 68% of total exploration spending. Offshore operations will represent the largest share of this investment. Petrobras is scheduled to drill the Mae de Ouro wildcat in the Potiguar basin on Brazil's northern equatorial margin, alongside additional prospects in the Campos and Santos basins.

International operators are also advancing programmes in Brazilian waters. BP has chartered the Transocean drillship Deepwater Mykonos for a 10-month campaign to appraise the Bumerangue pre-salt discovery and drill a prospect in the Tupinamba pre-salt area. The ANP also estimates that around $140 million could be allocated in 2026 for up to four drillstem tests at offshore discoveries.

Exploration budgets further include seismic acquisition and data reprocessing. Planned work covers 16,518 sq km of new 3D seismic surveys, reprocessing of 8,900 sq km of 3D data and 1,523 linear km of 2D seismic, representing a combined investment of $134.9 million. Onshore drilling expenditure is expected to remain limited, with total spending estimated at $34.5 million.

Brazil is currently producing approximately 3.6 million barrels per day of oil and 175 million cubic metres per day of natural gas. The regulator notes that continued exploration investment remains essential to maintaining production levels, as output from existing fields declines over time.

hmt-news.com

North Sea States Eye 100GW Joint Offshore Wind Build

24, January 2026

Governments around the North Sea, with the UK, Germany, and the Netherlands among them, are preparing to commit to 100GW of new offshore wind projects in North Sea waters and to tighten protection of offshore energy infrastructure, according to a draft declaration reported by Bloomberg.

The draft seen by the financial news service indicates that ministers responsible for energy from nine countries plan to endorse the declaration at a meeting in Hamburg next week, setting out joint projects running to 2050.

Image source Cadeler A/S

Amid rising security concerns, the text calls for greater sharing of security-relevant information and for coordinated steps to address attacks on offshore assets in both the physical and digital domains, Bloomberg reported.

Language in the draft underlines the need to shield offshore energy infrastructure from hostile actions inthe surrounding sea and airspace as well as from unsafe navigation, and stresses that a high level of physical and digital protection must be maintained.

According to Bloomberg, the summit will also involve Nato and representatives of the European Commission, while Iceland is expected to attend even though it is not a North Sea state.

The initiative comes in the same week that Donald Trump, president of the United States, criticised Europe's offshore wind expansion.

For the European Union, the North Sea is treated as a key pillar of its plans to reach net-zero emissions, with offshore wind and hydropower expected to help lower energy bills, strengthen energy security, and support the production of green hydrogen.

Across the broader region, governments are targeting 300 GW of offshore wind capacity by 2050. About one third of that volume is intended to come from jointly developed projects, and the draft cited by Bloomberg states that power grid operators (transmission system operators) will advance 20GW of these collaborative schemes during the 2030s.

Source: Bloomberg

GMS buys mid-class liftboat to drive EBITDA plan

Gulf Marine Services is acquiring a mid-class liftboat to join its 14-vessel fleet within weeks, supporting a plan to double adjusted EBITDA with 2024 as the base year by 2030 while keeping net leverage below two times.

GMS EnduranceGulf (Photo sourcer: Marine Services)

26, January 2026

Gulf Marine Services (GMS) is expanding its fleet with the purchase of a mid-class liftboat, linking the deal to a plan to double adjusted EBITDA, using 2024 as the reference year and 2030 as the target. Following completion of the acquisition, GMS reports that its net leverage ratio remains below two times, a figure that excludes any potential earnings from the new vessel, which has already been earmarked for specific commercial work.

Under the agreement announced on 26 January, GMS is acquiring an as-yet unnamed mid-class liftboat that is scheduled to join its 14-strong fleet in the coming two weeks. The new unit will operate alongside the rest of the company's self-elevating assets to meet already identified customer requirements.

GMS explains that the purchase price is being met through a mix of debt and existing cash. A Middle East–based lender that already participates in the company's banking syndicate has provided a $37.4 million short-term facility with a 90-day tenor, while the remaining amount is being paid from the company's own cash resources.

Executive Chairman Mansour Al Alami described the transaction as the first vessel purchase by GMS in around ten years and a significant milestone for the group. He added that the company aims to support its growth ambitions while maintaining both financial strength and operational flexibility through the addition of the new liftboat.

hmt-news.com

GMS Backlog Hits $700m After Middle East Extension

Gulf Marine Services has lifted its backlog to $700 million after securing a multi-year contract extension in the Middle East, reinforcing fleet utilisation and long-term earnings visibility.

28, January 2026

London-listed liftboat operator Gulf Marine Services (GMS) said it has lifted its backlog to $700 million after securing an extension to an existing contract covering two vessels for a major national oil company in the Middle East.

The company said the contract will be extended by up to six years, including optional periods. GMS described the variation as a continuation of its partnership with the client and its support for offshore energy operations in the region.

Mansour Al Alami, executive chairman of GMS, said the extension indicates ongoing demand for the company's vessels in the Middle East and provides clearer visibility on performance in the coming years.

The latest extension follows a series of awards and renewals since the final week of 2025. GMS won contracts for three large vessels operating in Europe and the Middle East, with the three charters totalling 2,354 days.

After those awards, GMS agreed extensions for two mid-size vessels operating in the GCC region. Each vessel received one firm year plus a one-year optional extension.

On Monday, GMS agreed to acquire a new mid-class vessel, marking its first vessel purchase in a decade. The liftboat is expected to join the company's 14-vessel fleet in the coming two weeks.

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Eni secures $150m AfDB loan for Coral Norte FLNG

The African Development Bank has approved a $150 million senior loan for Eni's Coral Norte FLNG project in Mozambique's Rovuma basin, part of an offshore LNG development costing over $7 billion and forecast to generate above $20 billion in government revenues.

Photo courtesy of Samsung Heavy Industries

27, January 2026

The board of the African Development Bank has cleared a $150 million senior loan to support the Coral Norte FLNG development in Mozambique's Rovuma basin, Eni's second floating LNG project offshore the country. The scheme forms part of a large-scale offshore gas programme, with total capital expenditure estimated at over $7 billion and government revenues for Mozambique projected at above $20 billion over the life of the project.

On 14 January 2026, the bank's board approved the facility, in the run-up to a launch event by Samsung Heavy Industries (SHI) for the Coral Norte FLNG unit at its Geoje shipyard. The floating LNG facility is being advanced by Eni as a core element of the wider Rovuma basin gas development offshore Mozambique.

The Coral North FLNG scheme involves the development, construction and operation of a floating LNG vessel positioned roughly 55 km off Cabo Delgado province in northern Mozambique. Once on stream, the unit is expected to produce around 3.6 million tonnes of LNG per year. It follows the earlier Coral South FLNG facility, which started up in 2022 and marked Mozambique's entry into offshore LNG production.

Overall capital expenditure for Coral North FLNG is put at above $7 billion. Alongside the African Development Bank Group, the funding structure will also draw on other development finance institutions, export credit agencies and private-sector lenders.

In its project assessment, the African Development Bank said the new development builds on earlier LNG investments in Mozambique and strengthens the country's position in global LNG supply. The institution highlighted expected socio-economic gains such as additional employment, higher tax and royalty income and improved energy security, and linked its backing to broader goals on climate-resilient infrastructure and sustainable industrialisation in Africa.

Project forecasts indicate that Coral North FLNG could yield government revenues in excess of $20 billion over the duration of its operations, giving a significant lift to Mozambique's public finances. The construction phase and subsequent operation of the facility are also expected to provide both temporary jobs and long-term roles.

A share of the LNG volumes from Coral North FLNG will be earmarked for domestic and regional markets. The sponsors plan to use part of the output to expand access to cleaner cooking fuels, support industrial activity in Mozambique, supply gas to buyers in the SADC (Southern African Development Community) region and feed gas-to-power schemes, with the aim of bolstering energy security and resilience. The development is also expected to expand Africa's role in, and benefits from, a growing global LNG market while reinforcing Mozambique's position in SADC's energy system.

After formal approval of the Coral Norte FLNG development last year, Eni went on in October 2025 to announce FID (final investment decision) for the exploitation of natural gas resources in the Coral Eocene 441 deposit in the Area 4 concession. The decision covers the existing Coral Sul FLNG facility, the second offshore floating LNG development and the associated Rovuma LNG onshore plant.

hmt-news.com

Chevron–NNPC JV logs new hydrocarbon find offshore Nigeria

The NNPC–Chevron Nigeria Limited joint venture has finished drilling the Awodi-07 well in shallow waters off the western Niger Delta, confirming hydrocarbons in multiple zones and supporting plans to lift JV output.

27, January 2026

The joint venture between NNPC and Chevron Nigeria Limited has confirmed a new hydrocarbon accumulation at the Awodi-07 well in shallow waters off the western Niger Delta, reinforcing confidence in the partners' asset base. The well forms part of a wider campaign to better define and develop untapped potential within the joint venture portfolio.

Drilling at Awodi-07 started toward the end of November 2025 and finished in the middle of December 2025. The joint venture reports that operations were carried out safely and efficiently, in line with approved technical and regulatory requirements. After logging, testing and data acquisition were completed, the well was secured and the drilling programme wrapped up.

According to NNPC, evaluation of the well indicates a significant presence of hydrocarbons across several reservoir intervals, marking an important milestone for the partnership and highlighting the prospectivity of the wider area. The company stresses that the result reflects systematic exploration, solid technical work and close operational cooperation with Chevron Nigeria Limited.

Under their joint venture, NNPC holds a 60% interest and Chevron the remaining 40% in a number of oil and gas fields in the Niger Delta. Through this collaboration, the partners are working to lift oil production from the venture to around 146,000 barrels per day, supporting government revenue, employment and Nigerian energy supplies.

NNPC's Executive Vice President, Upstream, Udy Ntia, said the Awodi-07 outcome underlines the value of structured exploration programmes, strong partnerships and reforms introduced under the Petroleum Industry Act, and signalled that NNPC plans to work with Chevron Nigeria Limited to move the opportunity swiftly towards development and monetisation. Group CEO Bashir Bayo Ojulari added that the result strengthens the NNPC Ltd/Chevron Nigeria Limited joint venture and aligns with priorities to raise production, underpin national energy security and deliver lasting value for Nigerians.

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MODEC, Eld Energy Scale 120 kW SOFC-CO Capture for FPSOs

MODEC and Eld Energy will co-develop a 120 kW SOFC with integrated CO_2 capture for FPSOs, targeting onshore testing by 2027 and offshore demos from 2028.

27, January 2026

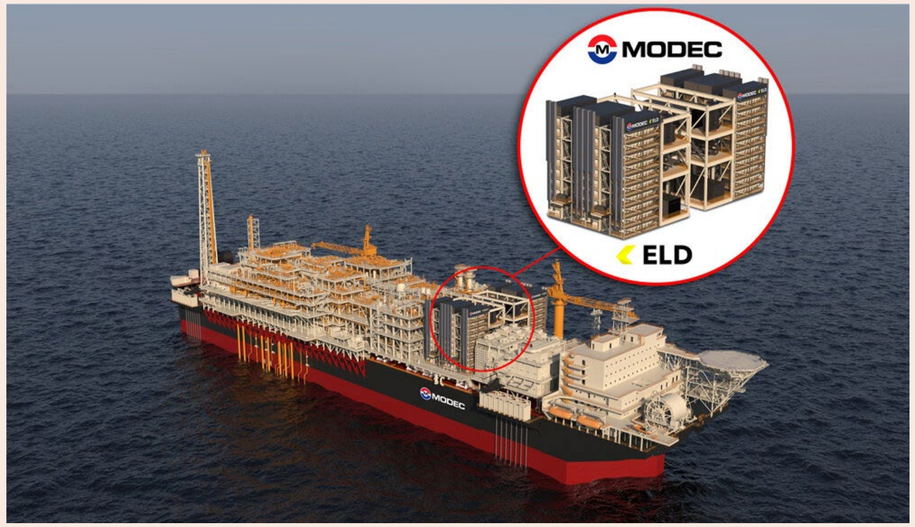

Image source: MODEC

MODEC has signed a joint development agreement with Norway-based fuel cell system company Eld Energy to develop an integrated 120 kW solid oxide fuel cell (SOFC) and CO capture system (patent pending) for FPSOs (Floating Production, Storage and Offloading systems). The agreement covers prototype design and manufacturing for a low-carbon offshore power solution, with onshore operational testing planned by 2027 and offshore demonstration targeted to commence from 2028 onward.

The two companies have been progressing with joint design and manufacturing of a pilot-scale 40 kW SOFC offshore power system since 2025, using associated natural gas produced during FPSO operations. The work builds on SOFC characteristics cited by the companies, including higher efficiency and lower emissions compared with conventional offshore power sources such as gas turbine generators (GTGs).

Under the new agreement, the SOFC output is scaled from 40 kW to 120 kW as a step toward phased deployment on FPSOs. The 120 kW SOFC will integrate a CO capture and fuel recovery unit optimized for SOFC exhaust. The development program targets a scalable multi-MW power system intended to meet full FPSO power demand with zero carbon intensity, while enhancing environmental performance and operational value.

The initiative aligns with MODEC's stated aim to support a stable energy supply and reduce CO emissions on FPSOs as energy demand rises and sustainability requirements tighten.

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McDermott Secures ADNOC Nasr-115 Expansion EPCI Deal

McDermott wins a major ADNOC EPCI award for the Nasr-115 expansion offshore the UAE, part of Nasr Phase II targeting 115,000 bpd by 2027.

26, January 2026

McDermott has been awarded a major contract by ADNOC to provide engineering, procurement, construction and installation (EPCI) services for the Nasr-115 Expansion Project, located approximately 130,000 m (81 miles) northwest of Abu Dhabi in the United Arab Emirates.

The award supports the wider Nasr Phase II Full Field Development program, which is expected to raise oil production capacity to 115,000 barrels per day (bpd) by 2027. Under the contract, McDermott will execute EPCI work for two topside structures, a new manifold tower, a jacket and a bridge, as well as the associated pipelines, cables and required brownfield modifications.

Mike Sutherland, Senior Vice President, Offshore Middle East at McDermott, said the company will support ADNOC's offshore capacity plans through safe and efficient delivery aligned with quality requirements. Angela De Vincentis, Vice President of Operations, Offshore Middle East, added that the award reinforces McDermott's role as a partner for large-scale energy infrastructure execution in the region, supporting development of the UAE energy sector with a focus on safe and sustainable delivery.

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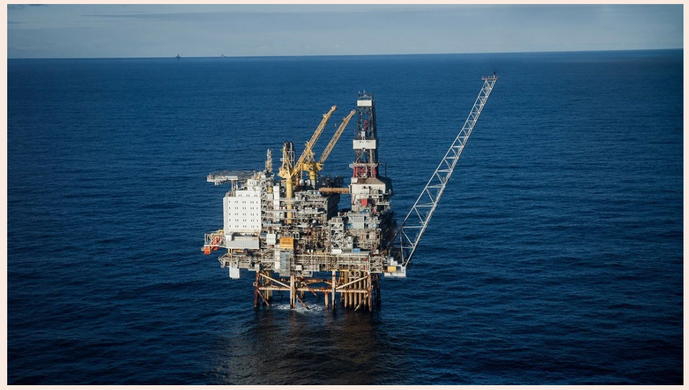
Discovered more petroleum on the Brage

NOD reports a petroleum discovery at Knockando Fensfjord in PL 055 confirmed by well 31/4-A-15 D, with preliminary estimates of 0.5–1.5 million standard cubic meters OE if oil.



1/4-A-15 D were drilled from the Brage installation, the Brage field has been producing since 1993. (Photo: OKEA)

29, January 2026

The Norwegian Offshore Directorate (NOD) reports a petroleum discovery in the Knockando Fensfjord prospect in production licence 055, confirmed by the 31/4-A-15 D development well drilled to search for oil from the Brage installation.

Preliminary estimates indicate additional recoverable resources for Brage of 0.5 to 1.5 million standard cubic meters of oil equivalent if the discovery is oil. If it is gas, the preliminary volume estimate is 0.4 to 0.9 million standard cubic meters of oil equivalent.

The 31/4-A-15 D well penetrated the reservoir section in the lower Fensfjord Formation of Late Jurassic age on its way to the Talisker production target in the Brent Group of Middle Jurassic age. A 38.5 m hydrocarbon column was proven across an interval of multiple sandstone layers with moderate to good reservoir quality.

The petroleum/water contact was not encountered. The wellbore was drilled to measured and vertical depths of 10,009 m and 2,309 m below sea level, respectively, and was terminated in the Oseberg Formation in the Middle Jurassic. Data was collected in the discovery interval.

The wellbore 31/4-A-15 D started producing from the 31/4-A-1 B (Talisker) discovery on 11 January 2026. The licensees are now considering opportunities for developing Knockando Fensfjord.

Production licence 055 was awarded in the fourth licensing round on the Norwegian Continental Shelf in 1978. The licensees are OKEA (operator), Lime Petroleum, DNO, Petrolia NOCO, and M Vest Energy. Brage was proven in 1980, and the Storting approved the plan for development and operation in 1990.

NOD added that several discoveries have been made in the Brage area in recent years, including Talisker Cook/Statfjord (31/4-A-15 B) and Prince (31/4-A-23 G), which were proven in 2025.

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Nam Cheong Sells 3,000 DWT PSV

Nam Cheong Limited sells an 11-year-old 3,000 DWT PSV for $19.8 million to an Indonesian customer, supporting fleet reprofiling, capital recycling, and balance sheet resilience ahead of FY2026.

Photo: Nam Cheong

29, January 2026

Nam Cheong Limited has signed a sales agreement to divest an 11-year-old 3,000 DWT platform supply vessel (PSV) for $19.8 million to an Indonesian customer, with delivery expected to be completed in 1Q2026.

The vessel is intended for immediate deployment in Indonesia, in line with the pickup in offshore activities where upstream oil and gas investments reached a decade-high in 1H2025.

The transaction is part of the Group's fleet reprofiling and capital recycling initiatives and is expected to contribute positively to earnings for FY2026. Net proceeds will be allocated toward accelerating debt repayment and funding working capital needs, supporting balance sheet resilience.

Following the sale, Nam Cheong Limited will manage a fleet of 36 OSVs with an average vessel age of nine years. The Group said it retains the flexibility to generate recurring income through chartering or to monetise assets opportunistically in line with market conditions.

As offshore activity continues to recover across the region, Nam Cheong Limited remains focused on disciplined capital management, operational readiness, and delivering long-term value for stakeholders.

hmt-news.com

Golden Energy Offshore Agrees $57.25 Million PSV, MPSV Sales

29, January 2026

Golden Energy Offshore Services ASA has entered into binding agreements to sell two offshore support vessels for a combined gross price of $57.25 million (about NOK 560 million), with both transactions expected to close in February 2026.

Earlier this month, the company said its subsidiary Energy Empress AS signed a sale agreement for the 2019-built MPSV Energy Empress. The gross sales price is set at $30 million (around NOK 300 million), and delivery is expected during February 2026. The contract follows the Saleform 2012 template and includes customary delivery-and-payment conditions.

The latest disclosure covers the 2016-built PSV Energy Partner, owned by subsidiary Energy Partner AS. Built at Cosco Guangzhou Shipyard, the vessel is being sold under a binding Saleform 2012 agreement, with payment to be made on delivery subject to standard closing conditions. Golden Energy Offshore Services ASA stated that the gross sale price is $27.25 million (around NOK 265 million), with completion expected in mid-February 2026.

On completion of the Energy Partner sale, the company expects to book a gain of about $6.5 million. It also estimates net proceeds of roughly $12.5 million after lease repayment, break fees, and transaction costs.

After closing, Golden Energy Offshore Services ASA said its fleet will consist of the MPSV Energy Duchess (a sister vessel to Energy Empress), PSVs Energy Paradise, Energy Passion, and Energy Pace (sister vessels to Energy Partner), plus the 2005-built PSV Energy Swan.

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Aquora launches to help secure the UK's homegrown energy future

Scotland-based Aquora (formerly XLCC) targets high-voltage cable constraints by starting with a CLV-led installation offer and supply support from Orient Cables (NBO), with manufacturing planned in Scotland.

28, January 2026

Aquora, formerly XLCC, has launched as a Scotland-based cable installation and manufacturing business aimed at addressing demand for high-voltage cable supply in the UK and Europe.

The company said the timing aligns with a shift in industry attention toward the renewables supply chain, following 8.4 GW of offshore wind sanctioned through the AR7 auction. It also pointed to what it described as a structural shortage in high-voltage cable installation and manufacture. Citing industry sources, Aquora said c.100,000 km of high-voltage cables will be needed over the next ten years for European offshore wind and interconnectors, compared with a historical installation rate of around 3,500 km per year.

Aquora will initially focus on installation, using a new cable-lay vessel and with cable supplied by Orient Cables (NBO). The company said it plans to commence factory construction for cable manufacturing capacity in Scotland once it is established as a market participant with client relationships.

At launch, Aquora outlined a package centred on a UK-flagged cable-lay vessel—described as the first of its kind—intended to be in commission within this parliament. The CLV is also set to provide maintenance services for critical infrastructure, including emergency response for UK high-voltage cables damaged by third parties. The firm also set out a Scotland-based cable engineering and delivery capability for wind developers in the UK and Europe, with an employment target of 150–200 people. Cable supply is to be provided through a strategic partnership with Orient Cables (NBO), described as delivering a premium product within a deployment service. Looking ahead, Aquora said a high-voltage cable manufacturing facility in Scotland would employ c.800 people and generate long-term economic benefit for the Scottish economy.

On investment, Aquora said it will first deploy c.£350 million into a client-led installation business, followed by c.£650 million into manufacturing capacity oriented to customer demand. Over the next decade, the company said it will create c.1,000 jobs and help restore long-term industrial capability in Scotland.

Ragnhild Katteland, Chief Executive Officer designate, said the UK's transition to homegrown low-carbon power is constrained by infrastructure rather than generation, adding that developers need cable installation capacity now. Lewis Gillies, Executive Chairman designate, said the business will support UK energy security and build industrial capability through greater strategic autonomy in a nationally significant part of the energy supply chain. Lai Wei, Managing Director of Orient Cable (NBO UK), said the partnership combines teamwork with proven subsea cable technology and delivery capability.

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ONGC, Reliance Join Forces on East Coast Deepwater Assets

ONGC and Reliance Industries have agreed to share deepwater resources off India's east coast to reduce costs, accelerate projects and improve asset utilisation.

28, January 2026

India's offshore energy sector is set for closer integration as Oil & Natural Gas Corporation and Reliance Industries move to jointly develop and operate deepwater resources off the country's east coast. The partnership centres on sharing infrastructure and technical capabilities to improve efficiency across complex offshore projects.

Under the agreement, the two companies will align their deepwater operations to reduce operating costs, shorten project timelines and improve utilisation of existing assets. By combining resources, both parties aim to streamline capital deployment and operational planning in one of India's most technically demanding offshore regions.

Photo source: Shutterstock

The collaboration is structured around several operational priorities. Cost efficiency is expected to be achieved through shared facilities and services, while coordinated project execution is intended to accelerate progress on deepwater developments. Enhanced use of existing infrastructure is also a core element, allowing both companies to extract greater value from current assets along the eastern offshore margin.

From an operational perspective, the resource-sharing framework is designed to deliver scale benefits. Pooling deepwater expertise and infrastructure is expected to lower individual capital expenditure requirements and provide access to a broader range of technical and operational capabilities. The arrangement also supports more balanced risk allocation across projects that typically involve high investment thresholds and operational complexity.

The alliance reflects a broader shift within India's offshore energy landscape, where collaborative models are increasingly being adopted to address the challenges of deepwater exploration and production. By working together, ONGC and Reliance aim to optimise resource allocation and improve operational outcomes in offshore environments that demand advanced technology and significant investment.

The partnership is viewed as a potential reference point for future collaborations within India's energy sector, particularly for large-scale deepwater initiatives along the country's extensive coastline.

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Aneo to Buy RWE's Swedish Wind Assets

Nordic-based Aneo has agreed to acquire RWE's Swedish wind business, taking over offshore wind farm Karehamn, a 1.8 GW onshore development pipeline and 124 MW of operating onshore capacity.

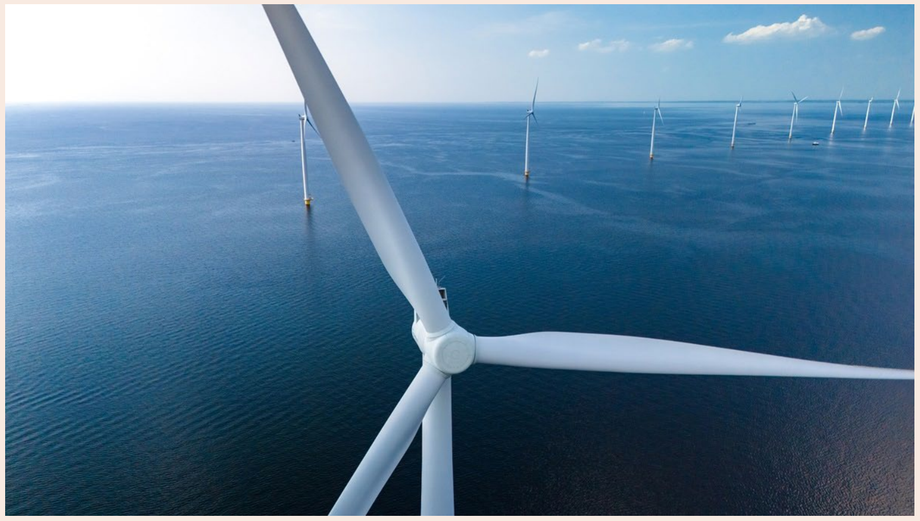

Photo source: Shutterstock

24, January 2026

Nordic-based energy group Aneo has reached an agreement with RWE to take over the German company's wind activities in Sweden, including the offshore wind farm Karehamn in the Baltic Sea. Closing is targeted for Q1 2026 once standard approvals are in place.

Under the deal, Norway-headquartered Aneo will take over RWE's Swedish pipeline of onshore wind projects totalling 1.8 GW, onshore wind farms in operation providing 124 MW of capacity, a portion of RWE's service activities for third-party onshore assets, and the teams responsible for project development, operations as well as activities offshore on these assets.

Offshore wind farm Karehamn lies in Swedish Baltic waters roughly 7,000 m from the coast near the town of Kårehamn. The 48 MW project uses 16 Vestas V112-3.0 MW turbines on gravity foundations in water up to 20.5 m deep.

The facility entered operation in October 2013 and is operated and maintained from RWE's base at Kårehamn harbour on Öland.

In 2024, RWE and ARC marine installed 180 reef cubes at Karehamn within a pilot project looking at how man-made features around offshore wind projects in Baltic waters may enhance biodiversity. Monitoring of how marine life colonises the cubes at the site has continued up to this year.

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Victoria Sets August Tender for First Offshore Wind

Victoria will launch Australia's first offshore wind tender in August 2026, auctioning 2 GW under the ESEM scheme while developer Southerly Ten advances the Star of the South project off Victoria's coast.

27, January 2026

Victoria is set to run Australia's first offshore wind tender in August 2026, with around 2 GW of capacity to be auctioned under a new support framework. The plan was confirmed on 27 January 2026 by Victoria's Minister for Energy and Resources, Lily D'Ambrosio.

The auction will be held through the Electricity Services Entry Mechanism (ESEM), a scheme that Australia's Energy Ministers endorsed in principle in December 2025. The mechanism is designed to bring forward new renewable energy capacity, including offshore wind projects that contribute to Victoria's state targets. The Victorian Government is working with industry and the Commonwealth to finalise the ESEM design and the tender rules so that the first round is competitive and delivers value for consumers.

D'Ambrosio said the state is in close contact with developers as preparations continue, and stressed that Victoria has consistently aimed to host the country's first offshore wind industry. She also underlined the importance of ensuring that the ESEM can accommodate technologies such as offshore wind.

The tender was originally expected to open in September last year, but was postponed. According to D'Ambrosio, the delay reflected slower-than-expected progress on feasibility licence approvals, the rejection of the first referral for the Port of Hastings, and wider uncertainty in the global offshore wind market.

Developer Southerly Ten, which is progressing the Star of the South project off the coast of Victoria, welcomed the confirmation of a new auction timetable. The company said offshore wind will be important for Australia's energy security and its pathway to net zero, especially as about 90% of coal-fired capacity is forecast to retire by 2035.

According to Southerly Ten, Star of the South on its own could provide around 10% of the emissions reduction needed to meet Australia's 2035 climate target. The developer has lodged environmental approval applications for the project and has purchased the land required for the shore crossing, stating that it is ready to move into the next phase once policy and tender settings are in place.

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North Sea nations push joint offshore wind build-out

Nine North Sea countries will sign a Hamburg declaration to build 100GW of joint offshore wind by 2050, using multi-country interconnectors to bolster energy security and regional power links.

26, January 2026

Governments from nine countries bordering the North Sea have joined forces with offshore wind developers and grid companies in a new investment pact. The initiative is intended to attract about $1.17 trillion, roughly €1 trillion, of capital into offshore wind projects and to accelerate the rollout of capacity in European waters. It also supports a collective objective to reach 300 GW of offshore wind capacity across the wider North Sea region by 2050.

The agreement was sealed at the North Sea Summit in Hamburg, where political leaders and energy ministers from Germany, France, Denmark, and Belgium, as well as Ireland, Luxembourg, Norway, the Netherlands, and the United Kingdom, met to discuss regional cooperation. At the summit, they signed the Offshore Wind Investment Pact for the North Seas, alongside a declaration by Heads of State, a second declaration from Energy Ministers, and an Industry Declaration backed by more than 100 companies active along the offshore wind value chain.

Under the pact, participating governments commit to providing investors with more predictable planning and investment conditions and to reducing risks associated with new projects. Measures include making two-way CfDs the primary support tool in offshore wind auctions and easing rules to allow generators to sign long-term PPA contracts directly with large corporate electricity buyers.

The countries also agreed to phase in new projects more cohesively. Together, they are aiming to add 15 GW of capacity each year in the North Sea area from 2031 to 2040. A stable stream of projects is intended to underpin investment in manufacturing facilities, port upgrades, and specialised construction and service vessels.

In exchange for this policy framework, Europe's offshore wind sector has set its own commitments. Industry players aim to reduce offshore wind costs by 30% by 2040, taking 2025 as the reference year, helped by larger project pipelines, lower financing costs, and further industrialisation. They expect the pact to support around $1.17 trillion (roughly €1 trillion) in economic activity, create some 91,000 additional jobs, and drive about $11.1 billion (€9.5 billion) in investment across the offshore wind value chain.

Grid operators are also part of the pact. They will map cost-effective offshore wind projects across national borders in the North Sea and intend to define 20 GW of economically viable cross-border capacity by 2027 for deployment in the 2030s. Their work will cover hybrid offshore wind schemes and interconnection projects, and will include agreed principles for cost sharing.

At present, Europe operates 37 GW of installed offshore capacity spread across 13 countries, with more than 6,000 turbines in service. In recent years, project rollout has slowed as higher financing costs, problems with auction design, and a lack of long-term visibility for supply chains have made it harder to move projects forward. The new pact is explicitly designed to address these challenges.

Malgosia Bartosik, interim CEO of WindEurope, said the agreement shows that Europe is stepping up its commitment to offshore wind. She argued that closer cooperation between governments on project build-out can help draw in about $1.17 trillion, around €1 trillion, of investment over the coming decade, while supporting secure, domestically produced, and affordable energy and sending a clear signal to those who question Europe's ambition.

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Scotland Sets 40GW Offshore Wind Aim for 2040

Scotland resets its offshore wind ambition to up to 40GW by 2040 and backs early work for Stornoway Port's Deep Water South terminal, designed to support floating wind construction and operations.

Image source: Scottish Renewables

29, January 2026

Scotland has lifted its offshore wind ambition to up to 40GW by 2040, replacing the earlier 8–11GW goal set for 2030. The Scottish Government said the reset follows strong private-sector engagement across the ScotWind and the Innovation and Targeted Oil and Gas seabed leasing rounds.

Industry body Scottish Renewables welcomed the change, noting the sector already supports more than 16,500 full-time jobs in Scotland and contributes £6.8bn to the Scottish economy. Offshore director Colin Palmer said Scotland is expected to be central to delivering a clean, secure and energy-resilient system for the UK, and urged the UK government to reflect the 40GW commitment in strategic energy planning.

Alongside the updated ambition, £1.8 million has been allocated to support early ground investigation and design work for Stornoway Port's proposed Deep Water South project. Funding for this stage will be delivered by Highlands and Islands Enterprise.

Climate action and energy cabinet secretary Gillian Martin said offshore wind offers significant economic potential across Scotland through jobs and investment. She added that Stornoway's location, skills base and existing infrastructure make it important for supporting offshore wind activity, and said the updated 2040 ambition is intended to provide investor certainty while supporting national climate goals.

Stornoway Port chief executive Alex Macleod described the funding as a major step for Stornoway and the wider Outer Hebrides. He said support from Highlands and Islands Enterprise enables progress towards detailed design and enabling works, adding that joint investment signals confidence in the port's long-term plans and the role Stornoway can play in Scotland's offshore wind sector.

Deep Water South is planned as a new terminal designed to handle floating offshore wind vessels and provide storage space for large-scale construction and operations. The facility is also intended to support integration of turbine towers, nacelles and blades onto floating foundations for offshore renewable projects in the surrounding area.

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Germany Shifts N-10 Offshore Wind Auctions Into 2027

Germany will run the N-10.1 and N-10.2 offshore wind tenders in 2027 instead of 2026, after the August 2025 auction drew no bids and officials revise the auction design.

29, January 2026

Germany will run the next tenders for the North Sea offshore wind areas N-10.1 and N-10.2 in 2027, after the planned 2026 process was pushed back to allow changes to the auction framework. The sites were left unawarded when an August 2025 auction attracted no bids.

The delay is written into a draft law approved by the government on Wednesday. The bill is primarily aimed at speeding up hydrogen availability, but it also updates the offshore wind timetable for the two N-10 zones.

Under the previous schedule, the re-tender was due to be announced in early February 2026, with the auction set for June 2026. Following the new decision, the Federal Maritime and Hydrographic Agency (BSH) will set the precise timing for the 2027 round. The draft legislation says the shift is not expected to hinder Germany's offshore expansion targets.

The German Offshore Wind Energy Association (BWO) supported the postponement, arguing that repeating an auction under the existing rules would have carried substantial risk. Hans Sohn, head of policy and communications at BWO, said a redesigned approach based on bilateral contracts for difference with indexation is needed to reduce risk and make investment feasible again.

However, BWO also warned that moving the tender too far out could unsettle the supply chain. The association said the next process should be launched as quickly as possible, adding that a broad move to 2027 could be read as a slowing signal across the value chain. It also called for optimisation of the N-10.1 and N-10.2 zones to improve yield prospects.

Together, N-10.1 and N-10.2 cover roughly 182 km² and are assessed as offering potential for about 2.5 GW of offshore wind capacity.

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RWE Wins Start-Up Permit for 1 GW Thor Offshore Wind Farm

29, January 2026

Denmark's Danish Energy Agency (DEA/Energistyrelsen) has authorized the start-up of the Thor offshore wind farm in the North Sea, paving the way for the largest offshore wind build in Denmark to date. The project is planned at 1 GW, delivered by 72 wind turbines.

The permit framework sets a clear timetable: construction must be finished by the end of 2027. The electricity production permit runs for 30 years from the completion of commissioning.

RWE is in charge of building and operating the project. The company holds 51% of the Thor Wind Farm I/S joint venture, with the remaining stake owned by Norges Investeringsbank.

Thor is located about 22,000 m off the west coast of Jutland, offshore Thorsminde.

Denmark currently has 17 completed offshore wind farms with a total generating capacity of around 2.7 GW.

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Cadeler signs preferred supplier agreement for foundation installation in 2028

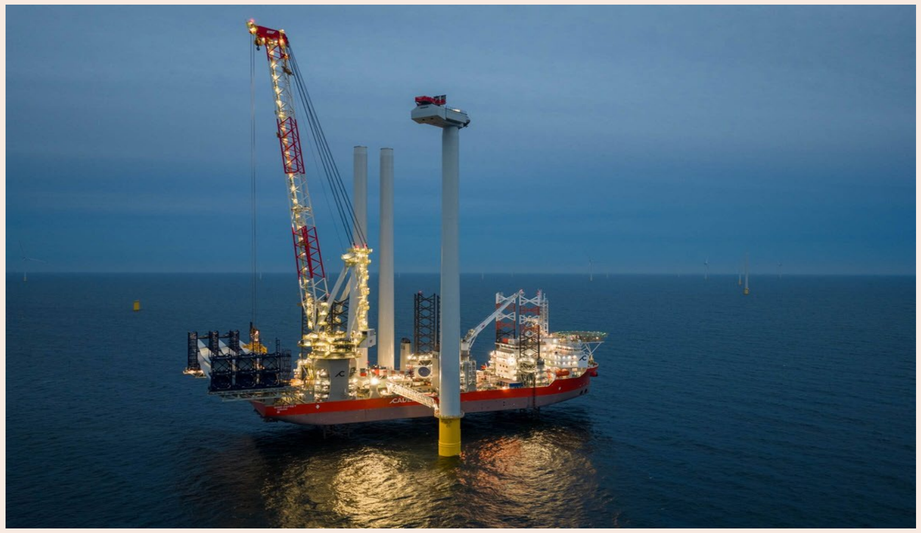

Photo courtesy of Cadeler

28, January 2026

Copenhagen, 28 January 2026 – Cadeler today announces that it has signed a preferred supplier agreement (PSA) with an undisclosed client for the transportation and installation (T&I) of monopiles and transition pieces at a large offshore wind farm located in European waters.

The installation campaign is expected to commence in the first half of 2028 and to be executed using two of Cadeler's wind installation vessels, including one of the company's newbuild A-class series which are designed to excel in XXL foundation installation. The PSA is subject to the client's final investment decision on the project.

The agreement demonstrates the company's continued development as a full-scope provider of foundation transportation and installation services within offshore wind. This will be Cadeler's first full-scope foundation T&I project outside the United Kingdom.

Mikkel Gleerup, CEO of Cadeler, comments: "The signing of this preferred supplier agreement reflects continued confidence in Cadeler's capabilities within offshore wind foundation transportation and installation. As we continue to build our pipeline of complex foundation scopes and broaden our experience in T&I across jurisdictions, our focus remains on safe execution and reliable project delivery."

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Borr Drilling Adds Five Noble Jack-Ups, Fleet Rises to 29

Borr Drilling completed a $360 million purchase of five premium jack-ups from Noble Corporation, lifting its fleet to 29 rigs and supporting near-term opportunities across key offshore basins.

29, January 2026

Borr Drilling closed a $360 million purchase of five premium jack-up rigs from Noble Corporation, taking its total fleet to 29 units and bolstering its capacity across major offshore basins.

The acquired assets include three Friede & Goldman JU-3000N design rigs and two Gusto MSC CJ50 design rigs. Borr Drilling said the additions fit well with its existing portfolio and support near-term market opportunities, while reinforcing its position as a focused owner of premium jack-up units with an international footprint.

After completion, the five rigs were set for renaming: Noble Regina Allen will become Sif, Noble Tom Prosser will be renamed Freyja, Noble Mick O'Brien will change to Forseti, Noble Resolute will become Bestla, and Noble Resilient will be renamed Joro.

The company maintained that it continued to own the youngest jack-up fleet with global reach. Noble Corporation had previously stated it would keep operating two of the units—Noble Mick O'Brien and Noble Resolute—under a bareboat charter arrangement for one year from the signing of the definitive agreement.

Chief Executive Officer Bruno Morand said Borr Drilling expanded its premium fleet at a favourable point in the cycle and described the rigs as technically aligned with the company's current line-up. He added that the operating platform—built around execution, customer focus, and a premium fleet—remained central to strengthening customer ties and supporting long-term shareholder value.

Separately, Borr Drilling noted that, following the acquisition announcement, the rig to be renamed Joro secured an accommodation campaign offshore Germany. Once the transaction was completed, the rig was chartered to a Noble Corporation affiliate to enable the campaign's completion.

Fleet updates elsewhere included the Ran jack-up extending work with Eni in Mexico from January 2026 to March 2026, while Odin secured a US contract with an undisclosed operator scheduled from July 2026 to November 2026. Saga remained with Brunei Shell Petroleum in Brunei after options were exercised, keeping the assignment running from November 2026 to April 2027. Norve finished operations with Marathon Oil in Equatorial Guinea in mid-November 2025 and moved directly into a new job with Vaalco Energy offshore Gabon.

The Grid jack-up ended work with PEMEX in Mexico in mid-November 2025 and began operations with New Age in Congo in mid-January 2026. Thor started operations with HLHV JOC in Vietnam in late November 2025. Prospector 1 completed a campaign with Dana Petroleum in the Netherlands in early December 2025 and transitioned straight into a follow-on job with ONE-Dyas in the same country.

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Equinor Selects Worley Rosenberg for Norway Offshore Maintenance

29, January 2026

Equinor Energy AS has selected Worley Rosenberg for a parallel framework covering maintenance and minor projects on selected facilities on the Norwegian Continental Shelf.

The arrangement builds on the companies' existing relationship and supports Equinor Energy AS's long-term services setup. Subject to contract signing, the framework is expected to support work on selected installations, including the Sleipner and Johan Sverdrup facilities. The agreement is scheduled to commence on 1 May 2026.

Jan T. Narvestad, Managing Director at Worley Rosenberg, said the award reflects Equinor Energy AS's trust in the contractor and points to a Stavanger-based presence combined with access to Worley's global resource network for specialised skills and capacity when required.

The contract runs from 1 May 2026 to 30 April 2031, with options to extend by an additional three years, followed by two more years—potentially bringing the total duration to ten years. Narvestad added that long-term collaboration based on trust and mutual commitment has been central to deliveries on the Norwegian Continental Shelf, and said Worley Rosenberg will support Equinor Energy AS with high-quality solutions aimed at safe and predictable delivery.

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Equinor Lines Up North Sea Wildcat for March 2026

Equinor has obtained a Norwegian Offshore Directorate permit for a North Sea wildcat well, to be drilled in March 2026 with the COSL Innovator under production licence 782 S.

COSL Innovator (Photo: COSL)

29, January 2026

Norway's state-owned energy company Equinor has secured a drilling permit from the Norwegian Offshore Directorate for a wildcat well in the Norwegian North Sea, with operations planned to start in March 2026.

The permit covers wellbore 25/7-13 in production licence 782 S. The licence period runs from 6 February 2015 to 6 February 2045.

Equinor will operate the licence with a 60% interest, while Aker BP holds the remaining 40%.

The well is set to be spudded by COSL Innovator, a semi-submersible owned by COSL Drilling Europe. Equinor booked the rig in August 2023 under a two-year contract scheduled to begin in the second quarter of 2025, with options to extend for up to three additional years.

Built in 2012, COSL Innovator is designed for work in water depths of up to 750 m.

The North Sea programme aligns with Equinor's ongoing efforts to explore Norway's hydrocarbon potential and strengthen its oil and gas reserves, alongside another planned well in the Norwegian Sea using a rig from Transocean.

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India and South Korea boost shipbuilding ties

India is strengthening shipbuilding and maritime cooperation with South Korea, combining Korean technology and India's cost-competitive workforce to expand its fleet and support its 2047 shipbuilding goals.

Photo: Ministry of Ports, Shipping and Waterways

26, January 2026

India is positioning South Korea as a core partner in its long-term plan to expand shipbuilding capacity and strengthen maritime security, according to Ports, Shipping and Waterways Minister Sarbananda Sonowal. Under the government's "Viksit Bharat 2047" programme, this strategy is tied to a goal of putting India in the global top five for shipbuilding by 2047 as the country nears 100 years of independence.

To support that ambition, New Delhi plans to invest $24 billion to grow its commercial fleet from about 1,500 ships to 2,500 by 2030 and has cleared a separate support package of roughly $8 billion, or about 697 billion rupees, to revive the shipbuilding and wider maritime industries. Sonowal said these measures are aimed at reducing dependence on foreign yards and building a more self-reliant domestic newbuilding base.

Sonowal pointed to South Korean strengths in high-end ship design and construction, especially in LNG carrier projects, as well as tightly managed, efficient production lines that keep costs and delivery times under control. He added that Korea's own rapid industrial rise—driven by targeted industrial policy, fast uptake of new technology, and a highly organised labour force—offers lessons India wants to apply to its 2047 goals.

India already has working relationships with major Korean yards, including Hanwha Ocean and HD Hyundai. In July, HD Hyundai signed a partnership agreement with Cochin Shipyard Ltd., described by Sonowal as the first arrangement of its kind between a large Korean shipbuilder and an Indian yard.

According to the minister, collaborations of this type are expected to deliver lasting benefits such as technology and skills transfer, the emergence of new shipbuilding hubs, and a more integrated domestic supply chain for the maritime sector. He said Indian–Korean joint ventures could also underpin additional yards in India that build ships for both local and export customers.

Sonowal stressed that India brings sizeable demand for new vessels, a large pool of skilled workers, and competitive cost levels, while South Korean companies contribute advanced ship design and production know-how. Combined with India's location close to key East–West shipping lanes, he argued, this makes the country an attractive manufacturing base for Korean maritime and shipbuilding firms.

At the same time, he acknowledged that overseas investors can face obstacles in India, including long project timelines and the need for continued improvements in port and industrial infrastructure.

Beyond conventional ship construction, India wants to broaden cooperation with South Korea in areas such as digital port operations, low-carbon and green shipping, cybersecurity for ports and vessels, technology cooperation, and maritime skills training. Sonowal said he hopes Korean companies will act as long-term strategic investors, supporting India in adopting new vessel designs, more automated production processes and international quality standards.

The intention, he noted, is both to upgrade India's shipbuilding capacity and to create mutual gains for the two countries in a global shipbuilding market that is becoming more competitive.

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India Secures First Chemical Tanker Newbuilds

India's SDHI has secured a $227 million contract from Norway's Rederiet Stenersen for six 18,000 dwt product/chemical tankers, marking India's first chemical tanker newbuild order.

27, January 2026

India's commercial shipbuilding ambitions have taken a concrete step forward as Swan Defence and Heavy Industries Limited (SDHI) wins an export contract to construct the country's first chemical tankers for a European owner. The deal fits directly with government plans under Prime Minister Narendra Modi to lift India into the world's top 10 shipbuilding nations by 2030 and into the top five by 2047. Those targets are supported by a Shipbuilding Financial Assistance Scheme, recently amended, only days ago, so that product and chemical tankers qualify for aid and are designed to bolster domestic yards while drawing more foreign orders.

The contract comes from Rederiet Stenersen, a Norwegian tanker operator based in Bergen with more than 50 years of activity in the chemical and product segments. The company runs a fleet of 19 vessels tailored for operations in northern European waters and has chosen SDHI as a building partner for the first time, following a thorough review of technical solutions and commercial terms. The agreement, valued at $227 million, was preceded by a Letter of Intent signed in November 2025. For SDHI, the project represents the first shipbuilding order since the restart of yard operations.

Under the order, the Indian yard will build six product/chemical tankers of 18,000 dwt each. The ships will be about 150 m long (approximately 492 ft). The first unit is scheduled for handover in 33 months, and the owner holds an option for a further six vessels of the same design.

The series will be developed by Marinform AS and StoGda Ship Design & Engineering and will be assigned a class by DNV. The hulls are specified to Ice Class 1A for operation in ice-affected regions. Propulsion will be based on a dual-fuel arrangement with a hybrid configuration that can be prepared to run on LNG, offering several operating modes and a high degree of onboard automation.

Swan Defence and Heavy Industries Limited (SDHI), previously known as Reliance Naval and Engineering Limited, was taken over and brought back into operation in 2024 after the former owners went bankrupt. The shipyard is located at Pipavav in Gujarat on India's west coast and, according to the company, has the country's largest dry dock at 662 m by 65 m, along with an annual fabrication capacity of 164,000 tonnes. SDHI states that it aims to grow into a major builder of commercial vessels and heavy fabrication projects.

Company director Vivek Merchant describes the newbuild programme as evidence that a broader commercial shipbuilding ecosystem is taking shape in India. The tanker series follows the earlier announcement that CMA CGM intends to order containerships from Indian yards, while the government and industry continue to engage with other leading owners such as Maersk and MSC.

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VARD NuProShip II Sets Out Nuclear DP Vessel Concept

26, January 2026

VARD, part of the Fincantieri Group, has outlined outcomes from NuProShip II in a release dated 26 January 2026 from Ålesund, Norway. The research and innovation work examined how small fourth-generation nuclear reactors could be integrated into specialised offshore vessels, and assessed the technical feasibility of nuclear-powered dynamic positioning operations in merchant shipping.

Image: Vard

As a main contribution, VARD completed a concept design for a nuclear-propulsion construction vessel based on an existing reference concept. The study assessed integration of a helium gas-cooled reactor as the primary power source and reviewed impacts on layout, safety, and system performance.

The case work was led by Vard Design AS and carried out with DNV, Emerald Nuclear, Vard Electro, and offshore ship owner Island Offshore, alongside the project leader and long-term research partner NTNU. VARD's project lead in design research, Henrik Burvang, said the work supports the development of safer and more efficient shipping, and noted the value of having an active shipowner-operator participating in the programme.

NuProShip II stated that, using validated assumptions and supplier data, nuclear-powered DP vessels are achievable. It found the integration aligns with redundancy needs for DP2 power architecture and could be adapted to DP3 requirements. The project also assessed power-balancing options beyond conventional electrical batteries, including super-critical CO turbines and thermal battery systems, while aiming to set higher benchmarks for radiological safety and risk management in commercial shipping.

The project also flagged the need for a modern regulatory framework and more industrial experience in civilian nuclear marine propulsion, and highlighted public acceptance and environmental stewardship as key considerations. NuProShip II is a two-year initiative funded by the Research Council of Norway. The work is set to conclude in 2026 and be followed by the SFI SAINT centre led by NTNU, where VARD will be a key partner. The centre has NOK 96 million in funding, with in-kind industry contributions of about NOK 200 million, and will run for eight years starting in January 2026.

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Repeated Batam Shipyard Fires Intensify Safety Scrutiny

A 25 January 2026 fire at PT ASL Shipyard Indonesia in Batam caused no casualties but followed two deadly 2025 incidents involving MT Federal II, keeping the yard's safety record under close scrutiny.

Photo source: Indonesian National Police

27, January 2026

A new fire at PT ASL Shipyard Indonesia in Batam has once again drawn attention to shipyard safety, even though the latest incident caused no injuries or fatalities. The January 2026 blaze comes after two deadly fires at the same yard in 2025, keeping oversight of industrial risk firmly in the public eye.

The most recent incident occurred on Sunday afternoon, 25 January 2026, at the PT ASL Shipyard Indonesia facility in Tanjung Uncang, Batam City. The yard, owned by a Singapore-based company and regarded as a key player in Batam's maritime and ship repair sector, was working on the vessel Elnusa Trans Samudera when the fire broke out.

Barelang Police Chief Kombes Polisi Anggoro Wicaksono confirmed that there were no casualties. Speaking in Batam, he said all workers at the site were accounted for, with no reports of injuries or deaths. Officers from Batu Aji Police, Barelang Police and the Criminal Investigation Unit's Identification Team were deployed to secure the area and collect initial information on the circumstances of the incident.

Preliminary indications point to a system error as the trigger for the fire. According to Anggoro, strong winds at the time made conditions worse, allowing flames to spread more quickly before fire-fighting efforts could fully contain the situation.

Information from the Turjawali Ditsamapta Team of the Riau Islands Police places the start of the fire at around 2.00 pm local time. The blaze subsequently engulfed the Elnusa Trans Samudera, which was undergoing docking or repair work at the PT ASL Shipyard Indonesia yard.

Emergency response on site was led by PT ASL Shipyard's internal rescue team in coordination with BP Batam. Their joint effort brought the fire under control within about two hours, with the flames reported fully extinguished at approximately 4.00 pm.

Although this latest fire resulted in no loss of life, it adds to a serious record at the same facility. Two major fires involving the tanker MT Federal II were recorded at PT ASL Shipyard during 2025. The first, on 24 June 2025, left four workers dead and five injured. A second blaze on 15 October 2025 was even more severe, causing 14 fatalities and 17 injuries.

The Barelang Police handled both 2025 incidents as cases suspected to involve negligence. Investigators named three suspects in connection with the June fire and seven suspects in the October case, including four foreign nationals and three Indonesian citizens. These two incidents continue to influence public expectations regarding accountability and the enforcement of safety rules at industrial sites.

While the January 2026 fire at PT ASL Shipyard Indonesia ended without casualties, the repetition of serious incidents at the same yard underlines persistent safety challenges in Batam's ship repair industry. For stakeholders in both Indonesia and Singapore, the pattern of fires reinforces the need for robust oversight, effective safety systems and consistent law enforcement in a sector that supports regional maritime activity.

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Norwegian timber ship to debut Wärtsilä ammonia engine

A new Norwegian timber carrier for Viken AT Market will be the first newbuild equipped with the Wärtsilä 25 Ammonia engine from 2027, cutting emissions on Norwegian coastal timber routes to Europe.

Illustrations by LMG Marin

28, January 2026

A new timber carrier ordered by Viken AT Market will be the first newbuild equipped with the Wärtsilä 25 Ammonia engine, a milestone for efforts to cut emissions from Norwegian coastal shipping when the vessel enters service in 2027. The project represents an early commercial application of ammonia as a marine fuel in regular cargo operations.

The self-unloading ship is designed with a deadweight of 7,800 dwt and an overall length of 108 m (354 ft). Construction will take place at China's Huanghao shipyard, with delivery planned for summer 2027. The vessel design has been developed in Bergen by Skarv Shipping, while Grieg Shipbrokers has helped finalise both the technical concept and the contract with the yard. Under a time-charter agreement, Arriva Shipping is scheduled to employ the vessel and will run its commercial operation on behalf of Viken AT Market, a Norwegian timber exporter.

Under its supply contract, Wärtsilä will deliver the Wärtsilä 25 Ammonia main engine together with a full ammonia-fuel package. This includes the AmmoniaPac fuel gas supply system, the Wärtsilä Ammonia Release Mitigation System (WARMS), and an SCR (selective catalytic reduction) unit configured for ammonia operation. Delivery of the equipment is due to start in Q4 2026. According to Roger Holm, President of Wärtsilä Marine and Executive Vice President at Wärtsilä Corporation, the engine and overall solution are the outcome of long-term development work and trials aimed at cutting emissions from shipping.

Skarv Shipping reports that the vessel has been optimised to sail efficiently at lower speeds, supporting the business case even though ammonia is more expensive than traditional marine fuels. An ammonia tank with a 160-cubic capacity, used together with marine gas oil (MGO) as pilot fuel, is intended to cover round voyages of up to 14 days between Norway and ports on the European continent.

At the moment, Viken AT Market moves about 1 million tonnes of Norwegian timber to European markets each year, largely using diesel-powered ships running on conventional fuel. From summer 2027, a share of this volume is to be carried on the new vessel, which will use a combination of electricity and ammonia, supporting ongoing efforts to reduce carbon emissions from these shipments.

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MOL and ONGC Seal 15-Year Charters for Two 100,000 m3 VLECs

28, January 2026

Mitsui O.S.K. Lines, Ltd. (MOL) said it has established two joint ventures with India's state-owned Oil and Natural Gas Corporation Limited (ONGC) and, together with ONGC, signed 15-year charter contracts for two newbuilding very large ethane carriers (VLECs) during India Energy Week 2026.

The joint ventures—Bharat Ethane One IFSC Private Limited and Bharat Ethane Two IFSC Private Limited—are based in the International Financial Services Center in Gujarat International Finance Tec-City, India. The equity ratio is MOL 50% and ONGC 50%, and the flag state is India. Each joint venture will operate one VLEC, for a total of two vessels.

MOL said the state-of-the-art VLECs will have a GTT Mark III membrane cargo containment system with a capacity of 100,000 m3 and dual-fuel main engines capable of using ethane as fuel. The vessels are scheduled for construction at Samsung Heavy Industries Co., Ltd. at its Geoje shipyard in South Korea, with delivery slated for late 2028 or later.

Photo: MOL

After delivery, MOL said the ships will transport liquefied ethane from the U.S. to India. The liquefied ethane to be carried is scheduled to be supplied as feedstock to a petrochemical plant operated in Dahej, Gujarat, by ONGC subsidiary ONGC Petro Additions Limited.

MOL said the agreement will expand its VLEC fleet to 16 vessels, which it described as the largest in the world. The company also cited its ethane transport track record since 2016 and its operational experience in the Indian special economic zone where the joint ventures are based.

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Engine-room fire disables car carrier off Emden

German maritime authorities contained an engine-room fire on the car carrier Thames Highway shortly after it left Emden, disabling the vessel and triggering a major multi-agency towing and firefighting operation.

28, January 2026

German authorities have brought an engine-room fire under control on the car carrier Thames Highway off the German coast, but the vessel remains without propulsion. Germany's Central Command for Maritime Emergencies coordinated a night-long operation involving 63 responders, four vessels and two helicopters to secure the ship and extinguish the blaze.

By Tuesday morning, officials said the blaze in the engine room was out, but Thames Highway could no longer move under its own power. Firefighting teams from Cuxhaven and Wilhelmshaven initially remained on board to monitor conditions before being taken off again by helicopter. Later the same day, the tug Waterstraat from the Netherlands took position alongside to begin towing the vessel toward port, and overall coordination of the incident passed to the Emden Traffic Control Center once the firefighting phase had ended.

The THAMES HIGHWAY (Photo courtesy of Havariekommando)

The ship left Emden on 26 January, a Monday, on a voyage to Grimsby in Great Britain. A short time after departure, the crew reported an engine-room fire. They then rapidly closed the engine-room compartment, and the vessel was sent to a waiting anchorage beyond the port fairway northwest of Borkum.

Thames Highway was built in 2005 and has a deadweight of 7,750 dwt, with capacity for roughly 1,600 cars. The ship trades for K Line European Sea Highway Services (KESS), which operates short-sea services, and carries Bahamian registration. At the time of the incident, German authorities said the cargo consisted of 1,294 vehicles, including 477 electric cars, and there were 18 crewmembers on board plus the pilot.

Initial firefighting on board was carried out by a six-person specialist unit from the Cuxhaven Fire Department, trained for shipboard incidents. They were transported by helicopter to the anchored car carrier northwest of Borkum and lowered onto the deck by winch. Firefighters from Emden and Wilhelmshaven were sent to the ship to reinforce the onboard teams.

In setting up this large operation, the Central Command for Maritime Emergencies also recalled the July 2023 Fremantle Highway car carrier fire in broadly the same area. In that incident, the Dutch Coastguard and other agencies were later criticised over an uncoordinated response after a crewmember, who had to leap from the burning ship, died. The blaze there ran out of control and continued for several days before it was put out, and the vessel was ultimately towed into port for salvage.

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Hanwha Ocean–Algoma Steel MOU Targets CPSP Steel Supply

29, January 2026

Hanwha Ocean and Algoma Steel sign a memorandum of understanding (Photo courtesy of Hanwha Ocean)

Hanwha Ocean has signed a binding memorandum of understanding with Algoma Steel Inc. to establish a long-term strategic arrangement supporting Canadian facility development and the procurement of Canadian-made steel tied to the Canadian Patrol Submarine Project (CPSP).

Under the MOU, Hanwha Ocean's contribution totals up to $250 million (approx. CAD $345 million). The package includes up to $200 million (approx. CAD $275 million) for Algoma Steel Inc. to support the potential development of a structural steel beam mill in Sault Ste. Marie, Ontario. In addition, Hanwha Ocean agreed to purchase Algoma products with an aggregate value of up to $50 million (approx. CAD $70 million) for CPSP-related commitments, including submarine construction and MRO infrastructure.

The planned MRO infrastructure includes facilities intended for Nova Scotia and British Columbia, with the submarine fleet to be fully supported throughout its operational lifecycle. The MOU is structured to align with Canada's Industrial and Technological Benefits framework for the CPSP and to support Canada's domestic industrial base and the long-term operational needs of the Royal Canadian Navy. If the contemplated beam mill project proceeds, the operation would support the creation of new skilled, long-term Canadian jobs.

Company leadership framed the arrangement as a Canada-based supply chain effort, linking domestic steel production with long-term construction and sustainment requirements under the CPSP.

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