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Ørsted Lands First Hornsea 3 Monopiles in Teesside

Ørsted received the first six Hornsea 3 monopiles in Teesside. Built by Haizea in Bilbao, the 90 m, 1,670 tonnes foundations shipped 960 nautical miles on CY Interocean II.

P6

Harbour Energy Closes $3.2 Billion LLOG Deal

Harbour Energy completes its $3.2 billion acquisition of LLOG, adding a fully operated deepwater portfolio and targeting 65–70 kboepd by 2028 through high-margin assets.

P17

Seafarer Abandonment Hits Record High

ITF data shows seafarer abandonment hit record levels in 2025: 6,223 seafarers across 410 ships, with $25.8 million owed and FOCs dominating cases.

P18

Transocean to Take Over Valaris Limited in $5.8 billion Share Deal

Transocean acquire Valaris Limited in a $5.8 billion all-stock deal, forming a 73-rig offshore driller with ~$17 billion enterprise value and ~$10 billion combined backlog. P13

GPO Sapphire Loads Two Jack-Ups in Changshu, China

GPO Heavylift's semi-submersible vessel GPO Sapphire has loaded two jack-up units in Changshu, China, for delivery to the UAE and the Netherlands.

Photo source: HEA Energy

8, February 2026

GPO Heavylift has completed a major deck cargo operation in Changshu, China, where its semi-submersible vessel GPO Sapphire loaded two jack-up units, HEA Vantage and HEA Hercules. The operation forms part of a split delivery schedule to the Middle East and Europe.

Following completion of seafastening works, HEA Vantage is scheduled to be transported to the UAE, while HEA Hercules will be delivered to the Netherlands. Both units were secured on deck during the Changshu port operation in line with project-specific transport requirements.

The vessel GPO Sapphire (IMO: 9760445) is operating under the flag of the Marshall Islands. The semi-submersible unit has a length overall (LOA) of 225 m and a beam of 48.06 m, positioning it for large-scale offshore and jack-up transportation projects.

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BigLift Strengthens Leadership for 2026 Growth

Photo courtesy of BigLift

6, February 2026

BigLift Shipping has announced key management appointments intended to support the company's future growth.

As of 1 February 2026, Johan Boer has taken on the role of Managing Director. During his commercial period, Johan's leadership has ensured continuity and stability, and his appointment marks an important step in guiding the company into its next phase of development.

The company also confirmed that Paul van Lith has been appointed Director of Operations. With his background as a captain in the BigLift heavy-lift fleet and deep operational expertise, Paul is positioned to guide the department as the fleet expands and project complexity continues to grow.

With these appointments, BigLift Shipping reinforces its commercial and operational readiness for 2026 and beyond. The company is positioned to meet rising demand for engineered transport solutions and to execute increasingly complex heavy-lift projects.

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SMC Delivers Fengmiao 1 Pre-Piling Template Load-Out

SMC completed the SPMT load-out and barge transport of a 2,000-tonnes pre-piling template for the Fengmiao 1 offshore wind project in Taiwan.

Photo source: SMC Services and Engineering JSC

8, February 2026

SMC Services and Engineering JSC (SMC) completed the SPMT load-out and barge transportation of the pre-piling template (PPT) for the Fengmiao 1 offshore wind project in Taiwan.

The scope covered moving the PPT from Dong Xuyen Port to the transport vessel anchorage at Ba Son Port for handover to the cargo owner, working with strategic partners Alpha ECC and CDWE.

The PPT, weighing approximately 2,000 tonnes, was handled using 76 axle lines of Scheuerle SPMTs combined with 6 PPUs, enabling site movement from the fabrication yard to the quay and safe loading onto the barge. A barge with 14,000 tonnes capacity was then deployed to transport the structure to the transport vessel.

SMC said the operation was engineered and controlled with a focus on transport route, structural characteristics, load distribution, and equipment positioning, meeting the technical requirements for handling a highly complex structure. The company added that the work was delivered safely, on schedule, and to high-quality standards, with positive feedback from the client.

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Fengmiao Jackets Securely Prepared for Transport

TWD and SK Oceanplant complete seafastening grillage design for Fengmiao I Offshore Wind Farm jackets, supporting safe transport from South Korea to Taiwan using SPMTs.

9, February 2026

Engineering company TWD has completed its first joint project with SK Oceanplant, marking a new collaboration focused on offshore wind logistics. The scope covered the conceptual development and detailed design of seafastening grillages for transporting jackets destined for the Fengmiao I Offshore Wind Farm, shipped from South Korea to Taiwan.

The completion of this work supports the delivery programme for the Fengmiao jackets, underlining the effective coordination between SK Oceanplant's manufacturing and logistics capabilities and TWD's transport engineering expertise. Multiple jackets are scheduled for shipment as full or semi-assemblies, with load-out operations planned to commence at the end of 2025 and continue throughout 2026. All movements will be executed using Self-Propelled Modular Transporters (SPMTs).

Given the varying geometries and weights of the jacket components, each unit required a tailored seafastening design. TWD adopted a solution that balanced weight optimisation with operational efficiency, while maintaining structural integrity during load-out and sea transport. A key feature of the design is the use of bolted interfaces instead of welding to the jackets, allowing for fast, safe handling and ensuring the entire operation remains fully reversible.

Despite demanding conditions, including high sea states and the significant mass of the structures, TWD delivered a robust and efficient seafastening solution. The project demonstrates how the combination of SK Oceanplant's fabrication experience and TWD's engineering approach can effectively address complex offshore wind transport challenges, laying the groundwork for future joint projects in the sector.

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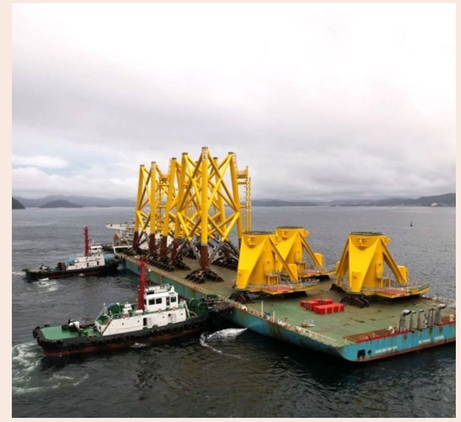

Photo source: TWD

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Final transition pieces sail as CWHI completes Inch Cape deliveries

CWHI shipped the final 15 transition pieces for Inch Cape to the Port of Leith in February 2026, completing delivery of all 30 TPs and reaching a 1,800,000 safe work hours milestone.

Photo courtesy of CWHI

11, February 2026

CWHI has completed the load-out and departure of the final batch of Transition Pieces (TPs) for the Inch Cape Offshore Wind Farm, with the shipment bound for the Port of Leith and marking completion of all 30 TPs under the contract.

The company reported that, in November 2025, it became the first supplier from China to deliver fully commissioned transition pieces, when the first 15 units were delivered. The final 15 TPs departed as scheduled in February 2026 aboard the COSCO vessel HUA XING LONG.

A timeline of milestones provided by the company includes first cutting and the start of production in January 2025; the first TP "black release" in June 2025 alongside 500,000 safe work hours; 18 of 30 TPs fully released by October 2025; the first batch delivery of 15 TPs in November 2025 with a 1,200,000 safe work hours milestone; and the final batch load-out in February 2026 completing deliveries with a milestone of 1,800,000 safe work hours.

Each transition piece is stated to be up to 28 m tall, with an outer diameter of 8.3 m and a weight of approximately 600 tonnes. The company said completion of the scope supports its role as a supplier of offshore wind foundation structures.

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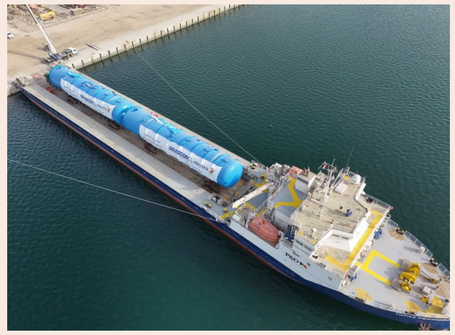
deugro Completes Oversized Vessel Transport for Wave C1 Project



9, February 2026

deugro, in cooperation with dteq Transport Engineering Solutions, has successfully executed the transportation of six oversized deaerator vessels from Ras Al Khaimah to the Wave C1 Project site in Mirfa, Abu Dhabi.

Each vessel weighed 158 t and measured 36.6 m in length, requiring detailed planning and execution with centimetre-level accuracy throughout the operation.

The logistics scope combined RO/RO handling, a 139 nautical mile marine voyage, and a final 132 km overland transport to the project location. The integrated approach ensured continuity across all transport phases.

Operations were conducted from a small and congested port environment, where precise timing was critical. Early berthing coordination, accurate cargo draft calculations, and close alignment among all stakeholders were essential to maintaining schedule integrity.

Throughout the project lifecycle, deugro and dteq Transport Engineering Solutions teams were present at every key stage, overseeing activities from load-out through to final delivery. This on-site involvement ensured safe, efficient, and on-time execution of the transport scope.

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40,000 DWT Deck Carrier KING ONE Enters Service

Dajin Heavy Industry Co.,Ltd marked the naming and first sailing of KING ONE, its first 40,000 DWT deck carrier, built to move 15–25 MW offshore wind components and large modules.

Photo source: Dajin Heavy Industry

11, February 2026

On 10 February 2026, Dajin Heavy Industry Co.,Ltd staged an event to mark the naming and first sailing of its first 40,000 DWT deck carrier, KING ONE, at the Dajin Penglai Offshore Facility. With the vessel formally named, KING ONE began its overseas operating program.

Built as a heavy-lift deck carrier for offshore wind and offshore oil and gas work, KING ONE has an overall length of 240 m, a moulded breadth of 51 m, and a depth of 13 m. The vessel offers around 12,000 square meters of working deck space and a maximum deadweight of 40,000 tonnes. Its transport scope includes 15–25 MW offshore wind monopiles, jackets, floating foundations, and other large offshore modules, supporting long-haul ocean carriage and international project deployment.

For Dajin Heavy Industry Co.,Ltd, the entry of KING ONE is positioned as a milestone in its move from wind power equipment production toward integrated offshore solutions. The company linked the vessel's commissioning to a closed-loop operating structure that combines in-house manufacturing capacity, proprietary products, owned shipping assets, and port resources—an arrangement intended to support expansion into deep-sea offshore work and broader EPCI execution capability.

With offshore wind projects trending toward deeper sites and larger turbines, specialized transport capacity remains constrained, and KING ONE is presented as a response aimed at improving reliability for large-scale offshore logistics. Dajin Heavy Industry Co.,Ltd also stated plans to add more than ten tailored offshore vessels over the next three years to support marine renewable energy development.

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AAL Moves 255 t Shiploader on Asia-Europe Service

AAL Shipping transported a 28 m, 255 t shiploader on AAL Singapore and completed a 312 t gross tandem lift discharge in Bataan, supporting Intra-Asia project cargo needs.

12, February 2026

AAL Shipping has handled the transport of a 28 m-high, 255 t shiploader on the Asia–Europe Trade Lane aboard the AAL Singapore, linking Northeast Asia, Southeast Asia and Europe.

The unit was carried on a 31,000 dwt A-Class vessel and discharged at Foremost Milling Corporation in Bataan, the Philippines. Given the cargo's size and handling requirements, the discharge was completed via a tandem lift using the vessel's port-mounted 700 t maximum combi-lift cranes. Two counterweights were used to stabilise the lift, taking the gross lift to 312 t.

Nicola Pacifico, Global Head of Engineering at AAL Shipping, said the shiploader introduced complex engineering challenges around lifting. A vertical lift from the pad eyes was required to avoid structural risk, while the operation was managed under height and clearance limitations linked to a nearby generator and an access platform.

Photo courtesy of AAL

The Intra-Asia trade corridor is described as the world's fastest-growing regional trade segment, with intra-regional trade rising 43% over the past four decades and accounting for more than half of the region's total trade. Southeast Asia is shifting from labour-intensive industries toward advanced manufacturing in electronics, semiconductors and automotive manufacturing.

The release also points to the 'China Plus One' strategy, with companies diversifying supply chains across multiple Asian markets. ASEAN manufacturing value has grown steadily since 2016, and intra-ASEAN trade rebounded 7% in 2024 to nearly $3.56 trillion in combined imports and exports.

The shiploader will operate at the Mariveles Grain Corporation terminal as part of its end-to-end grain handling system. With a discharge capacity of 10,000 tonnes per day, the unit is intended to support grain import logistics and the local food industry.

Across Southeast Asia, more than $110 billion in port infrastructure projects are underway. Globally, port spending is projected to reach $207 billion by 2030. Against this backdrop, AAL Shipping said demand is rising for specialised heavy-lift and multi-purpose vessel capacity as project cargo becomes larger and more complex. Andrew Mangan, Chartering Manager at AAL Shipping Australia, noted the fleet's lifting capacity, stowage flexibility and self-sufficiency, alongside regular monthly services across Asia's major trade lanes.

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Ørsted Lands First Hornsea 3 Monopiles in Teesside

Ørsted received the first six Hornsea 3 monopiles in Teesside. Built by Haizea in Bilbao, the 90 m, 1,670 tonnes foundations shipped 960 nautical miles on CY Interocean II.

11, February 2026

Ørsted has received the first six monopile foundations for the Hornsea 3 offshore wind farm at Teesside in the UK, a key early delivery for a project the developer describes as the world's largest single offshore wind farm. Hornsea 3 will use 197 monopiles in total.

The first batch was manufactured by Haizea Wind Group and shipped from Bilbao, Spain to Teesside, covering 960 nautical miles on CY Interocean II. Ørsted said each monopile is about 90 m long and weighs an average of 1,670 tonnes, with a diameter of 8 m at the top and up to 11 m at the bottom.

According to Hornsea 3 managing director Luke Bridgman, 2026 will be the year offshore works begin in earnest, and the arrival of the first monopiles marks an important milestone. He added that close coordination with specialist partners will be central to delivery.

Photo coujrtesy of Ørsted

Haizea Wind Group CEO Borja Zarraga said shipping the first foundations is a milestone for Haizea's Bilbao operation, noting that facility expansion followed Ørsted's trust and that participation in Hornsea 3 demonstrates the group's technical capability on large offshore projects.

The load-out in Spain and load-in in the UK were carried out by the Cadeler team, working with Ørsted and Haizea in Spain, and with Ørsted and Steel River Quay at Teesworks in the UK.

Cadeler CEO Mikkel Gleerup said the first monopile shipment is a step forward in Cadeler's development as a full-scope offshore wind partner, enabled by investments in foundation expertise and vessels designed for extra-large monopile transportation and installation. He said three vessels are committed to the Hornsea 3 campaign, including Cadeler's new A-class vessel Wind Ally, and highlighted the long-standing collaboration with Ørsted.

Steel River Quay managing director Ally Cameron said the Teesside arrival is a proud moment for both the site and the project, pointing to facilities built to handle components of this scale. He also said the delivery reflects the partnerships developing on the Tees and underscores the region's role in the UK's clean energy transition, alongside long-term industrial opportunities and skilled local jobs.

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Sarens Charters 120 m Barge for Nordseecluster Cargo Move

Sarens, with Manora, chartered the 120 m flat-top barge Caroline to load a 3,000 t jacket, pin piles and a transition piece in Ravenna and sail to Rotterdam for Nordseecluster.

Photo source: Sarens

12, February 2026

Sarens has supported the Nordseecluster Wind Farm by supplying the 120 m oceangoing flat-top barge Caroline under a bareboat charter in collaboration with Manora. The company said Caroline is a rare asset, with only six comparable units available across the North Sea and the Mediterranean.

The barge was mobilised to Ravenna, Italy, where it was loaded with a 3,000 t jacket, pin piles and a transition piece for offshore installation. After sailing to Rotterdam, Caroline remained on standby until the heavy-lift vessel was ready for deployment.

Ahead of mobilisation, Caroline underwent dry-dock maintenance and received a new coating, with the client verifying the vessel's deck strength to accommodate the cargo's dimensions and weight. Sarens said its established cooperation with Manora, supported by pricing agreed two years ago, contributed to the charter arrangement.

Jan Willems, Manager Maritime Activities at Sarens, said the project highlighted cooperation with Manora and the delivery of timely maritime solutions for offshore wind logistics.

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Black Marlin Executes Complex Multi-Cargo Voyage to Freetown

The semi-submersible heavy transport vessel Black Marlin completed a multi-cargo voyage from China to Freetown, safely transporting two barges, two tugboats and a crane barge.

Photo: Boskalis

13, February 2026

The semi-submersible heavy transport vessel Black Marlin completed a multi-cargo shipment from China to Freetown in Sierra Leone, demonstrating coordinated offshore transport execution under challenging loading conditions.

Unlike single-unit deck transports, the vessel carried multiple assets simultaneously, forming what operators described as a "jigsaw" configuration. The shipment included two barges, two tugboats and one crane barge, all secured aboard the deck for the intercontinental voyage.

Handling several floating units during submersion and refloating operations posed operational complexity. As Black Marlin ballasted down, the transported units began floating at the same time, requiring precise synchronization between the vessel's crew and attending tugs. Maintaining positional control of each unit during loading and discharge was critical to ensure safe transfer operations.

Through coordinated marine operations and structured communication between onboard teams and tug operators, the assets were kept stable throughout the process. The discharge phase in Freetown was completed without disruption, confirming effective execution of the heavy marine transport plan.

The project highlights the operational discipline required in multi-cargo semi-submersible transport, particularly when handling multiple floating structures during controlled submersion cycles.

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World's First 20 MW Offshore Turbine Enters Grid Operation

China connects the world's first 20 MW offshore wind turbine to the grid, delivering large-scale power generation from deep-water offshore sites.

7, February 2026

China has connected the world's first offshore wind turbine rated at 20 MW to the power grid, marking a new technical benchmark for large-capacity offshore generation. The unit is now supplying electricity from the Phase II Liuao offshore wind farm off the southeast coast, according to information released on 6 February 2026.

The turbine, developed and installed by China Three Gorges Corporation, is located more than 30 km offshore in waters exceeding 40 m in depth. Grid connection was achieved following completion of commissioning and operational testing under complex marine conditions.

Image for illustration purposes only.

At full operation, the single turbine is designed to generate more than 80 million kWh annually. This output is sufficient to cover the yearly electricity demand of approximately 44,000 households, while reducing coal consumption by about 22,000 tonnes.

The structure reaches a hub height of roughly 174 m, with rotor blades spanning 300 m in diameter. The swept area is comparable to that of around ten standard football pitches, reflecting the scale required to increase energy yield per installation in offshore environments.

According to the developer, the turbine incorporates optimised airfoil blade design and an integrated lightweight structural system. These features reduce unit weight per megawatt by over 20% compared with conventional offshore turbines, improving efficiency and lowering installation complexity.

Construction and testing were carried out amid seasonal monsoon winds and variable sea states. The successful grid connection demonstrates the feasibility of deploying ultra-large offshore wind units in deeper waters, supporting further expansion of offshore wind capacity.

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Google Signs 15-Year Offshore Wind PPA in Germany

6, February 2026

Google has entered into a 15-year Power Purchase Agreement with EnBW for electricity produced by 100 MW of capacity from the 960 MW He Dreiht offshore wind farm in Germany.

Most of the electricity from He Dreiht has already been secured through long-term PPAs, EnBW said on 5 February, adding it is continuing discussions with additional potential offtakers for the remaining volumes.

He Dreiht is under construction about 85 km northwest of the German island of Borkum and is set to enter full operation this year. Wind turbine installation started in April last year, and the project produced first power in November 2025.

In January 2026, EnBW said half of the 64 Vestas 15 MW wind turbines had been installed at the site. The developer expects to install and commission all 64 turbines by the summer of 2026.

Before the agreement with Google, EnBW signed PPAs for He Dreiht with DHL Group for 20 MW of generation capacity; Evonik for 150 MW, separately for 100 MW and 50 MW; Frankfurt Airport operator Fraport AG for 85 MW; Bosch for 50 MW; Salzgitter Flachstahl GmbH for 50 MW; Deutsche Bahn for 20 MW; and Deutsche Telekom's Power and Air Condition Solution Management (PASM) for 100 MW.

hmt-news.com

KESTO Lands First Long-Term Offshore Wind Deal with Vestas

Image courtesy of KMC Line via LinkedIn

7, February 2026

KESTO, the joint venture between KMC Line and ESVAGT, has signed its first long-term offshore wind service agreement in South Korea.

From 2028, and for a minimum period of ten years, KESTO will support Vestas with offshore service logistics at the ShinAn-UI Offshore Wind Farm, marking the formal start of KESTO's operational journey.

Under the agreement, two 27 m Crew Transfer Vessels (CTVs) will be deployed. The vessels will be designed in Europe and built at a Korean shipyard, supporting the safe and efficient daily transfer of technicians to Vestas' V236-15.0 MW wind turbines, while contributing to the development of the local maritime supply chain.

KESTO said it combines KMC Line's local maritime presence and regulatory expertise with ESVAGT's offshore wind and safe transfer experience, delivering international operational standards anchored in a solid Korean foundation.

Han Cho, Representative Director of KESTO, said the agreement marks the official beginning of the company's operational journey. He added that KESTO will focus on operational readiness well ahead of vessel delivery, including structured crew training and preparation, to provide Vestas with a safe, reliable, and long-term offshore service solution.

KESTO also said it looks forward to supporting Vestas and contributing to the continued growth of offshore wind in South Korea.

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MacGregor Wins 400t Subsea Crane Order for Floating Wind Vessel

MacGregor has been selected to supply a 400 t SWL AHC subsea crane for a new 127 m FWCV, with crane delivery due end-2027 and vessel delivery in Q2 2028.

Photo courtesy of MACGREGOR

6, February 2026

MacGregor has been selected to deliver a 400 t safe working load (SWL) Active Heave Compensated (AHC) subsea crane for a new 127 m Floating Wind Farm Construction Vessel (FWCV), targeting the floating offshore wind segment.

The order is booked in MacGregor's first-quarter 2026 order intake. The contract is with Jiangsu Dajin Heavy Industry Co., Ltd., while vessel operations will be managed by Hana Shipping Co., Ltd.

The crane is set to support key FWCV tasks including mooring operations, cable laying, and other construction activities required for floating wind projects. The vessel's first project is anticipated to be at the Ulsan Floating Wind Farm Construction, located 70 km off the coast of Ulsan, South Korea.

Delivery of the crane is scheduled for the end of 2027, with vessel delivery planned for Q2 2028. MacGregor also points to the high level of integration required for the crane design, including an under-deck main hoist arrangement, which calls for close coordination with the shipyard. The company notes that the proximity of its production facilities and the availability of local resources are expected to support efficient project execution.

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Ørsted Sets 2026 Outlook After DKK 25.1bn EBITDA Year

8, February 2026

Ørsted's Board of Directors approved the annual report for 2025 on 6 February 2026, outlining progress against the group's business plan and a 2026 earnings outlook.

For 2025, Ørsted reported EBITDA excluding new partnership agreements and cancellation fees of DKK 25.1 billion, within guidance of DKK 24–27 billion. Net profit for the year totalled DKK 3.2 billion. The company said it delivered a strong operational performance and increased offshore generation by 6% versus 2024 despite wind speeds below the norm, citing higher availability across offshore wind farms and ramp-up from Gode Wind 3 in Germany.

A key step during the year was the completion of a rights issue of approximately DKK 60 billion in gross proceeds. Ørsted also stated it effectively finalised its 2025–2026 partnership and divestment programme earlier than planned and with higher proceeds than expected, including the divestment of a 50% equity stake in the 2.9 GW Hornsea 3 Offshore Wind Farm in the UK, a 55% stake in the 632 MW Greater Changhua 2 Offshore Wind Farms in Taiwan, and the divestment of its European onshore business. Total proceeds from the divestment programme were around DKK 46 billion, exceeding the announced target of more than DKK 35 billion.

On construction, Ørsted reiterated delivery of its 8.1 GW offshore wind construction portfolio across six projects on three continents. It noted that Revolution Wind, LLC and Sunrise Wind LLC each received suspension orders from the US Department of the Interior's Bureau of Ocean Energy Management on 22 December, and that motions for preliminary injunctions were granted on 12 January and 2 February, respectively, allowing impacted activities to restart while lawsuits proceed.

For capital allocation, Ørsted said it is reconfiguring Hornsea 4 for potential future development and continues to hold the seabed lease, grid connection, and key permits. In Q4 2025, the company and ESB were awarded the rights to develop the 900 MW Tonn Nua offshore wind site off the Irish coast, which it described as an early-stage opportunity to be assessed against value criteria. To improve competitiveness, Ørsted stated it has initiated measures across the business, including plans to reduce its organisation by approximately 2,000 positions towards the end of 2027.

Guidance for 2026 includes expected EBITDA excluding new partnership agreements and cancellation fees of above DKK 28 billion, and gross investments of DKK 50–55 billion.

hmt-news.com

DOF Lands Shell Well Intervention Work in US Gulf

Photo source: DOF

7, February 2026

DOF Group ASA has been awarded a Substantial contract by Shell Offshore Inc. for Hydraulic Subsea Well Intervention Services in North America.

The scope assigns the contractor's North America subsea team responsibility for project management and engineering, an intervention vessel, and the associated surface and subsea services required to deliver chemical fluid into selected subsea wells.

Offshore execution is scheduled to begin in Q2 2026, with combined vessel utilization of between 75 and 120 days in the US Gulf.

Chief executive Mons S. Aase said he was pleased to see continued expansion of the service portfolio and added value for clients and other stakeholders.

A Substantial contract is defined by the company as having a value in the range of $25–50 million.

hmt-news.com

Valhall PWP Wellbay Module in Place at Stord

Aker BP says the Valhall PWP wellbay module is in place at Aker Solutions' Stord yard after transport from Dubai, with integration and testing now progressing ahead of offshore transport.

Image source: Aker BP

7, February 2026

Aker BP ASA said the wellbay module is in place at the Aker Solutions yard in Stord after a long journey from Dubai, marking an important milestone toward completing the Valhall PWP topside.

Work now progresses into the next phase, focusing on integrating the module into the PWP topside and continuing testing ahead of transport offshore.

The wellbay module contains the wellhead equipment and associated systems that enable safe and efficient production from the Valhall field. It plays an important role in connecting the wells to the topside processing facilities and supporting future well operations.

Valhall PWP is part of the Valhall PWP–Fenris development and is described as an important step in modernising the Valhall field, enabling long-term, safe and efficient operations.

Aker BP ASA added that the milestone reflects a strong One Team effort, close collaboration and solid technical expertise. The delivery has been executed on plan and cost, with safety as the highest priority.

hmt-news.com

North Sea Wildcat Cleared for March Drilling

Equinor will drill North Sea wildcat 25/7-13 in March 2026 after NOD approval, using COSL Innovator under a rig contract starting Q2 2025.

Photo source: Equinor

7, February 2026

Equinor will start drilling a North Sea wildcat in March 2026 after receiving a permit from the Norwegian Offshore Directorate for wellbore 25/7-13 in production licence 782 S. The permit period runs from 6 February 2015 to 6 February 2045.

The well is planned to be drilled with COSL Drilling Europe's COSL Innovator semi-submersible, which Equinor contracted in August 2023 under a two-year deal beginning in the second quarter of 2025. The agreement includes options that could extend the rig's work by up to three additional years.

In licence 782 S, Equinor holds a 60% operating interest, while Aker BP owns the remaining 40%. Built in 2012, COSL Innovator is designed for operations in water depths of up to 750 m.

The planned North Sea well forms part of Equinor's continued effort to test Norwegian hydrocarbon potential and add reserves, alongside another drilling programme the company intends to run in the Norwegian Sea using a Transocean rig.

hmt-news.com

Longitude Introduces Cost-Focused PSV Design

Longitude Engineering launched the D-Flex PSV, a DP Class 2 compact design in the IMT Isca series, aimed at lowering CAPEX and OPEX with configurable layouts and methanol-ready options.

8, February 2026

Longitude Engineering has launched D-Flex, a compact platform supply vessel (PSV) design positioned as the second entry in its IMT Isca series. The company says the design is an evolution of the operationally proven IMT 984 (G-Class) and targets long-term economic value for shipowners.

Configured as a DP Class 2 PSV, D-Flex is intended for offshore energy operations in Asia, the Middle East and West Africa, with additional potential deployment in the Southern North Sea. The design measures 74.7 m in length and 16.2 m in breadth, with a deadweight of 3,000 tonnes.

Image source: Longitude

Longitude Engineering states that the vessel provides scope for owner-configured layouts, including alternative accommodation and powering configurations, as well as optional preparation for future alternative fuels such as methanol. Total deck area is stated at 650 m². The company adds that accommodation capacity is designed to support multiple geographies and crewing models, while flexibility around the maker's list allows owners to align the vessel with preferred equipment or lifecycle strategies.

The wider IMT Isca series is described as the next generation of PSVs, evolved from the IMT-984 line and developed to adapt to specific commercial and operational requirements. Longitude Engineering says the series focuses on sustainability for owners, economically and environmentally, and can be adapted for alternative fuel configurations, including Tier III NOx compliant options. The company is part of ABL Group.

hmt-news.com

Stena Evolution Secures DNV Abate (P+) Emissions Notation

6, February 2026

Classification society DNV has awarded the Abate (P+) notation to Stena Evolution, confirming that the drillship's power generation systems are designed and controlled under a defined framework supported by an emissions and energy management system aligned with ISO 50001 principles.

The notation verifies that both technical and operational measures aimed at reducing power demand and greenhouse gas emissions have been installed and implemented on board. According to Stena Drilling, these measures include closed-bus operation during dynamic positioning, freshwater generation systems, LED lighting upgrades, enhanced hull features, and systematic fuel-use tracking.

Power and fuel consumption are monitored through smart metering, with operational data made available via Kognifai dashboards. The company said these tools support consistent visibility of energy performance across onboard systems.

The Abate (P+) notation was granted following DNV's document review and an initial survey confirming that the specified measures were in place and functioning as intended. Stena Drilling positioned the certification within its wider programme focused on energy efficiency, data transparency, and continuous improvement across the fleet.

According to the company, Stena Evolution is the first drillship worldwide to achieve the Abate (P+) notation.

Stena Evolution is a seventh-generation ultra-deepwater DP3 drillship, capable of operating in water depths of up to 3,658 m and drilling to depths of 12,192 m.

Andrew Calderwood, Energy Performance Superintendent at Stena Drilling, said the notation reflects sustained engineering work, data-driven optimisation, and close collaboration with partners to deliver emissions reductions while maintaining operational capability. He added that the company intends to build on this platform and extend proven solutions across the fleet.

Lars Tore Haug, Head of Section for Offshore Safety and Systems at DNV, said the Abate framework is intended to help offshore operators demonstrate structured and transparent emission-management practices to stakeholders. He also highlighted the cooperation with Stena Drilling during the assessment process.

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Arabian Drilling Names Fahad Al Bani as CEO

8, February 2026

Arabian Drilling has appointed Fahad Abdullah Al Bani as Chief Executive Officer, following the resignation of Ghassan Abdulaziz Mirdad, who stepped down for personal reasons.

The board said Mirdad made significant efforts during his tenure and credited him with contributing to the company's growth.

Al Bani was described as an upstream executive with nearly three decades of experience spanning drilling engineering, unconventional resources, and large-scale operational delivery.

Most recently, he served as Vice President of Unconventional Reservoir Engineering, Drilling and Completion at Saudi Aramco, where he supported advancements in digitalisation, automation, and innovative well-delivery technologies, according to the company's filing to the Saudi stock exchange, Tadawul.

He has also held various managerial roles, including serving as a board member of Saudi Aramco Nabors Drilling Company (Sanad).

hmt-news.com

BW Energy Sets 2027 Drilling Start for Maromba Development

BW Energy plans to drill six production wells at the Maromba field in 2027, targeting first oil in H2 2027 under a phased FPSO-based development concept.

9, February 2026

BW Energy plans to begin development-phase drilling at the Maromba field in 2027, with the initial campaign covering six production wells, according to an investor presentation released by the company.

Located in the Campos basin, the Maromba field is scheduled to reach first production in H2 2027. The project has been structured as a phased development, with early facilities and subsea systems designed to accommodate additional drilling at a later stage.

Under the current development concept, infrastructure will be sized to support a second phase that could expand the well count beyond the initial campaign. In total, the field concept allows for up to 12 production wells and three injector wells, subject to further regulatory approvals and execution progress.

The field is to be developed using a redeployed FPSO combined with a converted wellhead platform. BW Energy has positioned this approach as a way to manage capital expenditure while reducing development and execution risk during the early production phase.

hmt-news.com

Floating Blue Ammonia FPSO Targets Stranded Offshore Gas

BW Offshore and McDermott outline a floating blue ammonia FPSO concept to convert offshore gas into low-carbon ammonia, capture up to 99% CO_2, and export directly to carriers.

Image source: BW Offshore

9, February 2026

Low-carbon fuel demand is rising across multiple sectors, especially in hard-to-abate industries where electrification alone is not enough. At the same time, substantial volumes of natural gas associated with offshore oil and gas production remain under-utilised, as limited export infrastructure or commercial constraints can prevent these resources from reaching the market.

Blue ammonia provides a route to convert offshore gas into a transportable, lower-carbon fuel that can support industrial use as well as energy applications. The International Energy Agency forecasts that the use of low-carbon ammonia as fuel for power generation and maritime transport must increase significantly to achieve emissions reduction targets in these sectors.

BW Offshore has developed a floating blue ammonia production, storage and offloading concept with McDermott International, combining offshore production and operations experience with large-scale engineering and execution capabilities.

The floating blue ammonia FPSO is designed as an integrated offshore production and export unit located close to suitable gas sources and CO_2 storage sites. Natural gas is supplied from nearby offshore facilities via subsea flowline and processed onboard. It is converted into hydrogen and then into ammonia using a low-carbon process.

The concept is designed for a gas intake capacity of up to 3 million cubic metres per day and targets production of more than 1 million t of ammonia per year. Carbon capture is incorporated, with up to 99% of the CO_2 generated during production captured and compressed for export to geological sequestration or other approved use. The estimated carbon intensity is around 0.5 t of CO_2 per t of ammonia, intended to align with prevailing international criteria for low-carbon hydrogen derivatives.

Options are available to further reduce emissions from onboard power generation systems, lowering carbon intensity to almost zero to meet future market needs. By placing production offshore, the floating solution avoids constraints linked to large onshore ammonia facilities, including land availability, permitting complexity and onshore operational exposure. The FPSO-based design also enables greater flexibility in location and has the potential for faster deployment compared with onshore alternatives.

Ammonia is liquefied and stored in refrigerated tanks within the FPSO hull and offloaded directly to gas carriers. This removes the need for pipeline, terminal or port infrastructure, supporting direct export to international markets with simplified logistics.

The concept builds on BW Offshore's experience in designing, constructing, financing and operating complex floating production units, alongside McDermott International's engineering, procurement, construction, installation and technology integration expertise. The floating blue ammonia FPSO can be structured with capital-efficient leasing models, providing flexibility for operators seeking to monetise surplus gas while managing upfront investment and long-term exposure.

The concept forms part of BW Offshore's New Ventures portfolio focused on offshore solutions that support the energy transition while leveraging established offshore competencies. By converting surplus natural gas into a lower-carbon fuel, floating blue ammonia has the potential to unlock new value streams, support energy security and contribute to a more diversified energy mix.

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Transocean to Take Over Valaris Limited in $5.8 billion Share Deal

Transocean will acquire Valaris Limited in a $5.8 billion all-stock deal, forming a 73-rig offshore driller with ~$17 billion enterprise value and ~$10 billion combined backlog.

10, February 2026

Transocean has signed a definitive agreement to acquire Valaris Limited in an all-stock transaction valued at about $5.8 billion. The companies expect the merger to close in the second half of 2026, subject to regulatory clearances, customary conditions, and approvals by shareholders of both firms.

Based on closing prices on 6 February 2026, the structure implies a pro forma enterprise value of roughly $17 billion. On a fully diluted basis after completion, Transocean shareholders are expected to own about 53% of the merged group, while Valaris Limited shareholders would hold about 47%.

The transaction is positioned to increase cash flow visibility through a combined backlog of around $10 billion. Alongside Transocean's ongoing cost-reduction program—expected to deliver more than $250 million in aggregate savings through 2026—the companies said they have identified incremental deal-related synergies of over $200 million to further strengthen financial flexibility.

Keelan Adamson, President and Chief Executive Officer of Transocean, said the combination is timed to benefit from an emerging multi-year offshore drilling upcycle. He added that identified synergies exceeding $200 million would support continued efforts to safely lower costs. Adamson also stated that pro forma cash generation is expected to accelerate debt reduction, targeting an expected leverage ratio of about 1.5x within 24 months after closing.

Operationally, the merger would create a contractor with a diversified offshore fleet of 73 rigs: 33 ultra-deepwater drillships, nine semisubmersibles, and 31 modern jackups. The companies said the expanded portfolio will support customers across deepwater, harsh environment, and shallow-water basins worldwide.

Anton Dibowitz, Chief Executive Officer of Valaris Limited, said the transaction will pair Transocean's high-specification deepwater assets with Valaris Limited capabilities and bring jackup expertise into Transocean's business. He said the combined company would be able to operate rigs across any water depth and offshore environment globally.

Leadership and governance have been set out, with Adamson continuing as CEO and Jeremy Thigpen serving as Executive Chairman. The board will include nine current Transocean directors and two current Valaris Limited directors. Transocean will remain incorporated in Switzerland, and its primary administrative office will stay in Houston.

Under the agreed terms, Valaris Limited shareholders will receive a fixed exchange ratio of 15.235 shares of Transocean stock for each Valaris Limited common share.

Both boards unanimously approved the deal. The parties also entered shareholder support agreements with Perestroika AS—owner of about 9% of Transocean shares outstanding—and with Famatown Finance Limited and Oak Hill Advisors, which together own about 18% of Valaris Limited shares outstanding, committing to vote in favor of the transaction.

hmt-news.com

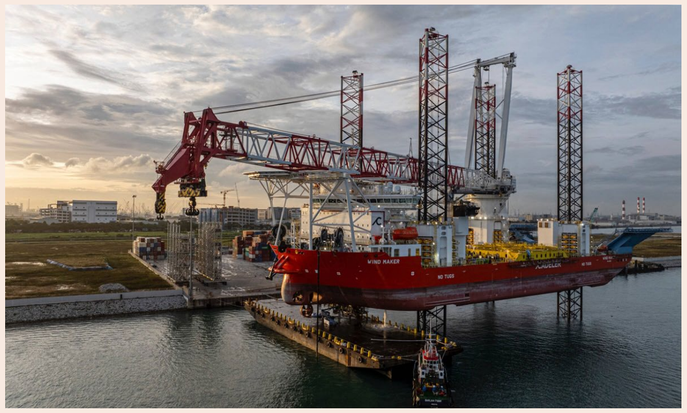
Nexra Secures Taiwan O&M Campaign Above EUR 20 Million

Nexra signs a firm Taiwan O&M campaign contract worth over EUR 20 million, starting March 2026 for 3–4 months, executed with Wind Maker.

9, February 2026

Nexra, Cadeler's dedicated service concept, has signed a firm contract to execute an Operations & Maintenance (O&M) campaign in Taiwan, covering work across two offshore wind farms for an undisclosed client. The contract has an expected value exceeding EUR 20 million.

The campaign is scheduled to start in March 2026, run for 3–4 months, and be carried out using Cadeler's wind installation vessel Wind Maker. The scope will be executed under Nexra, which was launched last year and focuses exclusively on delivering O&M services to support offshore wind farms throughout their operational lifetime.



Wind Maker (Photo source: Cadeler)

Cadeler CEO Mikkel Gleerup said the award highlights Nexra's execution strength and ability to respond quickly to client needs during the operational phase of offshore wind projects. He added that near-term campaigns support utilisation across Cadeler's fleet while maintaining the reliability and technical expertise clients expect.

Cadeler said O&M activities accounted for approximately one-fifth of its total revenue in 2025, as the installed base of offshore wind turbines continues to grow and larger turbine generations enter operation. The company noted that expansion of operating turbines in the 10–15 MW segment is increasing demand for capable, flexible vessels to handle more demanding service scopes at greater water depths.

In response, Cadeler established Nexra in 2025 as a focused platform for offshore wind service and maintenance, aimed at strengthening long-term client relationships and reinforcing its strategic emphasis on the aftermarket. Nexra's portfolio currently includes Zaratan, Wind Scylla, and Wind Keeper, with the flexibility to use additional vessels as required.

With the Taiwan campaign, Cadeler said the service concept continues to expand its footprint in key offshore wind markets, supporting the company's ambition to be a long-term partner across the operational lifecycle of offshore wind farms, from installation through long-term O&M, including main component exchange.

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Subsea7 wins Chevron Eastern Mediterranean subsea installation contract

Chevron awarded Subsea7 a “substantial” Eastern Mediterranean subsea job covering installation of ~17,000 m of flowlines and umbilicals, with offshore work expected to start in Q1 2028.

Photo courtesy of Subsea7

10, February 2026

Subsea7 has been awarded a “substantial” contract by Chevron for subsea installation work in the Eastern Mediterranean.

The scope covers the transport and installation of approximately 17,000 m of subsea flowlines and umbilicals. Project management and engineering will start immediately, led from the company’s office in Paris, France. Offshore activities are expected to commence in Q1 2028.

David Bertin, Senior Vice President for Subsea7 Global Projects Centre East, said the award strengthens the companies’ long-term partnership, building on work delivered in West Africa, Australia and the US, with execution focused on safety, efficiency and technical integrity.

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Rig search continues to restart Southeast Asian gas drilling programme

Sunda Energy draws £400,000 from a £1.5m CEO loan facility as it advances acquisition exclusivity talks and continues Chuditch-2 rig, permitting, and Sulu Sea seismic preparations.

10, February 2026

Sunda Energy has entered into an unsecured loan facility of up to £1.5 million with CEO Dr Andy Butler, drawing an initial £400,000 to cover proposed acquisition transaction costs and support working capital.

The company has signed an exclusivity agreement with a third-party seller regarding a potential acquisition of a portfolio of oil and gas production, development, and exploration assets. Confirmatory due diligence is underway alongside negotiations for a binding sale and purchase agreement (SPA). The transaction remains conditional on satisfactory due diligence, SPA execution, financing to fund the acquisition, and shareholder approval at a general meeting. The board noted there is no certainty that the SPA will be signed or that the acquisition will be completed.

The facility can be drawn up to £1.5 million during its term, with further drawdowns anticipated to support the proposed acquisition. It matures on 9 February 2027 and carries a 12% annual interest rate, accruing daily and payable on the repayment date. Early repayment is permitted, subject to a 12% early redemption fee. As the lender is a director, the arrangement is a related-party transaction under AIM Rule 13. Independent directors, having consulted Allenby Capital Limited, considered the terms fair and reasonable for shareholders.

Operationally, the Timor-Leste TL-SO-19-16 PSC (60% interest) remains focused on preparations to drill the Chuditch-2 appraisal well. Securing a rig is ongoing after the planned contracting of a jack-up rig by the end of 2025 was not achieved, with parallel initiatives progressing in consultation with partner TIMOR GAP and regulator ANP. Environmental licensing has taken longer than expected due to feedback and clarification requests during iterations of the EIS and EMP; updated versions have been submitted and are to be uploaded to the company website. Under the stated process, ANP’s evaluation committee then has five regulatory working days to assess the resubmitted documents, followed by final steps for licence award, for which regulations permit up to 25 business days. Discussions also continue with TIMOR GAP on a revised farm-in aligned with rig contracting, following the termination of the earlier farm-in announced on 24 April 2025 and terminated as announced on 16 June 2025.

In the Philippines, Sunda Energy holds a 37.5% non-operated interest in Sulu Sea Service Contracts 80 and 81, issued on 8 October 2025 with an effective date of 24 September 2025. Operator Triangle Energy (TEG.AX), supported by Sunda’s technical team, has been compiling available data and preparing 3D seismic reprocessing expected to commence shortly to better delineate existing discoveries and assess prospective resources across both blocks.

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Vantage Drilling wins ONGC award notice for Platinum Explorer in India

ONGC issued a binding NOA to Vantage Drilling for the drillship Platinum Explorer: 3-year firm + 1-year option in India, estimated at $261M USD excl. MPD Services.

Platinum Explorer (Photo source: Vantage Drilling International)

10, February 2026

Vantage Drilling International Ltd. has received a binding Notification of Award (NOA) from ONGC for the drillship Platinum Explorer, following the conclusion of ONGC’s tender for a deepwater drillship campaign in India.

The tender covers a 3-year firm term with a 1-year optional campaign, with an estimated total contract value of $261M USD, exclusive of MPD Services. In line with the tender requirements, the contract is expected to commence no later than 180 days after the NOA is issued.

The company said the announcement is made pursuant to the disclosure requirements under section 5-12 of the Norwegian Securities Trading Act.

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Nordseecluster substations complete, ahead of German North Sea installation

Two Nordseecluster offshore substation topsides have been completed in Saint-Nazaire and are set to depart for installation in the German North Sea, supporting 660 MW (2027) and 900 MW (2029).

Photo source: RWE

11, February 2026

A ceremony in Saint-Nazaire on 10 February 2026 marked the completion of the design, construction, and integration of two offshore electrical substations for Phase A of the Nordseecluster offshore wind project, developed by RWE (51%) and Norges Bank Investment Management (49%). Manufacturing was carried out at Chantiers de l'Atlantique.

Each topside is approximately 40 m long and 22 m high. One weighs about 1,800 tonnes and the other around 2,500 tonnes. Both are scheduled to depart Saint-Nazaire by the end of the month and will be transported by barge to the North Sea, around 50,000 m north of the German island of Juist, on a voyage lasting around eight days. The foundations have already been installed.

The substations will collect electricity from the turbines, increase voltage and transmit power to the grid operator’s converter station for export to shore. They will also gather operational data and enable remote monitoring and control from land.

Nordseecluster A is planned to be fully commissioned in early 2027 with 660 MW. Nordseecluster B is planned to add 900 MW from 2029. The 1.6 GW Nordseecluster is stated as sufficient to supply the equivalent of around 1.6 million German households.

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Final Notice to Proceed issued for Nordlicht II transition pieces

11, February 2026

CS WIND Offshore has received the Final Notice to Proceed (FNTP) for the manufacture of 44 transition pieces for the Nordlicht II offshore wind project.

The FNTP follows confirmation in January that the permit for the Nordlicht II offshore wind farm is irrevocable. With this confirmation, the full final investment decision for both Nordlicht I and Nordlicht II has been secured.

Under the awarded scope, the total programme for CS WIND Offshore comprises 68 transition pieces, including 24 units for Nordlicht I and 44 units for Nordlicht II. Production is scheduled for 2026–2027.

Each transition piece will have a height of 23.7 m, a diameter of 7.8 m and a unit weight of approximately 400 tonnes.

The company noted that planning activities have been ongoing for some time and that issuance of the FNTP represents a formal milestone for the project and its suppliers. Production for the Nordlicht programme is expected to result in a high level of utilisation at the Aalborg manufacturing site during the year.

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Photo courtesy of CS Wind

First steel cut starts Nederwiek 2 offshore platform build

TenneT marked the first steel cut for Nederwiek 2 on 05 February 2026, the third GE Vernova–Seatrium project in its 2 GW programme, with three platforms now under construction.

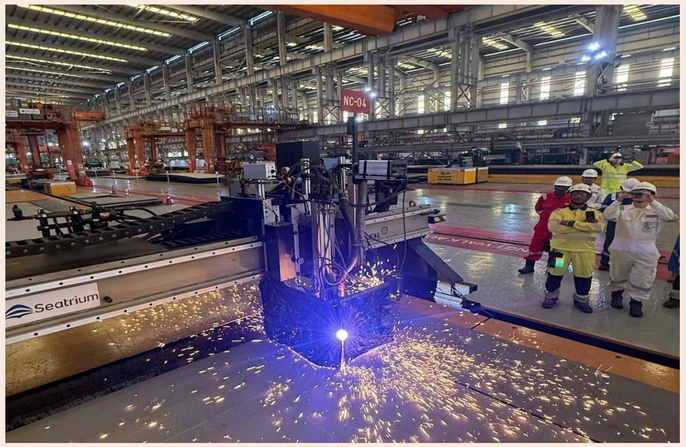

Photo source: TenneT

11, February 2026

On 05 February 2026, TenneT marked the first steel cut for the Nederwiek 2 offshore platform, signalling the formal start of construction. The project is the third under the GE Vernova–Seatrium consortium within TenneT's 2 GW programme in the Netherlands.

The steel-cutting milestone was observed at two shipyards in Singapore and Indonesia, where the consortium is working with TenneT on Nederwiek 2. Project director Michiel Cadenau described the event as "another important milestone" and said 2026 is expected to be busier than last year, with three platforms of the 2 GW design now under construction. He added that the parties are continuing their collaboration.

TenneT noted that the first 2 GW project, IJmuiden Ver Beta, began construction on 11 September 2024. The second project is IJmuiden Ver Gamma, where the first steel was cut on 14 May 2025.

The 2 GW platforms are intended to collect generated wind energy and transport it to the coast. The green electricity is supplied to millions of customers in the Netherlands and parts of Europe. TenneT is expected to commission the first platform, IJmuiden Ver Beta, in 2029, with more 2 GW platforms, including Nederwiek 2, to follow in the years thereafter.

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EXMAR Lands Cedar LNG FLNG O&M Role

9, February 2026

EXMAR has been selected by Cedar LNG Partners LP to provide marine operations and operational support for the Cedar floating liquefaction of natural gas unit (FLNG), megu. Under the award, EXMAR will deliver marine and operational expertise for the FLNG.

Cedar LNG is majority-owned by the Haisla Nation and developed in partnership with Pembina Pipeline Corporation. The company describes Cedar as the world's first Indigenous majority-owned LNG facility and says it will be powered by renewable electricity, which it states makes the project one of the lowest carbon intensity LNG facilities globally.

The Cedar FLNG is located in Kitimat, British Columbia, Canada, within the traditional territory of the Haisla Nation. The company says the FLNG is currently under construction at Samsung Heavy Industries.

EXMAR CEO Carl-Antoine Saverys said the company is proud to be selected as a strategic partner for Cedar's first kind of FLNG project, adding that EXMAR's record for safe and reliable operations was valued by Cedar. He also said the partnership is expected to support future FLNG operations.

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MISC Berhad Wins PNG LNG FSO Charter Deal

MISC Berhad signed 15-year FSO bareboat charter and O&M contracts with ExxonMobil PNG Limited for Papua New Guinea, targeting start-up in the first half of 2028.

11, February 2026

MISC Berhad announced it entered into contracts on 9 February 2026 with ExxonMobil PNG Limited (EMPNG), operator of the PNG LNG Project, to provide a long-term bareboat charter and Operations & Maintenance (O&M) services for a Floating Storage and Offloading (FSO) unit in Papua New Guinea.

The bareboat charter covers a firm 15-year period, with the charterer holding the right to extend the charter for up to an additional 15 years. The FSO is expected to commence operations in the first half of 2028.

According to MISC Berhad, the contracts provide a strategic entry into Papua New Guinea. The unit will be the country's first offshore floating facility and will be deployed as part of the Kutubu Pipeline System.

The company noted the contracts carry offshore-industry risks, including commercial exposure, project execution risks such as schedule slippage and cost overrun, operations and maintenance risks, and risks related to non-compliance with safety and environmental regulations. MISC Berhad said it will take appropriate measures to mitigate these risks based on its experience and expertise.

The contracts are not subject to approval by the shareholders of MISC Berhad or any governmental authorities. The company also stated the contracts do not affect its share capital or substantial shareholders' shareholdings, and are not expected to have a material impact on earnings per share, gearing, or net assets per share for the financial year ending 31 December 2026.

EMPNG is incorporated in Papua New Guinea and is an indirect wholly owned subsidiary of ExxonMobil Corporation.

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Harbour Energy Closes $3.2 Billion LLOG Deal

Harbour Energy completes its $3.2 billion acquisition of LLOG, adding a fully operated deepwater portfolio and targeting 65–70 kboepd by 2028 through high-margin assets.

11, February 2026

Harbour Energy has completed the acquisition of LLOG Exploration Company LLC for $3.2 billion, marking its strategic entry into the US Gulf of America and creating a new core business unit alongside Norway, the UK, Argentina and Mexico.

The deal adds a fully operated, oil-weighted deepwater portfolio and an established team in a major offshore basin. The acquired position includes production performance across the Who Dat and Buckskin hubs, while Leon-Castille started up in October 2025. LLOG's assets are described as high margin and long life, with a deep inventory of drilling opportunities.

Production from LLOG averaged 36 kboepd during 2025. Output is on track to increase to 65–70 kboepd by 2028.

The acquisition was funded through $2.7 billion of cash and the issuance of 174,855,744 new voting ordinary shares to LLOG Holdings, L.L.C., with an agreed value of $0.5 billion. The cash component was funded by a $1.0 billion bridge facility, a $1.0 billion 3-year term loan and $0.7 billion from existing sources of liquidity.

An application has been made to the London Stock Exchange for admission of the new shares. They are expected to be admitted to trading on the main market for listed securities and to listing in the Equity Shares (Commercial Companies) category of the Financial Conduct Authority Official List on 12 February 2026 at 8.00 a.m. (London).

On 12 February 2026, the total number of voting ordinary shares, including the new shares, will be 1,579,724,339. The share count may be used by shareholders to determine whether they are required to notify their interest, or a change to their interest, under the FCA's Disclosure Guidance and Transparency Rules.

The 1,579,724,339 voting ordinary shares are owned approximately 89% by legacy shareholders, including 42% by BASF, and 11% by the seller. Of the new shares issued as consideration, 70% are subject to a one-year lock-up following completion.

Harbour Energy's next scheduled market update is on 5 March 2026, when it will publish its 2025 full-year results, updated 2026 guidance and a mid-term outlook

reflecting the transaction, alongside additional detail on capital allocation plans. For the purposes of UK Listing Rule 7.3.3, the company confirmed there has been no material change affecting matters contained in its announcements dated 22 December 2025 and 16 January 2026.

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Transocean Adds $184 Million Norway Rig Backlog

Transocean announced Norway fixtures totaling about $184 million in firm backlog, including a seven-well Encourage extension starting Q1 2027 and Enabler options adding 70 days through December 2027.

Transocean Encourage (Photo source: Transocean)

12, February 2026

On 11 February 2026, Transocean Ltd. announced contract fixtures for two harsh environment semisubmersibles in Norway, with the awards and extensions totaling approximately $184 million in firm contract backlog.

Transocean Encourage was awarded a seven-well contract extension. The estimated 365 days of work is expected to commence in the first quarter of 2027 in direct continuation of the rig's current program and is expected to contribute approximately $152 million in backlog, excluding additional services.

Two one-well options were exercised for Transocean Enabler in direct continuation of the rig's current activity. The incremental 70 days of work is expected to contribute approximately $32 million in backlog, excluding additional services, and commits the rig through December 2027.

The company said it provides offshore contract drilling services for oil and gas wells, with a focus on ultra-deepwater and harsh environment drilling. It said it owns or has partial ownership interests in and operates 27 mobile offshore drilling units, comprising 20 ultra-deepwater floaters and seven harsh environment floaters.

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TotalEnergies logs $700m offshore wind impairment

12, February 2026

TotalEnergies booked a $700 million impairment in the fourth quarter of 2025, with the company linking the charge mainly to offshore wind activity.

At the same time, net power production from solar, wind and hydro increased year on year, rising to 8.1 TWh from 6.5 TWh, according to the results.

The renewables portfolio also expanded, up 2% to 19 GW.

Total impairments for the quarter were $900 million. The results said $200 million of that figure was tied to inventory valuation-related impacts.

In its Q4 2025 disclosure, TotalEnergies said the impairment was "in particular" connected to offshore wind activity within the Integrated Power segment. No additional detail on the charge was provided in the results statement.

The company has been contacted for comment.

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Genesis Sea Nears Sea-Trial Completion at Ulstein Verft

Ulstein Verft's yard no. 322 CSOV Genesis Sea nears completion of sea trials after speed, turning, crash/stop and DP tests, with FMEA/MTS remaining ahead of delivery this spring.

Photo courtesy of Ulstein

12, February 2026

Ulstein Verft's yard number 322, the Genesis Sea, is close to concluding its sea-trial programme, marking a milestone in the newbuild project.

The Commissioning Service Operation Vessel (CSOV) is based on the ULSTEIN SX222 design and features the TWIN X-STERN® solution. Ulstein said the configuration is intended to improve manoeuvrability, reduce vessel motions and enhance fuel efficiency for offshore operations.

The vessel measures 89.6 m in length and has a 19.2 m beam. It provides accommodation for 132 people and is equipped with a motion-compensated walk-to-work gangway, a 3D-compensated crane, hybrid battery propulsion and preparations for green methanol.

During the sea-trial programme, the vessel has completed speed, turning, and crash/stop tests. The team on board has also conducted Dynamic Positioning (DP) tests to verify station-keeping performance. The final part of the programme is FMEA/MTS testing.

Project manager Martinus Warholm at Ulstein Verft said the results are satisfactory and confirm the project is moving forward as expected. Ulstein said it is entering the final stage of the shipbuilding project prior to the vessel's delivery this spring.

hmt-news.com

NOV, Hanwha Ocean NG-16000X WTIV Equipment Deal

NOV signed mid-2025 contracts to supply key equipment for a GustoMSC NG-16000X WTIV to be built by Hanwha Ocean, featuring a 2,600 tonnes crane and delivery planned for Q2 2028.

Photo source: NOV

12, February 2026

NOV has secured contracts signed in mid-2025 to design and supply critical equipment for a next-generation wind turbine installation jack-up vessel based on GustoMSC's proven NG-16000X design. The vessel will be built by Hanwha Ocean, with delivery scheduled for Q2 2028.

The order is the fourth NG-16000X to be built, following an initial US-built unit and two vessels ordered by Cadeler, both under construction at Hanwha Ocean. The latest unit is positioned for Korea's offshore wind installation requirements, with increased carrying and lifting capability and longer legs intended to support operations in greater water depths. The design is also prepared for alternative fuel adaptations, including LNG and ammonia.

The jack-up will be fitted with the proprietary Rack & Pinion jacking system featuring a variable speed drive. The system integrates a regenerative power function that allows energy generated during jacking operations to be fed back into the vessel's electrical system. The vessel will also be equipped with a 2,600 tonnes leg-encircling crane, aligned with anticipated offshore wind installation needs in Korea.

Hanwha Ocean said the project supports its ambition to expand its role in the Korean offshore wind sector, linking the capability step-up to the government's 25 GW wind project development goals by 2035 and to broader clean energy infrastructure opportunities. GustoMSC highlighted the continuation of its collaboration with Hanwha Ocean and pointed to the yard's growing standing in Korea's offshore wind development. NOV framed the contract as further evidence of its role as a technology partner supporting offshore wind with solutions designed for future requirements.

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KOMIPO Invests 96.1b Won in 390MW Shinan-Ui Offshore WindKorea Midland Power

KOMIPO invests 96.1b won in the 390MW Shinan-Ui offshore wind project, with offshore construction due to start in April and commercial operation targeted for February 2029, supplying power for about 290,000 households.

12, February 2026

Korea Midland Power Co. (KOMIPO) invested 96.1 billion won on the 11th to acquire 96.1 million new shares in the Shinan-Ui offshore wind project, a 390MW development backed by the Public Growth Fund.

Planned for waters south of Uido, Shinan County, South Jeolla Province, the project targets commercial operations in February 2029. Total investment is approximately 3.4 trillion won, with funding secured, and offshore construction scheduled to start in April. Once completed, the wind farm is expected to supply electricity for about 290,000 households, based on a four-person family standard. The development was selected as the first Public Growth Fund investment after being recognized for its public interest value.

Strategic investors include Hanwha Ocean, SK eternix, and Hyundai Engineering & Construction, alongside Korea Midland Power Co. (KOMIPO). After completion, Korea Midland Power Co. (KOMIPO) plans to provide operational support services and manage auxiliary facilities to help ensure the stable operation of the offshore wind complex.

The latest equity investment follows Korea Midland Power Co. (KOMIPO)'s completion last year of the 100MW Hallim offshore wind farm. The company also stated it will push its mid- to long-term targets of reaching a 60% share of carbon-free generation and cutting greenhouse gas emissions by 70% by 2040.

Korea Midland Power Co. (KOMIPO) President Lee Young-jo said the Shinan-Ui project is the first offshore wind development in the country to use 15MW-class large turbines. He added that the project is being pursued using domestic finance and domestic engineering, procurement, and construction (EPC), and that the company will work as a public corporation to support the domestic wind power industry ecosystem.

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Noble Backlog Climbs to $7.5 Billion on New Global Rig Work

Noble Corporation added about $1.3 billion in new offshore drilling awards across Guyana, Norway, Nigeria, Trinidad, South America, and the U.S. Gulf, lifting backlog to $7.5 billion while continuing jack-up divestments.

Noble BlackRhino (Photo source: Noble)

12, February 2026

Noble Corporation has added about $1.3 billion in new contract awards since its October 2025 fleet status report, lifting total backlog to $7.5 billion. The amount includes mobilization and additional services, but does not include extension options.

A major portion of the added backlog comes from Guyana. ExxonMobil awarded two more rig years under its commercial enabling agreement, split evenly across four drillships—Noble Sam Croft, Noble Don Taylor, Noble Tom Madden, and Noble Bob Douglas—with each unit now running to February 2029.

In Norway, Aker BP booked Noble GreatWhite on a three-year program valued at $473 million, including mobilization. The disclosed value excludes integrated services fees and any bonus potential.

West Africa also contributed to the new awards. ExxonMobil selected Noble Gerry de Souza for a two-year campaign offshore Nigeria valued at $292 million, expected to start in mid-2026, and carrying three years of optional extensions.

In the U.S. Gulf, Beacon Offshore Energy contracted Noble BlackRhino for a one-well scope scheduled to begin in March 2026, with an estimated 50-day duration. The agreement includes an option for a further well estimated at 100 days.

In Trinidad, BP chose Noble Developer for three wells with an estimated 240-day duration, set to commence in Q1 2027 at a $375,000 day rate. Options cover up to three additional wells with an estimated combined duration of 240 days.

In South America, an undisclosed operator awarded Noble Endeavor an 11-well contract expected to start in late 2026 at $300,000 per day, plus mobilization and demobilization fees. The structure also allows for additional revenue via a performance incentive provision.

Robert W. Eifler, President and CEO of Noble Corporation, said the latest awards total nearly 10 rig years and represent $1.3 billion of backlog. He also pointed to ongoing fleet actions, including the divestment of six jack-ups, as part of efforts to strengthen the fleet profile and balance sheet.

Noble Corporation has completed the sale of five jack-ups for $360 million. A further jack-up, Noble Resolve, is expected to be sold in Q3 2026.

For the fourth quarter of 2025, contract drilling services revenue was $705 million versus $757 million in the prior quarter, with the sequential decline tied to lower average utilization and day rates. Marketed fleet utilization was 64% for the three months ended 31 December 2025, compared with 65% in the prior quarter. Net income improved to $87 million, up from a $21 million loss in the previous quarter.

The marketed floater fleet totaled 24 units and was 62% contracted through the fourth quarter of 2025, versus 67% in the prior quarter, largely reflecting rollovers on Noble BlackRhino and Ocean Apex. Since last quarter, backlog additions have contributed 9.3 rig years of floater backlog and are expected to support renewed utilization for four rigs that were idle.

Recent fixtures cited by the company placed Tier-1 drillships around the $400,000 day-rate level, while sixth-generation floaters were fixed from the low $300,000s to the low $400,000s per day. On the jack-up side, marketed utilization rose to 68% in Q4 from 60% in the prior quarter. Excluding the six jack-ups sold or pending sale, contracted utilization for five ultra-harsh jack-ups is expected to move from 60% in Q1 to 100% by early Q3 this year. Eifler said customer discussions and improved coverage point to a market that could tighten as the year progresses, while 2026 is expected to be a transitional year from an earnings perspective and 2027 backlog already exceeds the current year level.

hmt-news.com

Hercules Rig Remains Warm Stacked as SFL Targets New Work

SFL Corporation remains optimistic about securing new employment for the 10,000-ft harsh-environment semisubmersible Hercules. The rig has been warm stacked in Norway since completing an Equinor contract in Canada in November 2024.

13, February 2026

SFL Corporation said it is optimistic it will secure a new contract for its 10,000-ft harsh-environment semisubmersible Hercules, which is currently without work.

Speaking during the company's Q4 2025 results call on Wednesday, executives said they have been seeking opportunities for Hercules, while noting the market has been somewhat slow. They added that broker feedback suggests increasing market activity and a broader set of employment possibilities ahead, though the company said it would not comment on any specific talks. SFL said it will announce contracts if and when they materialise.

Management pointed to signs of improving contract fundamentals, citing both industry consolidation following the merger announcement between Transocean and Valaris earlier this week and a recent harsh-environment fixture with comparable characteristics. SFL referenced a contract awarded by Aker BP in Norway to the 10,000-ft semisubmersible Noble GreatWhite, set to run for three years with a startup in 2027.

The Odfjell Drilling-managed Hercules has been idle since November 2024, when it completed its contract with Equinor in Canada. After finishing that assignment, the rig moved to Norway, where it has been warm stacked since.

SFL previously said that, given the rig's harsh-environment capabilities, it is primarily focusing on the North Sea, Canada, Namibia and South Africa as target markets for potential work.

hmt-news.com

SLB Wins Tangkulo Deepwater Drilling Work in Indonesia

SLB won multiple Mubadala Energy contracts for Tangkulo deepwater drilling offshore Indonesia, supporting first gas targeted before the end of 2028.

13, February 2026

SLB has secured multiple offshore drilling services contracts from Mubadala Energy for the Tangkulo natural gas deepwater development and associated exploration and appraisal drilling in the Andaman Sea, offshore Indonesia.

Under the awards, SLB will provide integrated drilling and well services spanning the full well life cycle. The scope includes directional drilling, drilling fluids, cementing, wireline, slickline, coiled tubing, well testing, mud logging, and upper and lower completions. The integrated delivery model is designed to streamline execution while enhancing safety, reliability and operational performance.

Mubadala Energy said the work supports the responsible and efficient development of Indonesia's offshore resources, with first gas targeted before the end of 2028. The company described Tangkulo as a cornerstone project in its Southeast Asia portfolio, linking the development to Indonesia's long-term energy security and economic growth.

The project will leverage SLB's offshore and deepwater technologies, including real-time downhole monitoring, to reduce operational risk, improve well placement and strengthen project economics. SLB said disciplined execution and integrated delivery are essential for deepwater developments, and that combining advanced drilling technologies, real-time insights and local expertise will support safe and efficient operations while accelerating progress toward first gas.

The contracts were awarded through a competitive tender process, underscoring the strategic importance of the Tangkulo development to Indonesia's long-term energy security.

hmt-news.com

US Interior Department to Appeal Injunctions as Offshore Wind Work Restarts

The US Interior Department will appeal court injunctions that allowed five offshore wind projects to resume construction after stop-work orders issued on 22 December 2025, citing national security concerns.

13, February 2026

Five offshore wind projects—Coastal Virginia Offshore Wind-Commercial, Empire Wind 1, Revolution Wind, Sunrise Wind, and Vineyard Wind 1—resumed construction after federal courts issued preliminary injunctions against stop-work orders imposed by the US Department of the Interior (DOI).

The US government said it will appeal those rulings, which temporarily block the stop-work orders while the underlying lawsuits move forward. The construction suspensions were issued on 22 December 2025.

US Interior Secretary Doug Burgum told Bloomberg Television that the DOI would appeal the decisions. He added that once the government presents classified reports in a court session, there would be further discussion.

Burgum reiterated national security as the basis for the construction halt, pointing mainly to potential radar and sonar interference. In the same interview, he also cited autonomous drones and autonomous "submarines" as technology used in offshore wind that he said could make the country's defence system more vulnerable.

On 2 February, the US District Court for the District of Columbia granted a preliminary injunction sought by Ørsted. The source did not specify the year for this court action.

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Hanwha Ocean Wins KRW 768.7bn WTIV Contract

Hanwha Ocean secured a KRW 768.7 billion WTIV order from Ocean Wind Power II, with delivery set for the first half of 2028 to support Korea's offshore wind projects.

6, February 2026

Hanwha Ocean has secured an order for a wind turbine installation vessel (WTIV) worth KRW 768.7 billion from Ocean Wind Power II. The vessel is scheduled for delivery in the first half of 2028 and is currently under review for deployment across priority domestic offshore wind projects in the Republic of Korea.

The WTIV is being designed to support major developments, including the Shinan Ui offshore wind project in Jeollanam-do. Detailed operating plans are being developed. Once delivered, the vessel will be capable of installing 15 MW-class large-scale offshore wind turbines and is expected to be the largest WTIV in operation in the domestic offshore wind market.

As domestic offshore wind capacity in the Republic of Korea is expected to expand to 25 GW by 2035, the importance of foundational infrastructure such as ports and vessels is also increasing. Hanwha Ocean said it aims to support the full-scale growth of the domestic offshore wind industry by leveraging its competitiveness in large, high-value specialized vessels.

Meanwhile, Hanwha Ocean holds the strongest track record among Korean shipbuilders in this segment, having delivered four WTIVs to date.

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Photo source: Hanwha Ocean

PaxOcean Opens $200 Million 5 Jalan Samulun Shipyard

PaxOcean has opened its 5 Jalan Samulun shipyard in Singapore, adding graving docks, workshops and an innovation hub while advancing R&D and sustainability initiatives.

Photo courtesy of PaxOcean,

6, February 2026

SINGAPORE, 6 February 2026 – PaxOcean, part of Kuok Maritime Group, has today opened a new shipyard at 5 Jalan Samulun, backed by a $200 million (Singapore dollars) investment.

The opening ceremony was officiated by Mr Murali Pillai, Senior Minister of State, Ministry of Law and Ministry of Transport. Located in the Jurong Industrial Estate, the 17.26-hectare facility includes two large graving docks, one floating dock, expanded quayside capacity, and dedicated integrated workshops aimed at supporting complex maritime and offshore assets. The yard was built over two years with joint support from JTC Corporation and the Singapore Economic Development Board.

The site replaces PaxOcean's former yard at 33 Tuas Crescent and provides a larger footprint to take on more complex work with faster turnaround. The shipyard supports repairs and upgrades through customised engineering solutions, alongside newbuilding and conversion projects, and is intended to strengthen Singapore's newbuilding, fabrication, conversion and repair capabilities.

PaxOcean has also committed more than $3.5 million (Singapore dollars) in R&D investment over the next three years under the Singapore Economic Development Board's Research & Innovation Scheme for Companies. A key element is a new Centre of Excellence in Engineering R&D focused on carbon capture, utilisation and storage, systems integration, simulation and digital twin applications, and it will support the creation of 12 high-skilled engineering and research roles.

A first for a shipyard in Singapore, the facility houses Innovation Hub@5JS (iHub5), a Kuok Maritime Group-led platform bringing maritime experts, technology partners and next-generation talent together to develop practical solutions, with test-bedding supported by the Centre of Excellence and iHub5.

Designed with sustainability in mind, the yard includes energy-efficient infrastructure and greener operations under a phased roadmap covering electrification, smart energy and logistics systems, and green solutions such as renewable energy, biofuels and carbon capture. It is powered by large-scale photovoltaic panels and an energy-efficient ACMV system. As of today, it has attained BCA Green Mark Platinum Super Low Energy (Provisional) certification and has been recognised with the Whole Life Carbon badge.

PaxOcean operates five shipyards across Singapore, China and Indonesia, with an MRO facility under construction in Saudi Arabia.

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HD Hyundai Heavy Industries Pitches Saudi Navy Modernisation Package at WDS 2026

HD Hyundai Heavy Industries joins WDS 2026 in Riyadh to pursue Saudi frigate orders, presenting the HDF-6000 and a local-build roadmap, plus an IPP-linked supply-chain MOU with Saudi partners and Korean firms.

8, February 2026

HD Hyundai Heavy Industries said it will participate in the World Defense Show (WDS) 2026 in Riyadh, Saudi Arabia, and step up efforts to win Saudi Arabia's next-generation frigate program under the kingdom's navy modernisation drive.

The company plans to brief key Saudi Ministry of National Defense and naval officials on a package approach covering design, construction and program management. It will also present its experience in local construction and maintenance, repair and operations (MRO) through Peru's SIMA Shipyard.

A key focus is the 6,000-tonnes export frigate HDF-6000, one of eight warship types the company intends to unveil. HD Hyundai Heavy Industries said the design is based on its technology and know-how built through consecutive construction of the Sejong the Great-class destroyer and the Jeongjo the Great-class destroyer, described as world-class Aegis destroyers. The company positions the HDF-6000 as an Aegis-class frigate that is larger than existing frigates and upgrades onboard equipment and performance.

Image source: HD Hyundai Heavy Industries

To align with Saudi policy to raise the local production ratio, HD Hyundai Heavy Industries said it will present a local construction plan in Saudi Arabia. If it secures the frigate order, the company is considering a phased increase in local construction share for the HDF-6000 centred on Saudi IMI Shipyard, which is jointly invested in by HD Korea Shipbuilding & Offshore Engineering and Saudi state-owned Aramco.

At WDS 2026, HD Hyundai Heavy Industries will operate a joint pavilion with LIG Nex1, Korea Aerospace Industries (KAI), and EOST to showcase warship construction technology and maritime defense capabilities. Held every two years, WDS this year includes 770 defense companies from 76 countries and is expected to draw more than 100,000 visitors, bringing together decision-makers from the Middle East and the wider global defense market.

During the show, HD Hyundai Heavy Industries will sign a joint MOU with the Saudi Ministry of Investment and 12 domestic companies—including LIG Nex1 and STX Engine—to build a local supply chain. The parties aim to prepare cooperation plans for the Saudi Industrial Participation Program (IPP) and pursue a coordinated push into the Saudi market.

Joo Won-ho, president of HD Hyundai Heavy Industries, said the company will work to secure Saudi Arabia's next-generation frigate program through a local construction and industrial cooperation strategy that leverages IMI, described as the largest shipyard in the Middle East and North Africa.

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HJ Shipbuilding's 2025 Operating Profit Jumps Over 8x YoY

OceanSTAR Elite Group launched the LDV FSO at Nantong Strongwind Shipyard on 6 February 2026, following steel cutting and keel laying milestones, with delivery set for mid-2026.

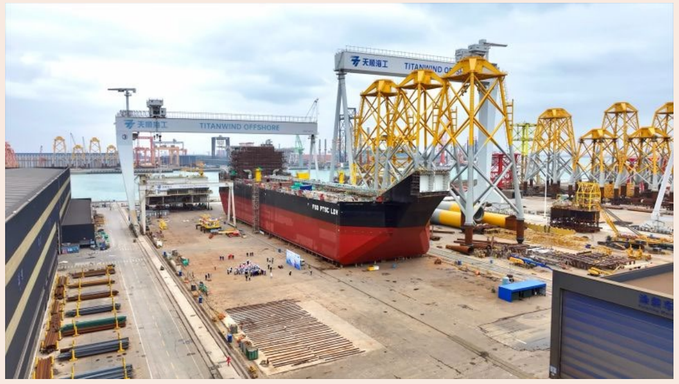

Photo source: OceanSTAR Elite Group via LinkedIn

7, February 2026

OceanSTAR Elite Group has held the launch ceremony for the LDV FSO at Nantong Strongwind Shipyard in China on 6 February 2026, marking a key step as the project enters its delivery stage.

The milestone follows earlier construction progress, including steel cutting in February 2025 and keel laying in July 2025. With the launch completed, the unit has advanced further through its planned build sequence.

Representatives from Murphy, Cuu Long Bacoil, PTSC Asia Pacific, ABS, and Titan Wind Offshore attended the ceremony, reflecting the stakeholder group supporting execution of the project.

The LDV FSO is being developed under an EPCC model and has a storage capacity of 460,000 barrels. The unit is intended to improve operational efficiency and support sustainable offshore oilfield operations. Delivery remains scheduled for mid-2026.

On safety, the project team recorded Zero Lost Time Injuries (LTI) across more than 1.2 million man-hours, underscoring OceanSTAR Elite Group's focus on safety performance during construction.

hmt-news.com

Samsung Heavy Cancels Tanker Order Amid Buyer Payment Failure

Samsung Heavy Industries canceled delivery of a crude tanker after the buyer missed the final installment and said vessel No. 2 delivery may change depending on the shipowner's finances.

10, February 2026

Samsung Heavy Industries canceled delivery of the first of two crude oil tankers because the shipowner did not pay the final installment, citing the buyer's financial difficulties in a stock exchange filing. The company said it exercised its contractual right to cancel and warned the delivery date for the second vessel may change depending on the shipowner's circumstances.

The shipbuilder recast the canceled vessel's contract value at about $78 million and kept the completion date set for the end of this month. Samsung Heavy Industries said advances already received are expected to cover shipbuilding costs, and it plans to sell the tanker to further offset construction expenses.

The order was reported in June 2023 as a roughly $170 million deal for two tankers from "Oceanic region shipowners," with delivery targeted by the end of February 2026. Industry speculation has linked the ships to Teodor Shipping or Cora Lines, but Samsung Heavy Industries has denied working with a sanctioned entity.

In June 2025, U.S. authorities tied Teodor Shipping to a shipping network they said was controlled by Mohammad Hossein Shamkhani. Treasury said it listed 115 entities linked to the network, while the State Department designated 20 entities and identified 10 vessels as blocked property.

The filing made no reference to sanctions and attributed the cancellation solely to non-payment.

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Davie Defense Lands USCG Order for Five Arctic Security Cutters

Davie Defense was awarded a USCG contract to build five Arctic Security Cutters. Two will be built in Finland to support first delivery in 2028, with three planned at Galveston and Port Arthur, Texas.

Davie Defense Awarded U.S. Coast Guard Contract to Build Five Arctic Security Cutters (Photo courtesy of Davie Defense)

12, February 2026

On 11 February 2026, Davie Defense said it was awarded a United States Coast Guard (USCG) contract to build five Arctic Security Cutters (ASCs), a new class of polar icebreaker intended to increase U.S. presence in the Arctic.

The award forms part of a programme of up to 11 ASCs authorised under the Presidential Memorandum "Construction of Arctic Security Cutters." The company said two vessels will be constructed in Finland at Helsinki Shipyard to meet an accelerated schedule targeting delivery of the first ASC in 2028. It added that American shipbuilders will work alongside Helsinki's icebreaker workforce, which the company said will support construction of three further ASCs at its facilities in Galveston and Port Arthur, Texas.

The company said the ASC design is based on a platform with seven previous variants delivered from Helsinki Shipyard, and that these variants are all in service today. It also said it will disclose further programme milestone details in coordination with the USCG.

Davie Defense said it is the U.S. arm of INOCEA, a UK-owned maritime group with operations in Finland, Canada and the U.S. The company added that in 2025 INOCEA acquired Gulf Copper & Manufacturing's shipbuilding assets in Galveston and Port Arthur.

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Blue Water's 57.9 m Autonomous Ship Enters Build Phase

Blue Water Autonomy detailed Liberty, a 57.9 m steel autonomous ship for the U.S. Navy, designed with Damen and set to begin construction at Conrad Shipyard in March 2026.

Photo source: Blue Water

Blue Water Autonomy has unveiled details of Liberty, its first autonomous surface vessel intended for the U.S. Navy. The steel ship measures 57.9 m, is designed for a range of more than 10,000 nautical miles, and offers payload capacity of over 150 tonnes. The company said the vessel was designed in partnership with Damen Shipyards Group, with construction scheduled to start in March 2026 at Conrad Shipyard in Louisiana. The first unit is expected to be completed for the U.S. Navy later this year under a program of record.

The announcement comes as the U.S. Navy moves to expand fleet capacity and accelerate unmanned systems that can complement crewed ships. Liberty is intended to support a variety of mission payloads, including missile, sensor, and logistics packages. Blue Water Autonomy said the design is immediately producible using existing U.S. shipyards and commercial supply chains.

For the platform, Blue Water Autonomy selected Damen's Stan Patrol 6009 hull, citing the Axe Bow configuration. The vertical bow form is designed to cut through waves, reduce slamming, and enable more gradual wave re-entry. The company noted that more than 300 Axe Bow vessels are operating globally, and said the established hull form reduces technical risk while enabling engineering focus on re-architecting internal systems for autonomous operation. The resulting design is intended to retain payload capacity and seakeeping characteristics while supporting months-long deployments and repeat production.

According to Blue Water Autonomy, the redesign began in the engine room and extended across mechanical and electrical systems, including autonomous configuration of fault-tolerant propulsion systems. These choices are intended to enable automated control and fault management with limited human intervention over long-duration deployments.

The vessel program is privately funded, reflecting a broader push by Navy and Pentagon leadership for contractors to privately develop key military technology. Blue Water Autonomy said it worked with more than 100 suppliers, including Damen Shipyards Group and Conrad Shipyard, to develop the ship. Conrad Shipyard said its facilities, workforce, and production readiness support construction and serial builds. Following delivery of the first ship, Blue Water Autonomy plans to move into serial production, targeting 10 to 20 vessels per year.

hmt-news.com

HJ Adds US Navy MRO Scope for USNS Amelia Earhart in Busan

Image courtesy of HJ Shipbuilding & Construction

13, February 2026

HJ Shipbuilding & Construction has received a request for additional maintenance work on the 40,000 t logistics support ship USNS Amelia Earhart at its Yeongdo yard in Busan, after U.S. Navy officials reviewed the ongoing programme.

The company said on the 13th that the delegation visited the shipyard the previous day and checked both the MRO progress and the yard's equipment. Six officials attended the visit, including Jim Goodhart, deputy director of the Ship Management Directorate at the U.S. Navy's Military Sealift Command, along with a Navy inspector. The company said the visitors spoke positively about the yard's maintenance capability.

HJ Shipbuilding & Construction explained that the added work covers newly identified needs that were not part of the initial contract or that fall beyond the original scope. It said the U.S. Navy approved the extra items and the yard is moving ahead with those tasks as part of the programme.

The shipbuilder added that the work package also includes correcting functional defects or vessel flaws that had not been detected by the client, reflecting those findings during the maintenance period.

HJ Shipbuilding & Construction won the MRO project for USNS Amelia Earhart—assigned to the U.S. Navy's Military Sealift Command—in December last year, and began full-scale maintenance on the 12th of last month.

Chief Executive Yoo Sang-cheol said the company is tightening process and quality control to meet the U.S. Navy's MRO requirements and standards. He added that the company will concentrate on meeting deadlines and delivering a high-quality vessel, aiming to use the project as a base for building trust with the U.S. Navy.

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Captain Jailed After Fatal North Sea Collision

A London court jailed captain Vladimir Motin for six years after the March 2025 North Sea collision between Solong and Stena Immaculate that killed seafarer Mark Angelo Pernia.

Photo source: HM Coastguard

6, February 2026

A London court sentenced Russian captain Vladimir Motin to six years in prison after convicting him of manslaughter by gross negligence over the March 2025 collision between the container ship Solong and the anchored tanker Stena Immaculate off the Yorkshire coast. The impact tore a large breach in the tanker, triggered a jet-fuel fire, and killed 38-year-old Filipino seafarer Mark Angelo Pernia, whose body has not been recovered.

Justice Andrew Baker said Pernia's death was wholly avoidable and told Motin he had been "a serious accident waiting to happen." The judge found that Motin failed to keep a proper lookout for an extended period, calling it a wholesale breach of duty. Motin's account that he pressed the wrong button while trying to disengage autopilot was dismissed as extremely implausible.

Prosecutors cited CCTV, voyage data recorder material and witness testimony indicating the tanker was visible on Solong's radar for 36 minutes before impact. Jurors heard that Motin did not call for support, raise alarms, reduce speed, or attempt a crash stop, and that the bridge remained silent for a prolonged period before Solong struck at 15.2 knots. Both vessels caught fire, and Solong burned for eight days.

Detective Chief Superintendent Craig Nicholson said Motin "completely failed in his duty" and showed no remorse. In a statement read in court, Pernia's widow described the lasting loss for her young family; Pernia never met his second child, born two months after the tragedy. Investigators pointed to complacency and poor bridge resource management—rather than equipment faults—as the core cause of a disaster that could have taken more lives and caused severe environmental harm.

hmt-news.com

NYK Signs Long-Term LNG Carrier Charters with Cheniere

7, February 2026

NYK Line has entered into long-term charter agreements for newly built LNG carriers with Cheniere Marketing International LLP, a wholly owned subsidiary of Cheniere Energy. The contracts were concluded in partnership with Ocean Yield.

The LNG carriers will be constructed by HD Hyundai Heavy Industries in South Korea, with deliveries scheduled to begin from 2028. According to NYK Line, this represents the first time the company has signed long-term time charter contracts for LNG carriers with Cheniere.

Each vessel will be equipped with a membrane-type cargo containment system with a capacity of 200,000 cubic meters. The LNG carriers will measure about 294.8 m in length overall and approximately 48.9 m in breadth.

The vessels will be fitted with dual-fuel, low-speed X-DF2.1 iCER engines, enabling operation on both fuel oil and boil-off gas. In addition, a re-liquefaction system will be installed to handle boil-off gas generated during LNG transportation.

NYK Line stated that the project is positioned within its medium-term management plan and is part of the group's ongoing LNG carrier fleet development. The vessels are intended to be deployed under long-term charter arrangements.

hmt-news.com

SAAM Towage Adds New Tier III Tug to Its Fleet

7, February 2026

SAAM Towage has strengthened its fleet with the delivery of a new high-performance tug, SAAM Guanay, underscoring its focus on sustainable and efficient port operations.

The vessel was delivered in Turkey on 6 February 2026 and built by Sanmar Shipyards. It is the 13th tug constructed by the Turkish shipbuilder for SAAM Towage. The newbuild belongs to the Boğaçay Class and is based on the RAmparts 2400SX MKII design, developed to enhance manoeuvrability in ports with restricted operating space while maintaining high installed power.

According to SAAM Towage, the new tug integrates design efficiency and operational capability tailored to current towage requirements. Pablo Cáceres, Director of Sustainability and Development at the company, said SAAM Guanay brings together the power and layout needed for today's port challenges, while incorporating environmentally friendly systems that significantly reduce NOx emissions. He noted that the vessel is designed to support customers with reliable, safe and sustainable towage services.

From the shipbuilder's side, Sanmar Shipyards highlighted the long-standing cooperation between the two companies. Commercial Director Rüçhan Çıvgın stated that both organisations share common values and a vision for a sustainable maritime future, adding that the yard is proud to contribute to SAAM Towage's fleet expansion with modern tug designs.

In line with company tradition, the tug has been named after a bird species. The name SAAM Guanay refers to a member of the cormorant family inhabiting the Pacific coastline.

The vessel complies with IMO Tier III environmental regulations through the installation of Caterpillar 3516E engines combined with a selective catalytic reduction (SCR) system. It has a length of 24.4 m and a beam of 12 m, delivering a bollard pull of 80 tons. The wide-beam design enhances stability and safety during manoeuvres, while onboard automation systems optimise energy consumption throughout all phases of operation. The tug is also equipped with FiFi-1 firefighting capability.

hmt-news.com

Boxship Sinks off Phuket After Crew Rescue

All 16 crewmembers were rescued after Sealloyd Arc issued a distress call and sank off Phuket. Authorities are containing an oil slick, recovering floating containers, and planning salvage.

Photo source: Royal Thai Navy

10, February 2026

The Royal Thai Navy rescued all 16 Bangladeshi crewmembers from the small containership Sealloyd Arc after it reported rapid flooding and later sank around three miles off Thailand's southern coast near Phuket. All crew were brought ashore without injuries, while authorities shifted to spill response, container recovery, and salvage planning.

The 6,500 t dwt vessel sent a distress call at about 3:20 p.m. local time on Saturday, 7 February, warning it was taking on water and developing a severe list. The master told maritime authorities the situation was worsening quickly and that the crew was preparing to abandon the ship.

Rescue efforts involved both local and government assets. A nearby fishing boat recovered eight crewmembers, and a patrol boat from the Phuket Provincial Administration picked up the remaining eight, including the master. The fishing vessel later transferred its survivors to the government craft, which transported the full group to shore.

Officials continued monitoring the ship as an emergency response was organized. The 115 m container vessel sank at approximately 9:00 p.m. local time. Built in 2005 and originally operated in China, the ship was acquired by Singapore-based Sea Lloyd Shipping Lines in September 2025 and was registered in Panama.

At the time of the casualty, Sealloyd Arc was sailing from Port Klang, Malaysia, to Chattogram, Bangladesh, with 229 containers onboard, including 14 declared on the manifest as hazardous cargo. Some containers reportedly went down with the vessel, while others remain afloat. Authorities also reported an oil spill extending westward about 4.5 miles and more than one mile wide, with no oil reaching the coast so far. Patrol boats and a reconnaissance aircraft remain on scene as teams work to contain the slick, tag and recover drifting containers, and prepare urgent salvage plans.

hmt-news.com

LPG dual-fuel VLGC Energia Grandeur delivered for TotalEnergies charter

Photo courtesy of MOL

10, February 2026

Mitsui O.S.K. Lines, Ltd. has confirmed the delivery of the LPG dual-fuel very large gas carrier (VLGC) Energia Grandeur, built at HD Hyundai Samho Co., Ltd. The handover took place on 29 January 2026 at Mokpo Port, South Korea, for group company MOL Energia Pte. Ltd.

The vessel will operate on a time charter to CSSA Chartering and Shipping Services SA, a subsidiary of TotalEnergies. The newbuilding carries the group's "BLUE" series livery, aligned with its fleet development focus.

Configured to run on LPG and heavy oil, the ship is described as capable of reducing CO emissions by about 20% when operating on LPG, while cutting SOx, PM, and other pollutants by about 90% compared with heavy oil. The design is also intended to allow the carriage of ammonia.

Efficiency measures include a shaft generator, which is positioned to deliver additional greenhouse-gas reductions versus conventional LPG dual-fuel VLGCs. Financing for the vessel includes the use of a transition-linked loan.

Key particulars listed for the ship are LOA 230 m, breadth 32.3 m, and cargo tank capacity 88,000 m³, with completion scheduled for 2026.

hmt-news.com

Seafarer Abandonment Hits Record High

ITF data shows seafarer abandonment hit record levels in 2025: 6,223 seafarers across 410 ships, with $25.8 million owed and FOCs dominating cases.

Photo: NUSPM

8, February 2026

Seafarer abandonment reached the worst level on record in 2025, according to new data compiled by the International Transport Workers' Federation (ITF). The federation recorded 6,223 abandoned seafarers across 410 ships last year, and said its 2026 data shows more than 6,000 abandoned seafarers, with Indian nationals the worst affected at more than 1,000.

The ITF said the 2025 figures marked a sixth consecutive year in which the number of vessels involved in abandonment cases set a new record, and a fourth straight year in which the total number of abandoned seafarers also broke the previous high. Compared with 2024, ship abandonments increased by 31%, while seafarer abandonment rose by 32%.

In 2025, the ITF said abandoned seafarers were owed a combined $25.8 million as a consequence of abandonments. From this total, it recovered and returned $16.5 million to seafarers. The federation said its data will be submitted to the International Maritime Organization (IMO) ahead of discussion at a Legal Committee meeting this year.

Under the IMO definition, abandonment applies when shipowners fail to cover repatriation costs, leave seafarers without necessary maintenance and support, or unilaterally sever ties with seafarers, including failure to pay contractual wages for at least two months. The IMO and the International Labour Organization (ILO) maintain a joint abandonment database; of the 410 abandonments recorded in 2025, the ITF reported 400, representing 98%.

Indian seafarers were the most affected in 2025 with 1,125 abandoned, followed by Filipinos with 539 and Syrians with 309. The Middle East was the worst region for abandonment, followed by Europe, while the countries with the highest number of vessels involved were Türkiye (61) and the United Arab Emirates (54). The ITF also noted that, at the end of 2025, the Indian Government announced "blacklisting" measures aimed at protecting seafarers from ships linked to repeat abandonments and other bad practices.

Flags of Convenience (FOCs) featured heavily in the 2025 caseload. The ITF said 337 abandoned vessels—82% of the total—were flying FOC flags, while it estimates around 30% of the global 100,000-strong merchant fleet operates under such registries. Panama remained the flag state with the most abandonments in 2025, rising to 68 from 43, and cases involving an unknown flag more than doubled to 46 from 20.

The ITF highlighted an ongoing case involving Eleen Armonia, where four Indian seafarers remained off the coast of Nigeria after being on board since June 2025 without pay. The ITF filed the ship as abandoned in August 2025, and said the shipowner, Eleen Marine, had not repatriated the crew despite contract expirations and repeated appeals. The ITF also referenced an earlier 2025 report on Eleen Marine and the Slovenia-registered "International Seafarers' Union" (ISU), established alongside and operating in tandem with Lanibra, which sells anti-union services to shipowners. The ITF said agreements purchased from ISU-Lanibra were believed to have expired in June and had not been renewed.

The federation called for measures including requiring flag states to log beneficial ownership details as a condition of registration, national blacklisting of ships with repeat abandonment records, and government investigations into Flags of Convenience.

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Container Stack Collapse During Discharge Hits K. Lotus in Rotterdam

A container stow collapse during discharge at the Port of Rotterdam sent boxes onto LNG bunkering vessel K. Lotus, halting operations for inspections as authorities investigated.

9, February 2026

Terminal work in the Nieuwe Maas area at the Port of Rotterdam was interrupted on the evening of 6 February (local time) after a container stack gave way during discharge operations from the German-flagged Bangkok Express.

As containers were being handled, part of the stow collapsed and multiple boxes fell outward. Several units struck the LNG bunkering vessel K. Lotus, which was berthed alongside the terminal, while additional containers dropped into the river, creating immediate concerns for nearby traffic and ongoing waterfront activities.

Preliminary information from port authorities and on-scene reporting indicated that at least five containers landed on the stern deck of K. Lotus. At the time, K. Lotus was engaged in LNG bunkering procedures.

The crew on K. Lotus halted transfer operations without delay and moved to designated safe areas under emergency protocols. The swift response helped avoid escalation risks such as LNG release or fire.

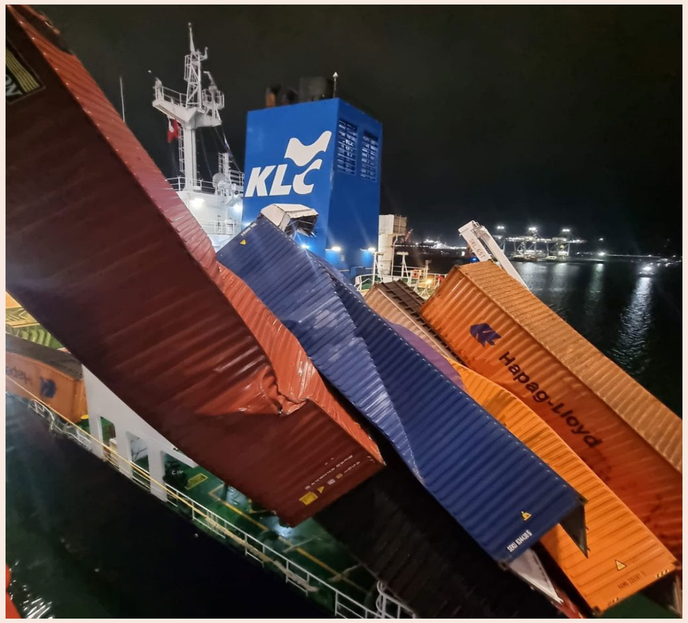

Photo: schuttevaer.nl

Operations related to the Bangkok Express were also stopped, and the vessel was cooperating with port officials as the investigation proceeded. No injuries were reported. Authorities had not released details on the level of structural or equipment damage to K. Lotus, with assessments continuing and safety checks keeping activity in the affected zone temporarily suspended.

Bangkok Express is a 23,000+ TEU LNG dual-fuel container ship, about 400 m long and 61 m wide, with a deadweight of roughly 229,000 tonnes. The ship is operated by Hapag-Lloyd AG and is part of a 12-vessel LNG-fuelled series built by Hanwha Ocean. She was launched in February 2025 and is mainly deployed on deep-sea container routes.

K. Lotus is a 166 m LNG bunkering vessel with a deadweight of 12,351 tonnes. Built in 2022 by Hyundai Mipo Dockyard, the Panamanian-flagged vessel is intended for port and near-shore LNG bunkering.

The incident highlighted the need for robust stack integrity controls, disciplined terminal procedures, and risk management where container operations interface directly with LNG-fuelled and LNG-bunkering activity.

hmt-news.com

Finland Completes Concept Design for New Icebreaker to Replace Voima

10, February 2026

Finland has completed the concept design for a new icebreaker to replace the 70-year-old Voima, under a project commissioned by the Finnish Transport Infrastructure Agency. The next step is to invite tenders from shipyards, with construction scheduled to start in 2027 and the vessel due to be ready in September 2029.

In the final phase of concept work, the focus was on selecting the propulsion solution. The propulsion arrangement was assessed as a complete system, targeting reliable performance, cost-effectiveness, and the ability to operate in both ice and open water in the Bothnian Sea and the Gulf of Finland, now and in the future.

The new icebreaker is planned to be about 96 m long with 10.5 MW of engine power, matching Voima's power. It will be 24 m wide, compared with Voima's 19 m, and is designed with a modern hull and propulsion solution. The increased beam is expected to improve performance in open water and in icy conditions.

The vessel is designed for improved seaworthiness in open water, which is expected to be encountered more frequently in the coming decades due to climate change. The target service life is more than 50 years, with future ice winters expected to remain challenging as wind presses ice masses together and ice field conditions vary.

Photo credit: Finnish Transport Infrastructure Agency

The icebreaker is classified as B+ and is intended to be among the first to start operating in the Bothnian Bay, moving to the Bothnian Sea and the Gulf of Finland in harsher winters if needed. The build forms part of the WINMOS IV project, which has received €42m in CEF funding.

Helena Orädd, head of the maritime transport unit, said the agency has maintained a clear understanding of the requirements for the icebreaker needed to replace Voima.

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US Advises U.S.-Flagged Ships to Keep Clear of Iranian Waters

The U.S. issued a MARAD advisory urging U.S.-flagged ships in the Strait of Hormuz and Gulf of Oman to keep clear of Iranian waters, keep AIS on, and follow incident procedures.

10, February 2026

The United States issued a new advisory on Monday for commercial vessels transiting the Strait of Hormuz and the Gulf of Oman, recommending that U.S.-flagged ships remain as far as possible from Iran's territorial sea without compromising navigational safety. For eastbound transits in the Strait of Hormuz, the guidance recommends routing close to Oman's territorial waters.

The U.S. Department of Transportation's Maritime Administration (MARAD) said the update reflects a continuing pattern of Iranian boardings and seizures. MARAD noted Iranian forces have used small boats and helicopters during boarding operations and have attempted to force commercial vessels into Iranian territorial waters, including as recently as 3 February.

The advisory recommends that U.S.-flagged commercial vessels keep AIS transponders on unless specifically directed otherwise by NAVCENT NCAGS, citing disclosures that some seizures were claimed to be linked to vessels not transmitting on AIS. It also urges pre-voyage risk assessments, inclusion of protective measures in vessel security plans, caution, and monitoring VHF Channel 16.

In the event of an incident, ships are advised to activate the Ship Security Alert System and contact the U.S. Fifth Fleet Battle Watch and the United Kingdom Maritime Trade Office (UKMTO).

On boarding risk, MARAD recommended crews not forcibly resist if Iranian forces board a U.S.-flagged commercial vessel, while stating that refraining from resistance does not imply consent. If Iranian forces seek to board, the guidance says the vessel's master should—if ship and crew safety would not be compromised—decline permission and note the vessel is proceeding in accordance with international law as reflected in the Law of the Sea Convention.

The advisory supersedes and cancels U.S. Maritime Advisory 2025-009 and will remain in effect until 8 August 2026.

The warning comes as tensions remain high between Washington and Tehran over Iran's nuclear programme. Both sides have indicated readiness to revive diplomacy, while the United States last week announced new sanctions targeting 15 entities, two individuals, and 14 vessels. The sanctions announcement came as Iran and the United States held indirect talks on Friday. After the Muscat discussions, Iran's foreign minister Seyed Abbas Araghchi said viewpoints were conveyed and concerns expressed, calling it a good start while adding that continuation depends on consultations in each capital. He also said there was a consensus that negotiations would continue.

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Singapore Jails GT Win Master for Obstructing Justice

Singapore sentenced the GT Win master to 14 months for obstructing justice after a 2024 tank-cleaning fatality. Another officer was jailed earlier; the chief officer case is pending.

11, February 2026

A Singapore court sentenced the master of GT Win to 14 months in jail after he admitted obstructing justice by giving investigators a false account of a fatal onboard incident in 2024. He became the second officer from the vessel to receive a custodial sentence linked to the same death, while court proceedings against the ship's chief officer remained ongoing.

The case stemmed from events after the 15,000 dwt Vietnamese-registered chemical tanker arrived in Singapore on 11 May 2024 with a naphtha cargo. Following discharge, the vessel shifted to anchorage, where tank-cleaning work was carried out on emptied tanks.

Prosecutors said the chief officer ordered three crewmembers to clean the tanks without first checking oxygen levels and completing necessary safety checks. They also alleged he directed the pump master to modify a breathing apparatus mask by connecting its hose to an air bottle on deck.

During the work, seafarer Hoang Van Chau became unconscious inside a tank. The crew attempted CPR and sought emergency medical help from shore, but Chau was pronounced dead at a local hospital. The reported cause of death was exposure to volatile hydrocarbons.

Court filings stated the master, Nguyen Duc Nghi, concealed key facts from Singapore authorities after the fatality. He was alleged to have disposed of the altered breathing mask and told crewmembers to mislead investigators about what happened, including claims that dishonesty was necessary for the family to receive insurance money. He was arrested the day after the incident and later admitted to instructing the crew to lie.

Nghi pleaded guilty to one count of obstructing justice and received a 14-month sentence. The pump master had earlier pleaded guilty to performing rash acts that endangered lives and was sentenced to three months and two weeks in jail. The chief officer faced charges alleging he ordered entry into the tanks despite unverified air conditions and incomplete safety procedures, and that he instructed the breathing apparatus alteration.

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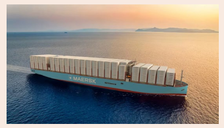
Maersk Orders Eight 18,600-TEU Ships with Flexible Deployment



9, February 2026

A.P. Moller – Maersk (Maersk) has signed an order for eight large container vessels with New Times Shipbuilding Co. Ltd. in China. All eight ships will have the same characteristics and will form a new 18,600 TEU series, with deliveries scheduled in 2029 and 2030.

Anda Cristescu, Head of Chartering & Newbuilding at Maersk, said the agreement is part of the company's ongoing fleet renewal and will help maintain the fleet's competitive edge.

The vessels will measure 366 m in length and 58.6 m in breadth. Maersk said the ships are more compact than the current maximum container vessel length of 400 m.

Cristescu added that deployment flexibility was a key factor in the decision. While the vessels are large, Maersk said they offer greater flexibility than the largest ships currently being built in the industry, providing multiple deployment options across the company's current and future network.

The ships will be equipped with dual-fuel engines able to operate on conventional bunker fuel or liquified gas.

Following the order, Maersk now has 33 vessels on order, including four scheduled for delivery in the remainder of 2026.

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Korea Launches IMO-Focused Group on Ammonia Effluent Discharge

Photo courtesy of KR

10, February 2026

With the maritime industry moving toward the International Maritime Organization's 2050 net-zero target, ammonia-fueled ships are increasingly positioned as a next-generation option. While interim IMO guidance exists to enable ammonia use as a marine fuel, international standards for the safe treatment and discharge of toxic ammonia effluent produced during ship operations have not yet been established.

During operation of ammonia-fueled vessels, effluent containing toxic ammonia can be generated. This effluent differs in physical and chemical characteristics from typical aqueous ammonia, and the absence of clearly applicable international standards has created uncertainty for ship design, onboard handling, and environmental management.

To address this gap, KR (Korean Register), working with the Ministry of Oceans and Fisheries (MOF), five major Korean shipbuilders—HD Hyundai Heavy Industries, HD Korea Shipbuilding & Offshore Engineering, HD Hyundai Samho, Samsung Heavy Industries, and Hanwha Ocean—and the Korea Testing & Research Institute (KTR), launched an international working group in June 2025 to develop safety management measures and marine discharge standards for ammonia effluent.

The working group follows Korea's proposal submitted to the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) in 2024, which raised the need for dedicated safety standards for ammonia effluent. The proposal received official approval at the 83rd session of the Marine Environment Protection Committee (MEPC) in April 2025.

To begin its 2026 activities, the working group met on 5 February 2026 at the HD Hyundai Global R&D Center, reinforcing cooperation among participating organisations on international rule development. Across 2026 and 2027, the group plans to submit draft international standards to the IMO Sub-Committee on Pollution Prevention and Response (PPR), placing Korea at the forefront of global discussions on ammonia effluent management.

At the upcoming 13th session of the IMO PPR scheduled for later this month, the Korean government delegation will highlight the urgency of guidelines for ammonia effluent management and marine discharge standards, and will propose establishing an Expert Group for in-depth technical discussions. KR is supporting the international deliberations by presenting technical evidence on safe discharge limits based on its environmental impact assessment of ammonia effluent.

KR Executive Vice President Kim Kyungbok said the IMO meetings this year mark the start of substantive international discussions on ammonia effluent safety standards, adding that KR will work with the Korean government and industry to ensure proven domestic technical standards are effectively reflected in international rulemaking.

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Anna Cosulich Hits the Water in Cosulich Bunker Fleet Expansion

Anna Cosulich entered the water in China as the first of four methanol-ready IMO II bunker tankers for Cosulich Marine Energy, supporting Fratelli Cosulich's fleet expansion and alternative fuel readiness.

Photo source: Fratelli Cosulich

9, February 2026

The launching ceremony of Anna Cosulich marked a milestone in the ongoing evolution of Fratelli Cosulich's bunker fleet.

Held at the Taizhou Maple Leaf Shipyard in China and attended by partners, stakeholders and the project team, the event celebrated the vessel's transition from construction to her first encounter with the water—an important step on the path to operational readiness.

The ceremony was honoured by Ms. Giovanna Cibin, Managing Director of Express Global Hong Kong, who served as the godmother of Anna Cosulich. With the traditional cutting of the ceremonial ribbon, she officially released the vessel into the water, reflecting the collective commitment and expertise behind the project.

Anna Cosulich is the first of four sister vessels in a new generation of methanol-ready IMO II bunker tankers for Cosulich Marine Energy, developed and operated as part of the Group's fleet expansion programme.

The launch is positioned as a key milestone for strengthening Fratelli Cosulich's in-house capabilities and supporting the maritime industry's growing demand for alternative marine fuels. As with other bunker vessels in the Group's fleet, Anna Cosulich carries a name rooted in the history and values of the Cosulich family, reflecting continuity and the Group's connection to its origins.

Designed with a focus on safety, operational efficiency and future fuel readiness, the vessel will be fitted with a MarineLINE® cargo tank coating. The high-performance coating provides enhanced protection for demanding chemical cargoes, including methanol, and supports safe, reliable and efficient methanol bunkering operations in line with evolving regulatory and technical requirements.

From the earliest design stages, the vessel was conceived as a methanol-ready bunker tanker, with key systems and arrangements engineered to facilitate a future transition to methanol operations. This approach positions the vessel to support the next phase of alternative fuel deployment.

As the first vessel in this four-ship series to be launched, Anna Cosulich sets the technical and operational benchmark for the remaining sister vessels, reaffirming Fratelli Cosulich's long-term commitment to investing in future-ready tonnage and delivering sustainable bunkering solutions to the global maritime industry.

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