

# HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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## Hai Yang Shi You 278 Stops in Timor Leste During Crux Platform Transport

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## Petrodec Deploys Obana for First North Sea Decommissioning Campaign

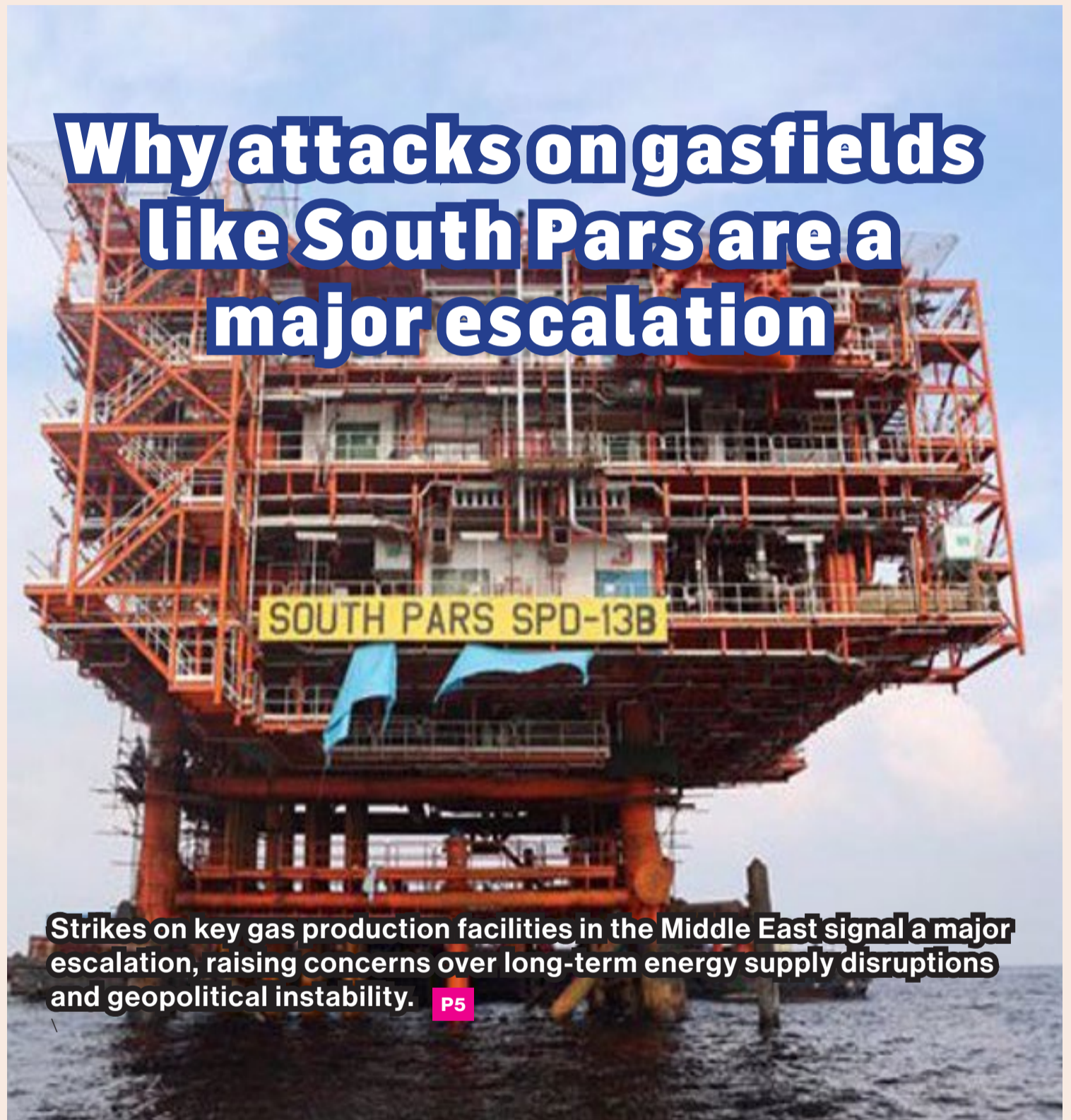
Petrodec has deployed its heavy lift jack-up vessel Obana on its first offshore assignment in the Southern North Sea, beginning platform removal work for Perenco UK at the Galahad installation before moving to the Amethyst field.

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## CMA CGM Builds Gulf Cargo Corridors Outside Hormuz

CMA CGM is deploying alternative cargo corridors through the UAE, Saudi Arabia and Oman to keep Gulf logistics moving without relying on the Strait of Hormuz.

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## Hai Yang Shi You 278 Stops in Timor Leste During Crux Platform Transport

Hai Yang Shi You 278 halted in Dili, Timor Leste after bad weather and mechanical issues while transporting Shell Energy Australia's Crux platform to Western Australia.



Photo source: Offshore Alliance

13, March 2026

The semi-submersible heavy-load carrier Hai Yang Shi You 278 has made an unscheduled stop while transporting Shell Energy Australia's Crux platform from Singapore to the Crux field off Western Australia.

A market source said the interruption followed bad weather and mechanical issues during the voyage. The vessel left Singapore on 18 February 2026. After encountering unsettled weather conditions, it docked in Dili, Timor-Leste, where issues were detected with the trans-

porters thrustered.

The delay adds another complication to the Crux project, which remains important to backfilling the Prelude FLNG facility. Shell previously said Crux is intended to supply gas to Prelude through a 160 km export pipeline. The development is based on a

platform that is not normally attended and is linked to five initial wells. First gas remains targeted for 2027.

Also referred to as HYSY 278, the vessel is a 50,000 tonnes self-propelled, semi-submersible barge and cable-laying vessel equipped with a DP2 dynamic position-

ing system. It has a maximum speed of more than 12 knots and a maximum float-off capacity of 18,000 tonnes. The vessel can transport and lift modules weighing up to 25,000 tonnes, while its cable carousel loading capacity reaches 10,000 tonnes.

[hmt-news.com](https://www.hmt-news.com)

## Emden Advances Lock Gate Transport

20, March 2026

This week, another step was taken in the transport of the new lock gates for the port infrastructure project in Brunsbüttel. Following the first controlled RoRo operation in 2025, the second and third gates have now also been driven onto a pontoon in the port of Emden.

The operations took place in Emden, where the steel lock gates, built in the region and prepared for onward transport, were transferred from the quay to a pontoon using 136 axle lines of self-propelled modular trailers. The pontoon and SPMT teams from Wagenborg worked closely together during the manoeuvres.

The second and third gates followed a similar set-up to the inaugural operation last year, involving coordinated towage support, stability calculations and controlled movements on and around the pontoon.

The installation of the new lock gates is part of a broader renewal of the lock infrastructure in Brunsbüttel. Due to the dimensions and weight of the gates, as well as the limited manoeuvring space in the port, the RoRo method offers predictability and a safe transfer between shore and pontoon.

The project requires a combination of engineering, heavy transport, nautical experience and operational coordination. By aligning these elements, the teams keep the

process steady and manageable when working with the lock gates, each weighing about 2,500 tonnes.

Michel de Jong, project manager, said the work depends on proper preparation and controlled execution. He said every step is calculated, while close cooperation is required on the quay, on the pontoon and on the water.

The lock gates were rolled onto Wagenborg Barge 11, a seagoing pontoon measuring 122 m in length and 36.6 m in width, under the coordination of Wagenborg's heavy lift and towage transport teams. Tugboat Waterstraat supported the secure positioning of the pontoon during the RoRo operation.

With both gates now safely

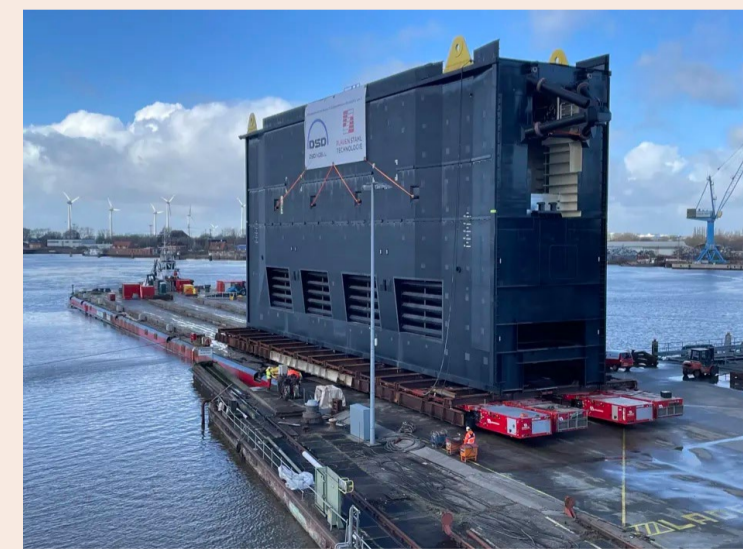


Photo source: Royal Wagenborg

on the pontoon, preparations can begin for the next phase of transport and installation. In the coming period, sea fasten-

ing will follow before the lock gates are moved to Eemshaven for testing.

[hmt-news.com](https://www.hmt-news.com)

## Combi Dock I Carries Wind Turbine Towers to Northern Europe

Combi Dock I is transporting wind turbine towers from Seville to Northern Europe. The vessel, on long-term charter to Siemens Gamesa Renewable Energy, is now serving the East Anglia THREE development.

15, March 2026

The heavy lift vessel Combi Dock I is transporting wind turbine towers from Seville, Spain, to Northern Europe.

The voyage runs from the shallow waters of the Guadalquivir to the open North Sea, requiring careful planning and precise execution on each trip. With shallow-draft capability and three onboard

cranes, Combi Dock I is used to connect inland production locations with offshore installation sites.

After supporting the Sofia Offshore Wind Farm, Combi Dock I remains on long-term charter to Siemens Gamesa Renewable Energy. The vessel is now serving the East Anglia THREE development, continuing its role in the transport of large-scale renewable energy infrastructure in Eu-

rope.

COMBI DOCK I (IMO: 9400473) is a Heavy Lift Vessel and is sailing under the flag of PORTUGAL. Her length overall (LOA) is 169.4 meters and her width is 25.73 meters.

[hmt-news.com](https://www.hmt-news.com)



Combi Dock I transports wind turbine towers from Seville, Spain, to Northern Europe. (Source: SAL via LinkedIn)

## Woodfibre LNG Reaches 65% as Powerhouse Module Arrives

Woodfibre LNG has reached 65% completion after the arrival of its 4,200 t powerhouse module, the 16th unit delivered to the all-electric LNG export project near Squamish. SEO Title



Source: Woodfibre LNG

20, March 2026

Woodfibre LNG has reached 65% completion following the arrival of

its powerhouse module at site, just one week after receiving its liquefaction module. The latest delivery marks the 16th module brought to the project

so far.

Weighing more than 4,200 t, the powerhouse module is a key part of the project's all-electric design. Rather than generating electricity on site, the unit will function as a power and control system, receiving electricity from BC Hydro and managing its distribution to compressors that are central to the liquefaction process.

Luke Schauerte, CEO of Woodfibre LNG, said the module is essential to the facility's operation because it supports the delivery and distribution of power required for the project's electric-driven liquefaction process. He said the ap-

proach sets the project apart as the first LNG export facility in North America designed to use renewable electricity for liquefaction.

The module arrived on 17 March aboard the heavy cargo vessel Dongbang Giant 8. After inspections, crews cut the sea welds attaching the module to the vessel's deck and prepared it for unloading and movement into position using self-propelled modular transporters.

The Woodfibre LNG project is being built near the community of Squamish on the traditional territory of the Squamish Nation. The facility is designed to produce 2.1 mil-

lion tonnes of LNG for export each year.

The project is owned by Woodfibre LNG Limited Partnership, which is held 70% by Pacific Energy Corporation (Canada) Limited and 30% by Enbridge Inc. According to the company, Woodfibre LNG is the first industrial project in Canada to recognize Squamish Nation as a full environmental regulator. The company said the facility will be the world's first net zero LNG facility when completed in 2027.

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# HMT news

**Editor & Publisher:**

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

**Address:**

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

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## BOA Finishes Princess Elisabeth Caisson Launch Campaign

BOA Offshore completed the launch campaign for 23 concrete caissons at Princess Elisabeth Energy Island, using BOABARGE 33 for the North Sea operation.



Photo source: Boa Offshore

13, March 2026

**B**OA Offshore has completed its caisson launching scope for Princess Elisabeth Energy Island, described as the world's first artificial energy island, located 45 km off the Belgian coast in the North Sea.

The campaign covered the launch of 23 concrete caissons, each weighing up to 22,400 tonnes. The work was carried out with the semi-submersible BOABARGE 33, which was modified for extreme stern

load-out operations.

With dimensions of 140 × 57.05 × 8.54 m and 5,800 m<sup>2</sup> of deck space, BOABARGE 33 was equipped for the controlled launch of the large structures. The vessel can submerge to 21.5 m above deck, supporting safe execution during the campaign.

Alongside the barge scope, BOA Offshore also delivered project engineering and operational management for the works. The company said these services supported safe

and efficient execution across the full campaign.

The completed scope closes BOA Offshore's involvement in the Princess Elisabeth Energy Island campaign. According to the company, the project is one of Europe's most ambitious renewable energy infrastructure developments. The island will connect offshore wind capacity from the Princess Elisabeth Zone and support the future offshore electricity grid in the North Sea.

[hmt-news.com](http://hmt-news.com)

## Final Inch Cape Structures Sail for Scotland

Eight jacket structures and related steel equipment for the Inch Cape offshore wind project have departed for Scotland aboard XIN YAO HUA, with a total shipment weight of 19,500 tonnes.



Photo source: COSCO

18, March 2026

**T**he final batch of core components for the Inch Cape offshore wind project has set sail for the North Sea off the coast of Scotland, UK.

The shipment includes eight offshore wind jacket structures and accompanying steel

equipment with a total weight of 19,500 tonnes, described in the source as roughly equivalent to the combined weight of 15,000 passenger cars.

The tallest single jacket structure stands at 95.4 m, which the source compares to the height of a 35-storey residential building.

For the transport, COS-

CO SHIPPING used the large semi-submersible vessel XIN YAO HUA. According to the company, the vessel matched the technical requirements for shipping ultra-large jackets in bulk and completed the loading operation safely, smoothly and efficiently.

[hmt-news.com](http://hmt-news.com)

## Sanhangong 9 Enters Service for Heavy Lift Work



Sanhangong 9

15, March 2026

**C**hina Communications Construction Company has taken delivery of Sanhangong 9, a new semi-submersible heavy lift vessel built for oversized cargo transport and secondary emergency response. The vessel is classed by China Classification Society and will be operated by CCCC's Third Harbour Engineering Bureau.

Built by Ningbo Zhenhe Shipbuilding, Sanhangong 9 has an overall length of 105 m, a beam of 43.5 m, a depth of 7.5 m, deadweight of 14,175 t, and lifting capacity of 18,000 tonnes. The vessel is among the largest semi-submersible deck cargo ships built and operated in China, according to the source.

The ship is fitted with removable towers that

can be taken off when deck clearance is required for offshore wind turbine components, concrete caissons weighing up to 12,000 tonnes each, and other oversized cargoes. It is also equipped with two cranes rated at 50 t and 25 t.

Its power arrangement includes one Stamford S4L1M generator and three Stamford S6L1M generators. An onboard energy storage system can be used instead of the generators, reducing exhaust gas emissions from vessel operations.

With its lifting and transport capacity, Sanhangong 9 can also support emergency work, including the salvage of capsized vessels and search and rescue operations, particularly in extreme sea conditions.

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## Why attacks on gasfields like South Pars are a major escalation

Strike was first time a fossil fuel energy production facility has been hit. But why is it significant and who does it affect?

19, March 2026

**S**trikes by both sides on so-called upstream gas production facilities in recent days are a significant escalation in the war in the Middle East, with potentially long-term consequences.

The strikes were the first time facilities associated with the production of fossil fuel energy had been hit in the conflict, rather than sites associated more generally with the oil and gas industry.

### What has been targeted in recent days?

On Tuesday a successful Iranian drone attack resulted in operations at the Shah gasfield in Abu Dhabi being suspended. The site can produce 1.28bn standard cubic feet of gas a day and supplies about 20% of the UAE's gas supply and 5% of the world's granulated sulphur used in phosphate fertilisers.

On Wednesday an Iranian production facility for the South Pars gasfield, which it shares with Qatar across the Gulf, was struck. The field is the largest in the world and is the biggest source of domestic energy in Iran, which sometimes struggles to produce enough electricity.

### Why are the strikes significant?

The strikes are significant because they signal a potential deepening of the war, with longer-term consequences for the global economy. While a cessation of hostilities could result in suspended gas and oil shipments returning within months, experts assess that any significant damage to production itself could have a years-long impact.

Warning of the impact of



possible further escalations, Saul Kavonic, an analyst at MST Financial, told the Financial Times: "Something that takes out a few million barrels of production would have a bigger impact because it means there is no way to refill stocks even after the war ends." Hitting a liquefied natural gas facility would be the worst, he added, because it could take several years to repair.

Oil prices shot up after the South Pars attack on the back of fears that disruption to global energy supplies would worsen. The disruption raises the political stakes for Donald Trump in the run-up to the US midterm elections. Diesel prices in the US have already risen above \$5 a gallon for the first time since the 2022 inflation surge that eroded support for his predecessor Joe Biden.

The strike, which prompted a threat from Tehran of further retaliation against energy infrastructure, was widely reported in Israeli media to have been carried out by Israel with US consent, though neither country immediately confirmed responsibility.

The US and Israel had previously held back from targeting Iran's energy production facilities in the Gulf in an attempt to avoid Iranian retaliation against the oil and gas industries of its neighbours.

### How have countries in the region reacted?

After the South Pars attack, Iran listed an array of prominent regional oil and gas sites belonging to Saudi Arabia, the UAE and Qatar that it said were now "direct and legitimate targets" and should be evacuated at once. Loud explosions were heard in Ri-

yadh a few hours later.

Qatar, a close US ally which hosts the largest American airbase in the region, blamed the attack on Israel without mentioning any US role. The Qatari foreign ministry spokesperson called it a "dangerous and irresponsible" escalation that put global energy security at risk.

The UAE said the South Pars attack posed a threat to global energy and to the security and stability of the region.

### Can't this just be repaired?

One lesson from the aftermath of the 2003 invasion of Iraq was that it took much longer than expected to repair damaged energy production infrastructure. The Bush administration had promised that reconstruction would be funded by oil revenues, but

even though contractors were able to access Iraqi plants and \$2bn was spent on oil projects, production took more than two years to return to prewar levels.

Attempts to repair Ukrainian power infrastructure hit by Russia has highlighted issues around equipment logistics.

### What role does energy production play in the Gulf beyond income?

Energy production in the Gulf has long had a social, political and diplomatic importance far beyond the economic top line. Social settlements with citizens living under often repressive monarchies are based on the sharing of energy wealth, and it is key to living standards and the ability of states to attract foreign workers.

Energy is also integral to the way countries in the region interact with each other. The brief detente between Iran and Saudi Arabia, which just survived Israel's attacks on Iran's nuclear facilities last year, was a priority for Saudi Arabia's de facto ruler, Mohammed bin Salman, as part of his moves to diversify the Saudi economy. He assessed that tensions with Iran were a drain on resources. On the Iranian side the detente was driven by an economy slowly imploding under US-led sanctions.

Historically closer to Iran because of a shared interest in the South Pars field, Qatar's anxiety over the attack has been palpable. The field has at times acted as a diplomatic bridge not just between Doha and Tehran but more widely.

Source: The Guardian

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HMT NEWS

## Maersk Viridis Naming Ceremony Held

Maersk Offshore Wind has christened Maersk Viridis, its maiden vessel, during a naming ceremony held on the ship's main deck.

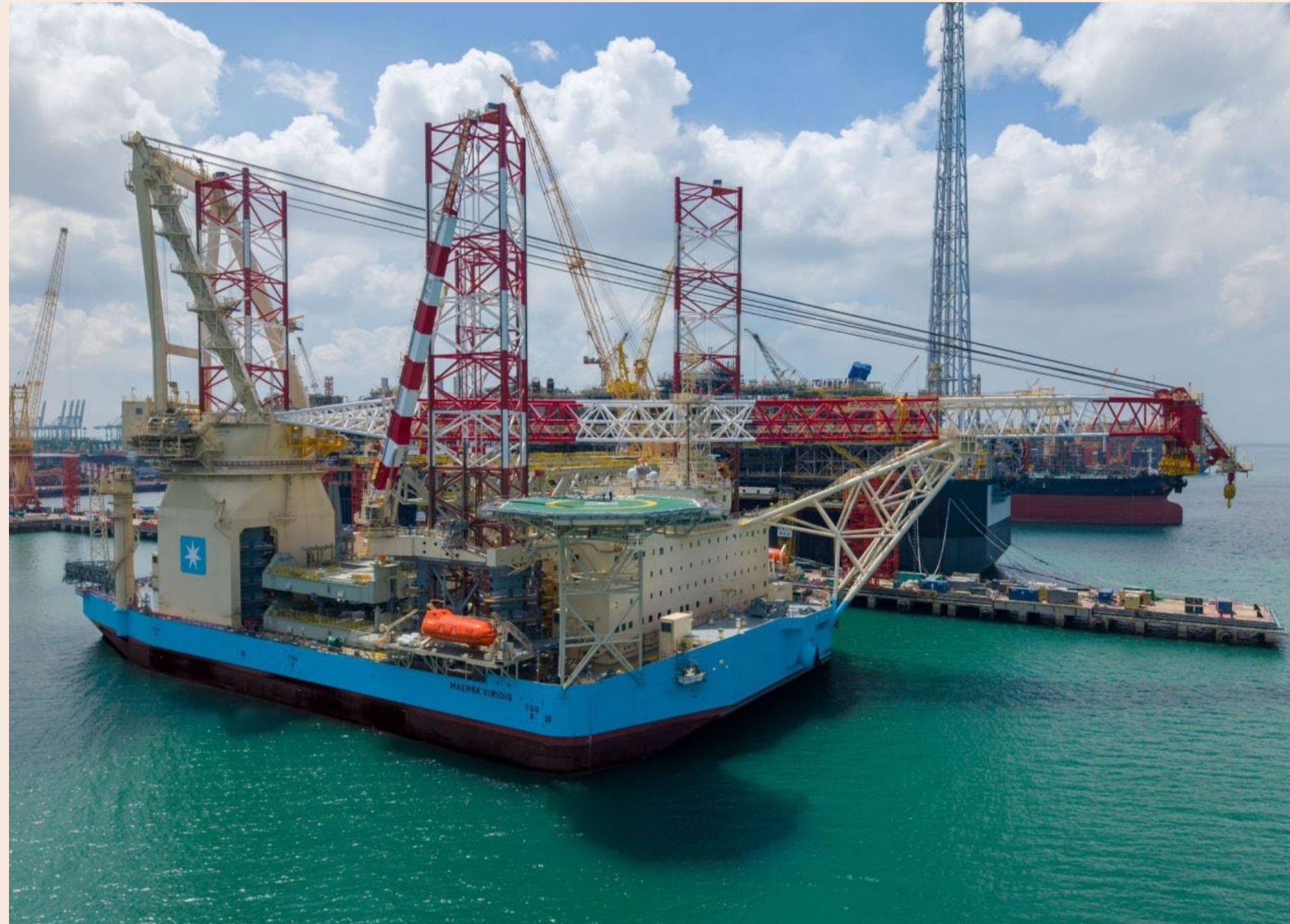


Photo source: Maersk Offshore Wind

13, March 2026

Maersk Offshore Wind has officially christened Maersk Viridis, the maiden vessel in its future-ready fleet.

The naming ceremony was held on the vessel's main deck, an unusual setting for the event. Charlotte Nørkjær

Larsen, the vessel's godmother, formally named the ship by smashing a bottle of champagne against the main crane pedestal.

After the ceremony, the captain and crew led guided tours around the approximately 40,000 tonnes vessel. Guests were given close access to the ship, described by

the company as the first Wind Turbine Installation Vessel of this style, scale and design.

The name "Viridis" comes from Latin for "green" and was chosen to reflect the vessel's role in supporting the transition to renewable and sustainable energy sources.

Maersk Offshore Wind

also thanked guests, friends, collaborators and partners for marking the milestone, and thanked Seatrium for building the vessel. The company said resilience, perseverance and passion had been hallmarks of the project from start to finish.

With the ceremony completed, Maersk Viridis is pre-

paring to sail to the U.S. under the captain and crew, ready to carry out the work it was designed for in offshore wind operations with safer, more efficient execution.

[hmt-news.com](https://hmt-news.com)

## Seadrill Names Samir Ali CEO

15, March 2026

Seadrill has appointed Samir Ali as President and Chief Executive Officer with immediate effect, replacing Simon Johnson.

Ali moves into the top role from his posi-

tion as Executive Vice President and Chief Commercial Officer. The management change follows recent contract progress at Seadrill, including a one-year priced option with Equinor offshore Brazil.

Julie J. Robertson,

Chair of the Board of Seadrill, said the board saw Ali as the right leader for the company. She said he had shown strong leadership, deep industry knowledge and a clear commitment to operational excellence since joining the group. Robertson

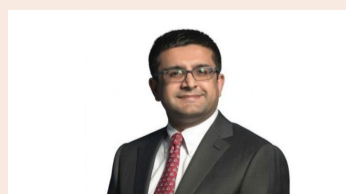
also said the board would support him as he takes on the CEO position.

Ali has served as Chief Commercial Officer since August 2022. Before joining Seadrill, he worked at Diamond Offshore, where he most recently was Vice

President of Investor Relations and Corporate Development.

Earlier in his career, Ali worked as a Debt and Equity Investment Portfolio Manager at Bain Capital and as an Investment Banker at Simmons & Company.

[hmt-news.com](https://hmt-news.com)



Samir Ali, President and CEO of Seadrill (Source: LinkedIn)

## Sable Restarts Santa Ynez Oil Flow Under DPA Order

Sable restarted oil transportation from the Santa Ynez Unit through the Santa Ynez Pipeline System under a federal DPA order and expects first sales by 1 April 2026 at 50,000 Bbls/d.

Sable Offshore Corp. resumed oil transportation from the Santa Ynez Unit through the Santa Ynez Pipeline System on 14 March 2026, after receiving an order from US Secretary of Energy Chris Wright under the Defense Production Act.

The company said President Donald J. Trump signed an Executive Order on 13 March 2026 delegating certain authorities under the Defense Production Act of 1950 to the US Secretary of Energy. On the same day, the Secretary of Energy issued an order directing Sable Offshore Corp. to immediately prioritize and allocate pipeline transportation services for hydrocarbons from the Santa Ynez Unit through the Santa Ynez Pipeline System. Sable Offshore Corp. said it began shipping hydrocarbons from Las Flores Canyon to Pentland Station on 14 March 2026, with federal safety regulators present in observance.

According to the company,



Platform Harmony (Source: SMITH-ROOT)

all federally produced barrels from the Santa Ynez Unit must flow through the Santa Ynez Pipeline System, up to the existing pipeline capacity of 200,000 Bbls/d. Sable Offshore Corp. said it completed its onshore anomaly repair programme and hydrotested all segments of the pipeline system in line with applicable requirements as of May 2025.

Before resuming transpor-

tation from Las Flores Canyon to Pentland Station, the company had about 540,000 barrels of processed crude oil in storage at Las Flores Canyon. It said this volume was more than the line fill volume for the pipeline route between the two points. The company also said it is fully staffed and will continue to implement the conditions of the Emergency Special Permit previously is-

sued by the US Department of Transportation's Pipeline and Hazardous Materials Safety Administration.

Sable Offshore Corp. said it is currently producing hydrocarbons from Platform Harmony at the Santa Ynez Unit, while wells are performing as expected. The company expects full production resumption at Platform Harmony and Platform Heritage in March

2026, and at Platform Hondo in June 2026. First sales are planned by 1 April 2026 at an expected gross oil rate of 50,000 Bbls/d.

The company also said that on 13 March 2026, Sable Offshore Corp. and Pacific Pipeline Company filed a lawsuit against the California Department of Parks and Recreation in the US District Court for the Central District of California. The lawsuit seeks declaratory relief regarding their rights and their ability to fulfill obligations under the DPA order. Sable Offshore Corp. said State Parks sent a letter on 14 March 2026 contesting those rights under the order.

The company said it is pursuing financing options, including federal credit support. It also plans to refinance its Senior Secured Term Loan, deploy its commodity hedging programme, and evaluate shareholder return options after first sales begin.

[hmt-news.com](https://hmt-news.com)

## ACCIONA Deploys Beverley for WA Water Works

ACCIONA has added Beverley, described as Australia's largest registered jack-up barge, to support water infrastructure construction in Western Australia. The vessel is equipped for continuous offshore work and is currently being used for desalination project intake structure construction.

16, March 2026

ACCIONA has added Beverley to its marine fleet to support critical water infrastructure construction in Western Australia.

The jack-up barge is described by the company as the largest registered unit of its type in Australia. Measuring 59.6 m by 32 m, Beverley lifts itself above the sea surface on 78 m legs, creating an elevated offshore work platform. The vessel has a deck load capacity of 8 t/m<sup>2</sup> and is designed to provide stable working conditions with lower exposure to swell, tides and current-driven motion.

The vessel is equipped

with a 400-tonne crane, a helideck and accommodation for 50 local workers. It also has a kitchen, dining area, offices and a medical room, allowing round-the-clock offshore operations.

According to ACCIONA, the procurement and commissioning of Beverley strengthens the company's ability to carry out complex marine infrastructure work. The company said the vessel supports more effective and efficient project delivery through its in-house marine capability.

Bede Noonan, CEO for Australia and New Zealand, said Beverley will have a key role in current local works and future marine projects across

the region. He said the vessel is currently being used in the construction of the offshore intake structure for desalination projects.

Noonan also said he and Chief Operating Officer Andre named the vessel after their mother, Beverley, following the maritime tradition of naming ships after women.

The addition of Beverley reflects ACCIONA's focus on marine capability, innovation and sustainable infrastructure delivery in Australia and New Zealand.

[hmt-news.com](https://hmt-news.com)



Photo source: ACCIONA

# Vineyard Wind Finishes Installation

Vineyard Wind completed blade installation and Revolution Wind began supplying electricity, marking a major offshore wind milestone for New England after years of delays, cost pressure and legal disputes.

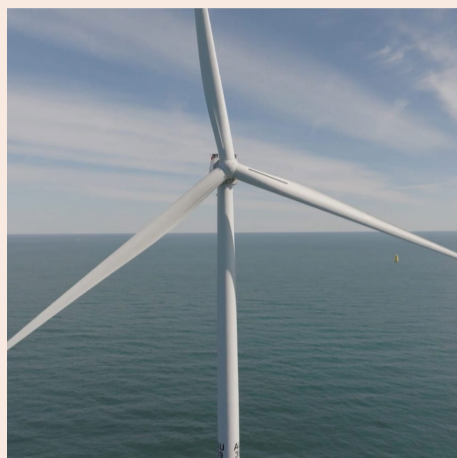


Image source: Vineyard Offshore

16, March 2026

The US offshore wind sector reached a major turning point late Friday as Vineyard Wind completed blade installation on its 62-turbine project south of Massachusetts, while Revolution Wind began sending electricity to customers in Connecticut and Rhode Island.

The two projects give New England a combined 1,500 MW of offshore wind

capacity, close to the region's 1,700 MW of installed onshore wind capacity. Once fully operational, they are expected to supply enough electricity for 750,000 homes and now stand as the largest renewable energy projects in operation east of the Mississippi River.

Their progress follows years of delays, rising development costs and legal disputes. Vineyard Wind faced a long permitting process,

then later dealt with a dockworkers' strike and a turbine blade failure. Revolution Wind and Vineyard Wind were also targeted by Trump administration orders seeking to halt construction on national security grounds, but both projects resumed after court challenges. A Friday deadline passed without an appeal in the latest ruling affecting Revolution Wind.

The milestone is significant for New England,

where natural gas still provides about half of regional electricity and winter supply pressure has remained a concern. Even so, the path for future offshore wind projects remains uncertain, with Massachusetts delaying contract decisions on other projects and Connecticut stopping new offshore wind contracting.

[hmt-news.com](https://www.hmt-news.com)

## EGAS Plans 2026 Western Mediterranean Bid Round

EGAS plans to launch a 2026 bid round for natural gas exploration areas in the Western Mediterranean while advancing new wells, production projects, household gas connections and LNG supply measures across Egypt.



17, March 2026

EGAS plans to launch a new bid round in 2026, offering natural gas exploration licences across several areas in the Western Mediterranean.

Chairman and Executive Managing Director Sayed Selim said the plan includes drilling 17 exploratory wells during the coming fiscal year and starting the first phase of the seismic survey project in the Eastern Mediterranean in the second half of the year.

The meeting also reviewed the status of the West Denis-1, Sirius and Jannat-1 exploratory wells, along with preparations to drill four additional wells during the second half of FY 2025/26.

On the production side, EGAS plans to implement six new projects and complete

three others in FY 2026/27, while adding 51 wells to the production map. During the second half of the current fiscal year, work is underway on four projects, with one more to be completed and 25 wells to be added.

Minister of Petroleum and Mineral Resources Karim Badawi said EGAS plays a central role in securing and sustaining natural gas supplies for all sectors of the state, especially power plants, industrial sectors and residential homes. He also stressed the need for early preparation for the summer season by accelerating the connection of new wells to the production map and intensifying well maintenance operations.

The meeting also covered efforts to meet domestic gas demand, secure supplies for the electricity and industrial sectors, reinforce the national gas grid and expand household gas connections. In the first half of the current fiscal year, 385,000 housing units were connected, while the target for FY 2026/27 is 800,000 units.

Under the Hayah Karima

initiative, which aims to provide gas connections to 841 of the most-needed villages, work has been completed in 675 villages and the remainder is being finalized. About 43,000 cars were also converted to use compressed natural gas during the first half of the current fiscal year, with work on the plan still continuing.

Badawi said current events in the Middle East and their impact on energy supplies have highlighted the importance of Floating Storage and Regasification Units. He described FSRUs as an urgent strategic solution for securing imported LNG needs, supporting supply stability and meeting the requirements of different sectors, especially during crises.

Established in August 2001, EGAS is one of the main state-owned entities under Egypt's Ministry of Petroleum and Mineral Resources. The company is responsible for managing Egypt's natural gas sector, with exploration and production expansion forming part of its strategy to secure domestic energy needs.

[hmt-news.com](https://www.hmt-news.com)

## Oceanica Engenharia Signs Petrobras Vessel Contracts

Oceanica Engenharia signed about \$736 million in new and renewed charter contracts with Petrobras, with vessel operations set to start in the first half of 2027 and continue through 2031 as backlog rises to about \$2.3 billion.



Photo source: Oceanica Engenharia

17, March 2026

Oceanica Engenharia has secured a new package of charter contracts with Petrobras worth about \$736 million, covering both new work and contract renewals. The agreements raise the company's order backlog to about BRL 12 billion, or about \$2.3 billion, strengthening its position in Brazil's offshore services market.

The contracts run for four years, with operations scheduled to begin in the first half of 2027 and continue through 2031, according to Oceanica Engenharia. As part of the new awards, Oceanicasub VI signed a

charter contract with Petrobras. The company said the vessel will add to its operational capability in underwater services.

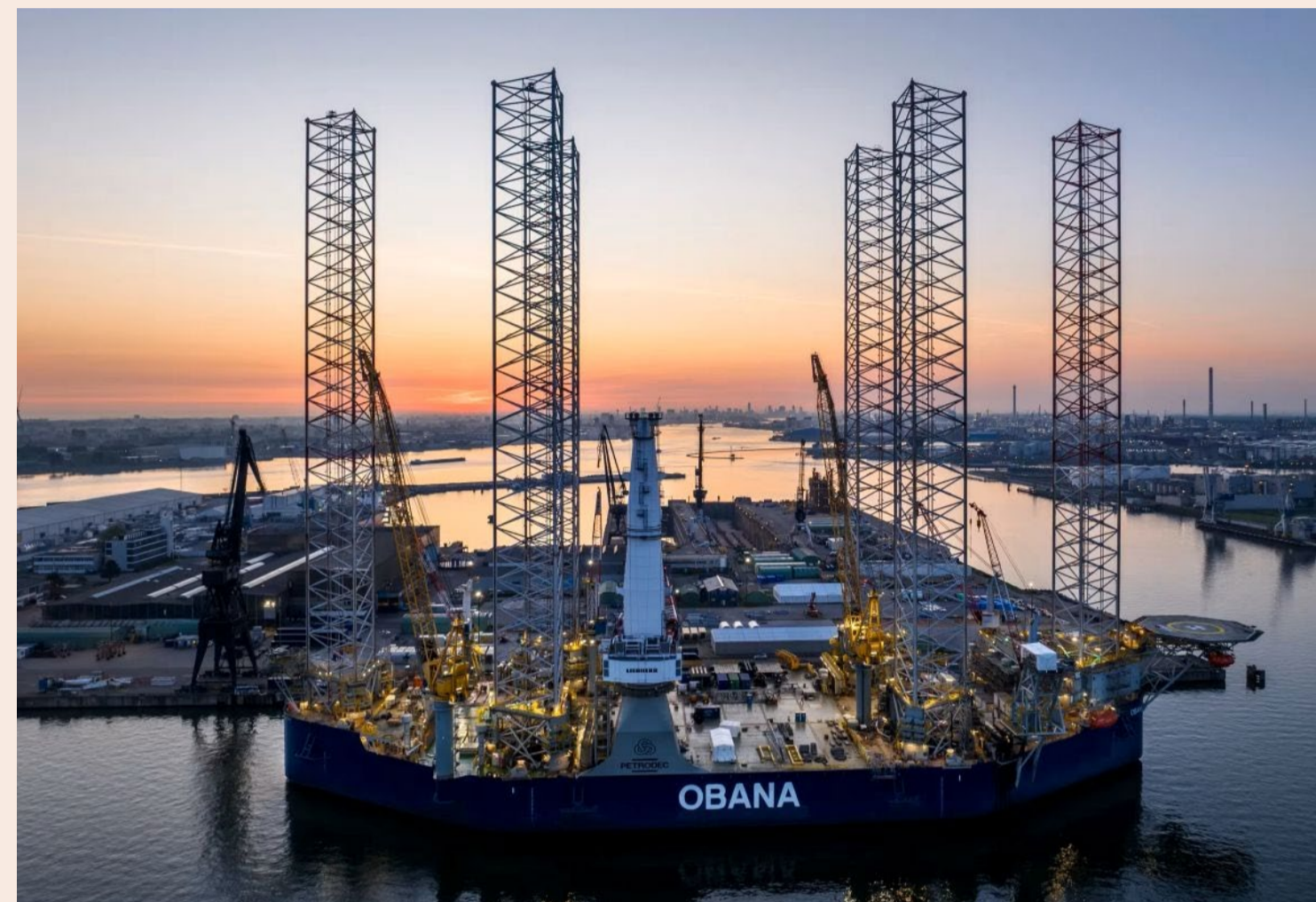
The renewed contracts cover four shallow diving support vessels, Oceanicasub IV, Oceanicasub V, Oceanicasub VII, and Oceanicasub IX. These vessels will carry out underwater services for inspection, maintenance, and intervention work, including work-class ROV deployment, electric ROV operations, and diving activities.

The ROV support vessel Oceanicasub VIII also received a contract renewal from Petrobras.

[hmt-news.com](https://www.hmt-news.com)

# Petrodec Deploys Obana for First North Sea Decommissioning Campaign

Petrodec has deployed its heavy lift jack-up vessel Obana on its first offshore assignment in the Southern North Sea, beginning platform removal work for Perenco UK at the Galahad installation before moving to the Amethyst field.



Petrodec Obana platform (Source: Damen)

17, March 2026

Petrodec has launched the first commercial offshore campaign for its heavy lift jack-up vessel Obana,

deploying the unit in the UK sector of the Southern North Sea for platform removal work contracted by Perenco UK.

The project begins at the

Galahad platform in Block 48/12a. After removing the topside and steel jacket at the site, Obana will relocate to the nearby Amethyst field to dismantle three platform

jackets identified as C1D, A2D and B1D. Structures recovered during the campaign will be transported to the Netherlands for recycling and disposal.

[hmt-news.com](https://www.hmt-news.com)

## Baltic Power Finishes Transition Piece Installation

Baltic Power has completed installation of all 76 transition pieces at its offshore wind farm, marking the end of the main works in the foundations package off Poland.



Photo source: Baltic Power

20, March 2026

All 76 transition pieces have been installed at the Baltic Power offshore wind farm, completing the main works within the foundations package. The structures will connect the foundations with 15 MW turbines.

At the same time, installation of wind turbines, as well as export and inter-array cables, is progressing around 23 km off the Polish coast.

Transition pieces connect monopile foundations with

wind turbines and offshore substations. Each bespoke unit measures about 20 m in height and weighs up to 350 tonnes.

The fabrication of the transition pieces also involved local manufacturing capacity. Factories in Żary, Niemodlin and Łęknica supplied secondary steel for the structures, using steel sourced mostly from Poland.

For this stage of the installation campaign, contractor Van Oord deployed the heavy lift vessel LONE. The ves-

Built for large-scale offshore decommissioning work, Obana is designed to operate in water depths of up to 65 m. The vessel is equipped with a 2,000 t main crane and provides approximately 3,800 sq m of deck working space.

A key engineering feature is the vessel's 12,000 t deck load capacity combined with a custom roller system. This arrangement enables large platform modules to be repositioned on deck while offshore, allowing multiple structures to be dismantled and transported during a single campaign without returning to port.

The six-legged vessel was created by combining two retired heavy-duty drilling rigs, Brage and Gabrus, with a newly fabricated midsection built in Dubai. Final integration was completed at Damen Shipyards in Rotterdam. According to the source, around 85% of the vessel's steel structure is derived from recycled material.

Following the completion of the Perenco UK campaign, Petrodec plans to deploy Obana on additional projects involving the removal of aging offshore infrastructure across the North Sea.

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sel can transport up to four transition pieces per voyage, helping improve offshore installation efficiency. It is fitted with twin cranes with a combined lifting capacity of 2,000 tonnes, allowing safe and precise handling during installation.

Using a dynamic positioning system, LONE can maintain position alongside pre-installed monopiles without anchors or jack-up systems.

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## Angola Starts Standalone Gas Production

Angola has started gas deliveries from the Quiluma field, marking the launch of its first non-associated gas development. The project, led by Azule Energy, will raise exports to 330 million scf/d by the end of 2026 and support feedgas supply to Angola LNG.

17, March 2026

Gas deliveries from the Quiluma field have started, bringing Angola's first non-associated gas development into operation. The launch was confirmed by the National Agency of Petroleum, Gas and Biofuels and Azule Energy, after gas entered the onshore plant in November 2025 and production operations began.

The project is operated by Azule Energy, a joint venture between Eni and BP, with a 37.4% stake in the New Gas Consortium. The other part-

ners are CABGOC with 31%, Sonangol E&P with 19.8%, and TotalEnergies with 11.8%. Initial gas exports are set at 150 million scf/d, with output expected to reach 330 million scf/d by the end of 2026.

The development links shallow-water offshore reserves to an onshore treatment plant in Soyo, Zaire Province. The facility can process 400 million scf/d of gas and 20,000 bbl/d of condensate. Offshore, the Quiluma platform serves as the main production hub, with a 2,500 t jacket and 2,700 t topsides.

The project is intended to

support Angola's domestic energy needs and provide feedgas to the Angola LNG plant, which supplies LNG to Europe and Asia. At plateau, production is expected to reach about 330 million cubic feet per day, equivalent to around 2.0 million tonnes of LNG a year. More than 5,000 Angolan workers were mobilized at peak construction activity, with further direct and indirect employment expected over the life of the plant.

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Quiluma platform and Valaris drilling rig (Photo: AZULE ENERGY)

## Siemens Gamesa Secures 10-Year O&M Vessel Deal

Siemens Gamesa has signed a 10-year agreement with Fred. Olsen Windcarrier for offshore wind O&M support using Bold Tern or Brave Tern. The contract starts in Q1 2028 and covers turbine platforms of up to 15 MW while extending cooperation already seen on Thor and Gennaker.



Bold Tern Jack-up vessel.

17, March 2026

From 2028, Fred. Olsen Windcarrier will deploy either Bold Tern or Brave Tern to support offshore wind operations and maintenance work for Siemens Gamesa turbines rated up to 15 MW. The agreement runs for a firm 10 years and includes additional option periods.

The new contract adds a long-term service role to vessels already working on Siemens Gamesa projects. Brave Tern is installing 72 SG 14-236 DD turbines at Denmark's 1.1 GW Thor offshore wind farm and is also booked to install 63 turbines of the same model at Germany's Gennaker project from 2028.

The deal is expected to start in the first quarter of 2028, according to Bonheur ASA, the parent company of Fred. Olsen Windcarrier. The company said the agreement was concluded on negotiated market terms and conditions.

The fleet's readiness for this work follows earlier upgrade activity. In 2020, Fred. Olsen Windcarrier launched a programme covering Brave Tern, Bold Tern and Blue Tern so the vessels could handle wind turbines of up to 15 MW. In 2023, the company also placed a further upgrade contract with Navantia for Brave Tern.

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## CCS WIND Offshore Expands Aalborg Capacity for Larger Transition Pieces

CS WIND Offshore is upgrading its Aalborg upending site with more than 1,000 crane mats, extended crane tracks and added positions, lifting Transition Piece capacity by nearly 25%.



Photo source: CS WIND Offshore

17, March 2026

CS WIND Offshore is carrying out capacity upgrades at its upending site in Aalborg to support the handling and outfitting of larger Transition Pieces.

The work includes the installation of more than 1,000 new crane mats and an extension of the crane tracks. These upgrades will allow the site to up-

end and outfit more Transition Pieces at the same time.

A new rainwater drainage system is also being introduced to support site operations, while enhanced site levelling is expected to improve safety and efficiency for teams working at the facility.

In addition, new foundation plates are being installed to accommodate larger Transition Pieces, in line with client re-

quirements and evolving market demand for foundations with increased dimensions.

The expansion also creates additional positions for Transition Pieces, resulting in a nearly 25% increase in capacity at the Aalborg site.

The upgrade work is being carried out in collaboration with Munck Havne & Anlæg a/s.

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## Marco Polo Marine Secures 15-Year Taiwan Emergency Charter

Marco Polo Marine has secured a 15-year charter in Taiwan through PKR Offshore to provide emergency towing and salvage services in territorial waters and offshore wind farm areas from Q2 2026.



Photo source: Marco Polo Marine

18, March 2026

An indirect subsidiary of Marco Polo Marine has been awarded a 15-year

charter contract by Taiwan's Marine Port Bureau under the Offshore Wind Farm Emergency Towing and Salvage Services Procurement Proj-

ect.

The contract was awarded to PKR Offshore for the charter of one emergency tugboat or salvage vessel. The vessel will support Taiwan's maritime emergency response framework across the contract period.

Under the agreement, PKR Offshore will provide dedicated emergency towing and salvage services in Taiwan's territorial waters and nearby offshore wind farm areas. The vessel will be required to operate in harsh weather conditions and maintain a high level of readiness to respond to incidents involving disabled, grounded or drifting vessels.

The award broadens Marco Polo Marine's fleet portfolio beyond its existing crew transfer vessel and construction service operation vessel activities into the emergency response and salvage segment.

The contract value stands at NT\$2.95 billion, or \$92.5 million. The company said the value is expected to be recognised evenly over the 15-year charter period.

Operations are expected to begin in the second quarter of 2026. The contract is also the group's first long-term government charter in Taiwan.

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## Noble Corporation Secures bp Drilling Contract in Trinidad and Tobago



17, March 2026

Noble Corporation has secured a drilling contract from bp for work offshore Trinidad and Tobago, with the semi-submersible rig Noble Developer assigned to a three-well campaign.

The award was disclosed in Noble Corporation's 2025 full-year results. The programme is scheduled to start in the first quarter of 2027 and is expected to run for about 240 days at a day rate of \$375,000. The contract also includes options for up to three additional wells.

bp operates 12 offshore platforms and two subsea installations in Trinidad and Tobago, where it is one of the country's main hydrocarbon producers.

Westwood Global Energy Group said the global committed jackup fleet decreased by four units to 384, while marketed committed utilisation stood at 88%.

[hmt-news.com](https://www.hmt-news.com)

## Grannos Arrives in Eemshaven After Rotterdam Departure

19, March 2026

The jack-up production platform Grannos arrived at the port of Eemshaven on 18 March 2026, completing its move from Rotterdam.

The unit had departed the Prinses Alexiahaven at Maasvlakte 2 on 15 March 2026 after an ex-

tended lay-up period in Rotterdam. In Eemshaven, the port call was handled under the agency of Wagenborg.

Port and terminal operations for the arrival were managed with tug support from Waterlines, Waterland and Waterstroom. The platform is a jack-up production unit, a type

of offshore installation equipped with legs that can lift the hull above the water during operations.

The arrival marks the end of the platform's transfer from Rotterdam to Eemshaven. No further details on its next assignment have been announced.

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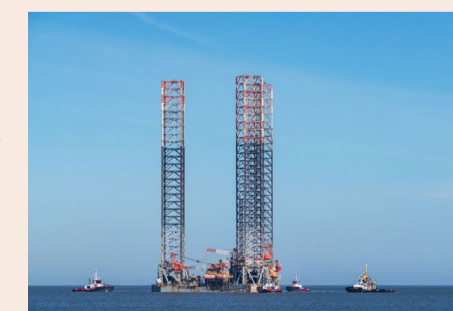


Photo source: Wagenborg

## ConocoPhillips Marks 30 Years at Heidrun

Heidrun marked 30 years of production in October after producing more than 1.5 billion barrels of oil and gas, with output still averaging 60,000 to 65,000 barrels per day and further development under review.



Source: Equinor

18, March 2026

The Heidrun oil and gas field off mid-Norway marked 30 years of production in October after delivering more than 1.5 billion barrels of oil and gas, compared with an original estimate of 750 million

barrels.

Current production averages about 60,000 to 65,000 barrels per day, and operations are expected to continue for decades. Further area development is also being evaluated to support long-term output.

Conoco discovered the field in 1985 and brought it on stream in 1995. At startup, Statoil, now Equinor, took over operatorship, while ConocoPhillips continued as a partner. The company currently holds a 24% interest in the field.

At peak production, Heidrun produced nearly 250,000 barrels per day. The field also recorded output of 270,854 barrels on 24 December 1996.

Thomas Eide Maeland, Joint Venture Asset Manager POA and ConocoPhillips' rep-

representative in the licence, said work is continuing to maintain production at the highest possible level. He also said there are still oil and gas volumes in the area that can be produced.

Recent upgrades have included a new gas processing module installed in 2023, which improved efficiency and sustainability. The Heidrun platform is also described as a solid, high-quality installation with the capacity to handle both current and future production in the area.

David Hendicott, General Manager, Non-Operated & Strategic, Europe, said ConocoPhillips had contributed to technology development and value creation at Heidrun.

The field has also been a major contributor to Norway's economy. About 80% of its value has returned to the state through taxes and ownership, supporting public services and the pension fund. The field has also created thousands of jobs and continues to focus on energy-efficient production.

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## Equinor and Partners Report Barents Sea Oil Discovery

Equinor and its partners have reported an oil discovery at the Polynya Tubåen prospect in the Barents Sea, with estimated recoverable resources of 14 to 24 million barrels and a possible tie-back to the Johan Castberg field under review.

18, March 2026

Equinor and its licence partners have made an oil discovery in the Polynya Tubåen prospect in the Barents Sea, with preliminary estimates putting recoverable resources at 2.3 to 3.8 million standard cubic metres of oil equivalent, or 14 to 24 million barrels.

The licence group will assess a possible tie-back to the Johan Castberg field as it reviews the discovery's development options.

The discovery was made by wildcat well 7220/7-5 in production licence 532. The well was drilled about 16 km southwest of discovery well 7220/8-1 on the Johan Cast-



COSLProspector drilling rig (Photo source: Cosl)

berg field and around 210 km northwest of Hammerfest.

The well's objective was to prove petroleum in Lower Jurassic reservoir rocks in the

Tubåen Formation. It encountered a 26 m gas column and a 26 m oil column in a total of 39 m of reservoir rocks with good to very good reservoir

quality.

The Tubåen Formation measured 125 m in total in the well. The gas/oil contact was encountered at 972 m below

sea level, and the oil/water contact was recorded at 998 m below sea level.

The well was drilled by the COSLProspector rig to a vertical depth of 1,119 m below sea level and was terminated in the Fruholmen Formation in the Upper Triassic. Water depth at the site is 361 m. The well was not formation tested, but extensive data acquisition and sampling were conducted. It will now be permanently plugged and abandoned.

This was the 17th exploration well in production licence 532, which was awarded in the 20th licensing round in 2009. The licensees are Equinor as operator, Vår Energi and Pectoro.

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## PRIO Gets 14-Well Frade Drilling Approval

PRIO has secured approval to drill up to 14 new wells at the Frade field in Brazil's Campos basin, following a licence amendment from Ibama and recent progress tied to the Wahoo project.

18, March 2026

PRIO has obtained approval to drill up to 14 new wells at the Frade field in Brazil's Campos basin after Ibama amended the field's drilling licence.

The amendment was issued by the Brazilian Institute of the Environment and Renewable Natural Resources, authorising the company to move ahead with the new drilling campaign at Frade.

The approval follows another recent regulatory step for PRIO. Ibama had already granted an operating licence for the installation of the Wahoo field production development system and for the interconnection of wells to

the FPSO Valente, formerly known as Frade.

For the Wahoo project, the company's plan included four producing wells and two injector wells. PRIO had targeted first oil between March and April 2026. The drilling permit for that six-well campaign was received last year, when the Hunter Queen rig started moving to the site.

The Frade and Wahoo developments are part of PRIO's plan to create a production cluster through a tie-back between the two fields. A development plan for that arrangement was submitted to the National Petroleum Agency, Natural Gas and Biofuels (ANP) in December 2021.

The company had also



Frade FPSO (Source: airswift)

previously confirmed receipt of an operating licence to drill wells on the Frade field in April

2022. That approval enabled the Norbe VI rig to begin the Frade revitalisation campaign

and the Wahoo field development. [hmt-news.com](https://www.hmt-news.com)

## Petrobras Reports New Gas Find Offshore Colombia

Petrobras has confirmed a new gas discovery at the Copoazu-1 well offshore Colombia, where gas-bearing intervals were identified in both the main target and an additional objective, strengthening the exploration case for Block GUA-OFF-0.



Noble Discoverer (Source: Noble Corporation)

19, March 2026

Petrobras has confirmed a new gas discovery at the Copoazu-1 exploratory well in deepwater

offshore Colombia, adding to the gas potential identified in the country's offshore area and increasing volumes that

could support regional energy security.

The company said gas-bearing intervals were identified not only in the main target but also in an additional objective. Electric logs and fluid sampling confirmed the presence of gas, giving the result added importance within the exploration campaign in Block GUA-OFF-0.

Copoazu-1 is located about 36 km off the Colombian coast in a water depth of 964 m. The well is also 8 km from the Sirius-1 discovery and Sirius-2 appraisal wells, a position Petrobras said reinforces its relevance in the block's broader exploration context.

The well was spud on 11 November 2025. Petrobras said drilling is progressing safely, with attention to the environment and people involved in the operation.

The company added that the gas-bearing intervals will be examined further through laboratory analysis. According to Petrobras, its work in Block GUA-OFF-0 is aligned

with a long-term strategy to replenish oil and gas reserves through exploration in new frontiers and through partnerships with other companies.

Petrobras said this approach is intended to support global energy demand during the energy transition. Through Petrobras International Braspetro B.V. - Colombia Branch, the company operates the consortium with a 44.44% interest, while Ecopetrol holds 55.56%.

The offshore drilling campaign is being carried out with the semi-submersible rig Noble Discoverer. Petrobras first hired the unit in December 2023 for offshore drilling services in Colombia and extended the contract by 390 days in April 2025.

Built in 2009, Noble Discoverer is a sixth-generation semi-submersible drilling rig capable of operating in water depths of up to 3.1 km and drilling to a maximum depth of 12.2 km.

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## ExxonMobil Continues Uaru Drilling Offshore Guyana

ExxonMobil Guyana Limited is continuing development drilling at the Uaru Project's UA\_4P04 drill center offshore Guyana, with the MODU Noble Tom Madden scheduled to remain on location until 30 April 2026.



Noble Tom Madden (Source: Noble Corporation)

19, March 2026

ExxonMobil Guyana Limited is continuing development drilling at the Uaru Project's UA\_4P04 drill center in the Stabroek Block offshore Guyana, according to a notice from the Maritime Administration Department.

The campaign began on 12 March 2026 within Guyana's Exclusive Economic Zone. MARAD said the MODU Noble Tom Madden is carrying out the work, with drilling set to continue until 30 April 2026. The drill center is located

about 98.4 nautical miles, or 182.2 km, offshore and covers roughly 0.29 square nautical miles, equal to 1 sq km.

MARAD said vessels involved in the operation will display the international signal for ships engaged in such activities. The authority also instructed mariners to keep clear of the vessels and use extreme caution when navigating nearby.

The Uaru development is valued at \$12.7 billion and targets more than 800 million barrels of recoverable oil. The project is planned with

up to 10 drill centers and 44 wells, with peak production designed to reach 250,000 barrels per day.

For the field's production phase, MODEC is building the Errea Wittu floating production, storage and offloading vessel, which will process and store output from the development.

In the Stabroek Block, ExxonMobil holds a 45% operating interest. Hess owns 30%, while CNOOC holds the remaining 25%.

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## bp Wins Kaskida Approval

bp has secured US Department of the Interior approval for its \$5 billion Kaskida project in the deepwater US Gulf of Mexico, with first oil targeted in 2029 and a standardized platform design planned for future regional developments.



Illustration of Kaskida's semisubmersible production unit, designed for up to 80,000 BOPD. Source: Exmar

19, March 2026

bp has received US Department of the Interior approval to proceed with the \$5 billion Kaskida development in the deepwater US Gulf of Mexico, allowing the company to move ahead with one of its key Paleogene projects after a year-long review of the field development plan.

The first stage will use a semisubmersible floating production platform with a nameplate capacity of 80,000 BOPD from six wells. First oil is expected in 2029, and the initial phase is estimated to recover about 275 million barrels of oil equivalent.

Kaskida is in the Keathley

Canyon area, about 250 miles southwest of New Orleans. The field is part of the wider Paleogene play, where bp sees broader potential across nearby discoveries, including Tiber. The company believes the area could ultimately unlock as much as 10 billion barrels of discovered resources in place.

The field was discovered in 2006, but development depended on progress in high-pressure drilling technology suited to Paleogene reservoirs. Kaskida will require well equipment rated for pressures of up to 20,000 pounds per square inch, marking a further step in deepwater drilling capability.

For the project, bp plans to use a simplified, standardized platform design that can be repeated on future Gulf developments. The company said this approach is intended to lower construction costs, improve safety and shorten development schedules in the region.

Gordon Birrell, Executive Vice President of Production and Operations at bp, said the industry-led design solution would make Kaskida easier to build and operate, while supporting safer operations and stronger project value.

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## Rosebank Drilling Nears Start

Equinor is preparing to start drilling at Rosebank as Deepsea Atlantic nears mobilization for a major West of Shetland oil and gas development.



Deepsea Atlantic (Source: Equinor)

19, March 2026

Equinor is preparing to start drilling at the Rosebank field west of Shetland, with Odfjell Drilling's Deepsea Atlantic expected to mobilize around 18 March, according to a public offshore activity notice and industry sources.

The campaign is the next major stage for Rosebank, one of the largest undeveloped oil and gas projects on the UK Continental Shelf.

The field is located about 130 km northwest of the Shetland Islands in the Faroe-Shetland Channel, in water depths of about 1,100 m. The first phase of development includes four production wells, three water-injection wells and two plug-and-abandonment wells. Additional wells may be drilled later, depending on early results.

Produced hydrocarbons will move through new subsea flowlines to the redeployed

and refurbished Petrojarl Knarr FPSO for processing. Gas will be exported through a new pipeline tied into the West of Shetland Pipeline System, while oil will be offloaded to shuttle tankers.

Subsea installation work started in 2024. First drilling is planned for March 2026, with first oil targeted for 4Q 2026, although reports have indicated this could shift to late 2026 or early 2027.

Rosebank is being advanced under an existing licensed North Sea portfolio rather than a new exploration licence. That status has allowed the project to continue under current UK policy despite the government's broader opposition to new oil and gas licences. Once production starts, Rosebank is expected to operate for about 25 years. Equinor is the operator on behalf of Equinor UK Ltd. and Ithaca SP E&P Ltd.

[hmt-news.com](#)

## Worley Takes Aphrodite FEED Contract

Worley has been selected by Chevron Cyprus Limited to provide FEED and procurement services for the Aphrodite Field Development Project offshore Cyprus, covering subsea systems, a floating production unit, an export gas pipeline and onshore receiving facilities.

19, March 2026

Worley has been selected by Chevron Cyprus Limited, a subsidiary of Chevron Corporation, to deliver front-end engineering design and procurement services for the Aphrodite Field

Development Project offshore Cyprus in the Eastern Mediterranean.

The scope covers FEED engineering across the Aphrodite field development, including part of the subsea systems, the floating production unit, the export gas pipe-

line and the onshore receiving facilities. Worley will also provide procurement services for Chevron Cyprus in relation to equipment purchases for the floating production unit and the onshore facilities.

The contract follows Worley's earlier pre-FEED work on

the project. The company said it will execute the assignment through its Global Integrated Delivery model, using expertise from teams in five countries.

Chris Ashton, chief executive officer of Worley, said the company was pleased

to continue its long-standing relationship with Chevron and to support progress on the project with its gas development expertise and integrated delivery model.

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## Boskalis Restarts UXO Work for MOG2 Route

Boskalis has resumed UXO identification and clearance off Zeebrugge for the MOG2 project, using Manu-Pekka and a support vessel to prepare the 55 km cable route linked to Princess Elisabeth Island.

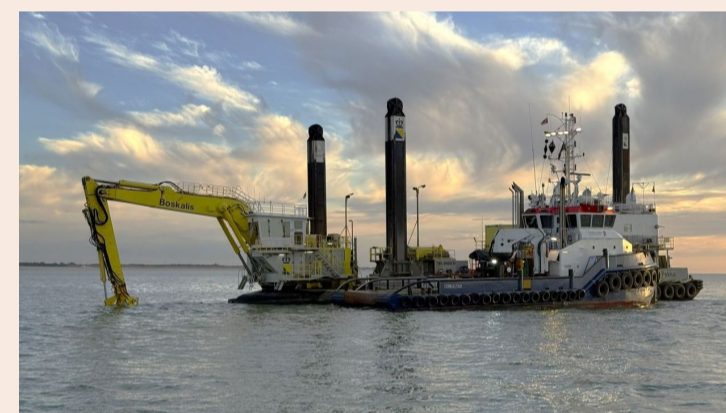


Photo source: Boskalis

18, March 2026

Boskalis has resumed identification and clearance work for unexploded ordnance off the coast of Zeebrugge, Belgium, after completing a first campaign season.

The work supports the safe installation of submarine cables for the Modular Offshore Grid 2 project, which will con-

nect Princess Elisabeth Island. Boskalis said the campaign is being carried out with the multirole vessel Manu-Pekka and a dedicated UXO offshore support vessel.

In the coming months, the company will investigate hundreds of additional seabed targets near the coast and farther offshore along the 55 km cable route. The operations form part of preparations for

cable installation linked to the MOG2 project.

Boskalis said the resumed campaign continues its work on a renewable energy project associated with the development of what it described as the world's first artificial energy island.

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## Woodside Names Liz Westcott CEO

Woodside Energy has appointed Liz Westcott as Chief Executive Officer and Managing Director after she served as Acting CEO since December 2025. The appointment follows a recruitment process covering internal and external candidates.



Liz Westcott, Woodside Energy's new chief executive. (Photo source: WOODSIDE ENERGY)

18, March 2026

Woodside Energy has appointed Elizabeth (Liz) Westcott as Chief Executive Officer and Managing Director after she served as Acting CEO since the departure of Meg O'Neill in December 2025.

Westcott has more than 30 years of experience in the global energy industry. Since joining Woodside Energy in June 2023, she has led the company's Australian operations as Executive Vice President and Chief Operating Officer Australia. Her responsibilities included the Scarborough

Energy Project and the Bass Strait operator transition.

Before joining Woodside Energy, Westcott was Chief Operating Officer at EnergyAustralia. She previously spent 25 years at ExxonMobil, working in Australia, the United Kingdom and Italy.

Through those roles, Westcott developed experience in strategic planning, commercial and business development, operations, project execution, government and regulatory engagement, sustainability and stakeholder relationships.

Woodside Energy Chair Richard Goyder said the ap-

pointment followed a comprehensive recruitment process involving internal and external candidates. He said the decision reflected the depth of executive talent at Woodside Energy and succession planning overseen by the Board.

Goyder said Westcott's record in strategic leadership and disciplined delivery set her apart in the process. He added that her industry experience and strategic vision would support Woodside Energy at a significant point in its development as the company works to meet growing global energy demand and deliver long-term shareholder value.

Westcott said she was honoured to lead Woodside Energy. She said her focus as CEO is on sustainable value creation for shareholders, operational excellence and disciplined execution of growth projects. She also said she looks forward to working with the Board and the leadership team to continue building a leading global energy company with a consistent focus on sustainability and high performance.

[hmt-news.com](#)

## SLB OneSubsea Secures Kaiping 18-1 EPC Award

SLB OneSubsea has won a 20-well EPC contract from CNOOC for the Kaiping 18-1 deepwater project in the South China Sea, covering integrated subsea production systems, installation support and commissioning services.

18, March 2026

SLB announced on 17 March 2026 that SLB OneSubsea had been awarded a multi-well engineering, production and construction contract by CNOOC for the Kaiping 18-1 deepwater development in the South China Sea.

The contract covers 20 wells and includes the delivery of integrated subsea production systems for the field. The scope includes dual electric submersible pump, gas lift and gas injection horizontal trees, along with manifolds, connectors and control systems. SLB

OneSubsea will also provide installation and commissioning support.

The award marks continued use of the company's standardized subsea systems on complex multi-well developments. SLB OneSubsea said its standardized and simplified subsea architecture is intended to reduce system complexity, improve operating efficiency and support future field expansion.

The company also said its integrated delivery model helps shorten installation schedules and reduce offshore vessel requirements. Project execution will involve

regional partners to support in-country manufacturing and supply-chain capability, with the aim of supporting efficient delivery and continuity for future subsea developments.

Mads Hjelmeland, chief executive officer of SLB OneSubsea, said the contract reflected continued adoption of the company's standardized subsea systems and the efficiency gains they can bring to complex multi-well projects. He said the use of proven designs and close cooperation with regional partners would help streamline execution and support delivery for CNOOC.

[hmt-news.com](https://www.hmt-news.com)



Image source: OneSubsea

## Baker Hughes and Petrobras Sign 60-Month Turbine Service Deal

Baker Hughes won a 60-month agreement from Petrobras to maintain, repair and support up to 64 gas turbines used across Brazil's offshore FPSOs and the Replan refinery.



Photo source: Baker Hughes

19, March 2026

Baker Hughes has secured a 60-month

service agreement from Petrobras covering critical turbomachinery used in Brazil's offshore production system

and at a major refinery.

The contract, signed in Rio de Janeiro in February 2026 after an open tender, covers maintenance, repair and engineering advisory services for up to 64 aeroderivative gas turbines. The equipment is installed at sites considered important to production continuity, including about 19 FPSOs operating offshore Brazil and the Replan refinery in Paulinia, São Paulo.

The offshore units include Baker Hughes LM2500 and LM6000 turbines. Under the

agreement, the company will provide lifecycle support aimed at maintaining equipment performance and reliability across the covered assets.

The work started in February 2026 and is being carried out through the Baker Hughes Service Center in Petrópolis, Rio de Janeiro. The facility was established in 2010 to support Petrobras and provides services including disassembly and assembly.

Baker Hughes also plans to expand the center's capaci-

ty and technical capabilities with the addition of advanced grinding resources.

The company said the expansion is intended to improve service reliability while supporting Brazil's local supply chain and employment base. The agreement also reflects Baker Hughes' alignment with Brazil's local content requirements and its focus on operational reliability in the country's energy sector.

[hmt-news.com](https://www.hmt-news.com)

## Seadrill Extends Angola Work for Sonangol Quenguela

Seadrill said Sonadrill has secured a contract extension for Sonangol Quenguela in Angola after a seven-well priced option was exercised, adding about 480 days through June 2028.

17, March 2026

Seadrill said its 50:50 joint venture Sonadrill has received a contract extension

for the ultra-deepwater drillship Sonangol Quenguela in Angola.

The extension follows the exercise of a priced option

covering seven wells. The award adds about 480 days of work and keeps the rig committed through June 2028.

Seadrill said it earns a

management fee for providing management, operational and technical support to Sonadrill.

[hmt-news.com](https://www.hmt-news.com)



## TotalEnergies Faces US Wind Lease Exit

The US is preparing to reimburse TotalEnergies more than \$928 million as it moves to cancel the Attentive Energy and Carolina Long Bay offshore wind leases.

18, March 2026

A proposed US settlement could bring TotalEnergies' East Coast offshore wind plans to an end, with Washington preparing to reimburse the company more than \$928 million for two federal leases marked for withdrawal.

The reported plan would see the Interior Department

cancel the Attentive Energy lease in the New York Bight and the Carolina Long Bay lease off North Carolina. The Justice Department would then compensate TotalEnergies, largely covering the amounts paid for the two awards during the Biden administration.

If carried out, the deal would shut down both developments and remove To-

talEnergies from the US East Coast offshore wind portfolio. It would also deepen the federal policy shift already seen in earlier steps intended to slow or roll back offshore wind leasing.

Reports said TotalEnergies could reject the offer. Even so, the Trump administration could still terminate the leases, a move that may lead to litigation. In that case, the

projects would still face a difficult path because they would depend on approvals from an administration opposed to wind farm expansion.

In return for the reimbursement, TotalEnergies would reportedly accelerate natural gas infrastructure investment in Texas. The company secured the Attentive Energy lease in 2022 for \$795 million, while Carolina Long Bay was

awarded in May 2022 for \$160 million.

The French energy group had already paused both projects after Donald Trump's 2024 election win, saying it would prioritise other markets before deciding whether to return to the US.

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## UK Confirms July 2026 Start for AR8 CfD Round

The UK government will open Allocation Round 8 in July 2026 after awarding 8.4 GW of offshore wind in AR7, while RenewableUK says up to 18 offshore wind farms could compete in the next CfD round.



Source: Shutterstock / 2497751033

18, March 2026

The UK government has set July 2026 as the opening date for Allocation Round 8 under the Contracts for Difference scheme, following the record offshore wind outcome secured in the previous round.

In January 2026, the government said Allocation Round 7 had secured 8.4 GW of offshore wind capacity, the largest amount awarded in a UK CfD auction to date.

RenewableUK said the

earlier timing for the next auction was a positive step. The industry body said AR8 could reinforce the UK's energy security by speeding up domestic renewable electricity generation.

It added that recent global events had again highlighted the UK's exposure to disruption in international fossil fuel markets, and said expanding electricity generation at home through wind and solar could help reduce that risk while supporting more stable power prices.

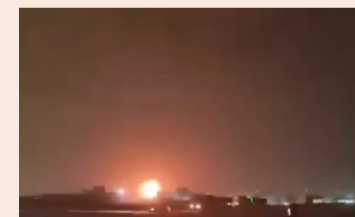
According to RenewableUK, as many as 18 offshore wind farms could compete for contracts in the upcoming round. New onshore wind and solar projects could also take part.

The organisation also said strong competition between projects is important to secure value for billpayers. It added that developers need clear action on grid connection dates, charges and delivery timelines so they can enter the round with greater certainty.

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## Ras Laffan Strike Causes Extensive Damage

A missile strike on Ras Laffan Industrial City caused extensive damage, with QatarEnergy confirming fires at one of Qatar's key gas processing and LNG export hubs.



19, March 2026

A missile attack on Ras Laffan Industrial City on Wednesday evening caused extensive damage, with QatarEnergy saying emergency response teams

were deployed immediately to contain the resulting fires.

The company said all personnel had been accounted for and that no casualties had been reported at the time of its statement. Qatari authorities also said the fire in the Ras Laffan area had been brought under preliminary control, with no injuries reported.

Qatar's Ministry of Foreign Affairs condemned the attack, saying the strike caused fires

and significant damage at the facility. It described the incident as a dangerous escalation, a violation of state sovereignty, and a direct threat to national security and regional stability.

Ras Laffan Industrial City, about an hour by road north of Doha, serves as the onshore base for processing gas and other hydrocarbons produced offshore from the North Field. Ras Laffan Port is also a major LNG export hub, with facili-

ties for other liquid petroleum products, sulphur exports, dry cargo imports and an offshore supply vessel base.

Qatar said it had repeatedly called for the protection of civilian and energy facilities across the region, including in Iran, to support regional stability and international peace. The foreign ministry said those calls had not been heeded and accused Iran of continuing its escalation, drawing states not party to the

crisis into the conflict zone.

The ministry also said Qatar viewed the attack as a breach of UN Security Council Resolution 2817 and called on the council to take action. It added that Qatar reserved the right to respond and would take all necessary measures to protect its sovereignty, security, and the safety of its citizens and residents.

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## HD Hyundai Moves Ahead With India Yard Plan



HD Korea Shipbuilding & Offshore Engineering is advancing a \$4.0 billion shipyard project in Thoothukudi, India, with planned annual capacity of 3.5 million to 4.0 million tonnes. The yard is being developed separately from the Cochin Shipyard block facility and is expected to serve as an anchor site within a wider cluster.

Illustration, HD Hyundai advances Thoothukudi project

17, March 2026

HD Korea Shipbuilding & Offshore Engineering is moving ahead with a shipyard project in Thoothukudi, Tamil Nadu, with a planned annual capacity of 3.5 million to 4.0 million tonnes and total investment of \$4.0 billion.

The scale is close to the 4.0 million to 4.5 million tonnes of combined production capacity that the Indian government plans to secure through three to four shipbuilding clusters.

India has set targets of entering the global top 10 in ship

ownership and shipbuilding by 2030 and reaching the top 5 by 2047. To support that goal, the country plans to expand ship ownership sevenfold to 100 million tonnes by 2047 and increase shipbuilding production fortyfold to 4.5 million tonnes by 2037.

According to local Indian media on 16 March, HD Hyundai signed a memorandum of understanding with the Tamil Nadu government in December last year. A technical team of 15 to 20 people is currently on site coordinating design and construction plans.

The Thoothukudi project is separate from the block manufacturing facility at Cochin Shipyard in Kochi. HD Hyundai is pursuing the project independently, while discussions are underway on partial equity participation by the Maritime Development Fund.

The investment structure calls for the Tamil Nadu state government to hold 10-12% equity in return for land and infrastructure support. The Maritime Development Fund is set to hold 20-25%, while HD Hyundai will retain the majority of the remaining stake.

Under India's shipbuilding development plan, the central government will provide infrastructure cost support of 10-12% and production-linked incentives of 15-25%. That would result in an expected subsidy effect equal to 45-47% of the total project cost.

HD Hyundai plans to position the Thoothukudi yard as an anchor shipyard to attract suppliers and partner companies into a cluster covering about 3,000 acres. The Tamil Nadu government is also reported to be in separate talks with POSCO on a support

package for a steel plant.

The group also plans to establish a marine crane manufacturing facility within the cluster. Thoothukudi is described as having location characteristics similar to Ulsan, where HD Hyundai's main shipyards are located, including low salinity, reduced exposure to typhoons and other natural disasters because Sri Lanka acts as a natural shield, and an industry-friendly policy environment.

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## HD Hyundai Says India Yard Plan Not Confirmed

HD Hyundai said reports of a KRW 3trn (\$4bn) investment in a new shipyard in India's Tamil Nadu state were not confirmed, according to a Korea Exchange filing.

18, March 2026

HD Hyundai, South Korea's biggest shipbuilder, said reports about a KRW 3 trillion (\$4bn) invest-

ment in a new shipyard in India have not been confirmed.

The company made the statement in a regulatory filing to the Korea Exchange on Wednesday after several

media outlets reported that HD Hyundai would build a shipyard in Thoothukudi in the southern Indian state of Tamil Nadu.

In the filing, HD Hyundai

said those reports were being addressed, while stating that the investment plan remained unconfirmed.

The reports had said the company was preparing to

develop a new shipbuilding facility in Tamil Nadu with a total investment of KRW 3 trillion (\$4bn).

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## HD Hyundai Heavy Agrees Gunsan Yard Sale

HD Hyundai Heavy Industries has agreed to sell the Gunsan shipyard, with the final price to be decided after due diligence and further negotiations among the parties.



HD Hyundai Heavy Industries' shipyard in Gunsan, South Korea

HD Hyundai Heavy Industries has agreed to sell its Gunsan shipyard under a memorandum of agreement covering the site's land, facilities and equipment.

The corporate filing said the transaction is being conducted with EcoPrime Marine Pacific, which will become the main shareholder of HJ Heavy. The final sale price will be set after due diligence and further negotiations among the parties.

For HJ Shipbuilding & Construction, the deal marks a

significant expansion beyond its main yard in Yeongdo, Busan, where dock length has limited the size of vessels it can build. The company recently won its first order for 10,000 TEU container ships.

The Gunsan yard was built in 2010 and covers about 1.8 million square metres in the Gunsan National Industrial Complex. Operations were suspended in 2017 and partially restarted in 2022.

The facility is now used mainly for block production, with an annual output of about

100,000 tonnes. Reports said HD Hyundai Heavy Industries will continue to use the yard for block manufacturing for about three years after the sale. The company also plans to provide design services and technical support to HJ Shipbuilding & Construction for operating the site.

The yard has a 700 m dock, a 1,650 t Goliath crane and about 1,400 m of quay wall. It can build about 12 capsize bulk carriers a year.

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## Damen to Build Three Patrol Cutters for Dutch Caribbean



Image source: DAMEN

16, March 2026

Damen Shipyards Group has signed a contract with the Dutch Ministry of Defence to build three Stan Patrol 5009 cutters for the Dutch Caribbean Coast Guard.

The new vessels will replace the current Jaguar, Panther and Poema cutters. Those vessels are based on the Damen Stan Patrol 4100 design and have been in service for more than 25 years, but are nearing the end of their operational life.

According to Damen Ship-

yards Group, the new cutters are larger than the vessels they will replace and are designed for the sea conditions of the Caribbean. The company said the vessels will provide better crew comfort and extended mission capability.

The cutters will be fitted with modern sensors, including an advanced surveillance radar and an electro-optical sensor. These systems are intended to support surveillance operations during day and night, and in all weather conditions.

Alongside the three cutters, Damen Shipyards Group will

also deliver four Fast Interceptor 1102 boats. One boat will be assigned to each vessel, while the additional unit will be used for training and maintenance rotation.

The interceptor boats are designed to intercept fast smuggling vessels and support law enforcement operations across the region.

The new cutters are expected to be operational by early 2029. They are intended for maritime surveillance, border control, search and rescue, and anti-smuggling operations in the Caribbean.

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## UK High Court Rejects Appeal in Yangzijiang Shipbuilding Case

The UK High Court dismissed an appeal in a US\$832.2 million case against three wholly owned subsidiaries of Yangzijiang Shipbuilding and also refused the claimants permission to appeal further, according to a company filing.



Yangzijiang Shipbuilding

17, March 2026

The United Kingdom's High Court has dismissed an appeal in a case seeking US\$832.2 million from three wholly owned subsidiaries of Yangzijiang Shipbuilding. The court also refused the claimants' application for permission to appeal further.

In a company filing on Monday, Yangzijiang Shipbuilding said certain entities had originally brought the case in 2022 against Jiangsu Tianchen Marine Import & Export, Jiangsu Yangzi Xinfu Shipbuilding, and Jiangsu New Yangzi Shipbuilding.

The dispute involved an alleged breach of contract linked to 10 shipbuilding agreements with a combined value of about US\$900 million. The claim covered US\$832.2 million for alleged loss of bargain and loss of profits.

In March 2025, the group said a London arbitration tribunal did not uphold the claims against the three subsidiaries.

In June 2025, the group said the High Court had granted the claimants leave to appeal, although the timing of the later appeal was not disclosed.

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## Hanwha Ocean Establishes Offshore Units in Korea and Singapore

Hanwha Ocean has established new subsidiaries in South Korea and Singapore to support offshore plant projects, WTIV operations and expansion in the domestic offshore wind market.



Photo source: Hanwha Ocean

17, March 2026

**H**anwha Ocean has established new subsidiaries

in South Korea and Singapore to support its offshore business.

According to industry

sources on 16 March, the company decided at a board meeting late last year to establish a new Singapore

subsidiary for its Offshore Business Unit and a domestic subsidiary for Wind Turbine Installation Vessel operations. Both entities have recently completed their establishment.

A company official said the domestic WTIV operating subsidiary is intended to secure an early position in South Korea's offshore wind market, while the Singapore subsidiary will serve as an execution-focused organization for global projects.

Hanwha Ocean's offshore business covers offshore facilities, including FPSOs and WTIVs. In November last year, the company absorbed its Energy & Infrastructure division, which handled onshore plants and wind farms, and reorganized the business into the Energy Plant Unit.

A key part of the company's offshore structure is Hanwha Offshore Singapore, formerly Dyna-Mac Holdings, an offshore plant topside structure specialist acquired in 2024. Under a multi-yard

strategy, hulls are produced at the Geoje shipyard and topside structures are manufactured in Singapore for final assembly.

In the domestic market, Hanwha Ocean has positioned offshore wind as a future growth area. Last year, it delivered two WTIVs early to Cadeler, bringing its total WTIV deliveries to four. Last month, the company also received an order for one WTIV worth KRW 768.7 billion from affiliate Ocean Wind Power 1, with delivery planned for the first half of 2028.

The company is reviewing the deployment of the vessel for the Shinan-ui offshore wind project and other domestic offshore wind projects. The Shinan-ui project, for which Hanwha Ocean signed an EPC contract last year, involves construction of a 390 MW offshore wind farm in waters southeast of Ui-do, Shinan-gun, Jeonnam, with completion targeted for 2029.

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## Korea Pushes U.S. Tariff Relief for Shipbuilding

South Korea asked for U.S. tariff relief on steel, parts and other shipbuilding inputs as Seoul and Pennsylvania discussed support for Hanwha Philly Shipyard and broader MASGA cooperation.

18, March 2026

**S**outh Korea asked for U.S. tariff exceptions on steel, parts and other inputs used in shipbuilding as Seoul stepped up cooperation with Pennsylvania under the MASGA initiative.

The request was delivered during talks held in Seoul on 18 March 2026 between Park Dong-il, head of the Industrial Policy Office at the Ministry of Trade, Industry and Resources, and Rick Siger, Pennsylvania's Secretary of Economic Development. The meeting covered joint plans for the Korean and U.S. shipbuilding sectors, including Korean investment in U.S. yard capacity.

Seoul also called for state-level support to

strengthen the role of Hanwha Philly Shipyard. Park asked Pennsylvania to speed up approval procedures tied to yard expansion, prepare transport and power infrastructure in line with future demand, back the designation of the Philadelphia Marine Prosperity Zone, and support labor costs.

Park said Korean shipbuilders were studying multiple projects to advance the MASGA program. Those reviews cover a wider U.S. production base, workforce training and supply chain reinforcement. He also proposed linking the effort with South Korea's programs for shipbuilding material exports and the Korea-U.S. Shipbuilding Cooperation Center, which is due to open this year.

Pennsylvania is home to Philly Shipyard, which Hanwha Ocean acquired in 2024. The yard now builds training vessels and medium-sized tankers. Hanwha Ocean plans to enlarge the site and add more automation facilities, aiming to raise annual output from 1.5 ships to more than 10 ships.

Park also said he hoped cooperation would widen to universities and research bodies in Pennsylvania, including work related to industrial AI transformation. Siger's visit to South Korea was reported to focus on closer shipbuilding ties, with a tour of Hanwha Ocean's Geoje yard included in the program.

[hmt-news.com](http://hmt-news.com)



Image source: Hanwha Philly Shipyard

## South Korea Moves to Contain Naphtha Risk to Shipyards

South Korea is working to secure alternative naphtha supplies after Middle East export disruptions raised concern over ethylene availability and possible effects on steel plate cutting at shipyards.

19, March 2026

**S**outh Korea is moving to contain the impact of disrupted Middle East energy exports on the domestic industry, as tighter naphtha supply raises concern for parts of the country's shipbuilding sector.

Imported naphtha is cracked at South Korea's petrochemical plants to produce ethylene. While accounting for only a small share of the broader market, ethylene is described as a critical input for shipbuilders because it is used to cut steel plates. Industry sources said a shortage would make it impossible for yards to continue that work.

Concern intensified after Yeochun NCC, South Korea's largest petrochemical company, declared force majeure, citing raw material supply problems. At least three other



Hanwha Ocean Okpo Shipyard (Image credit: Hanwha Ocean)

producers, Lotte Chemical, LG Chem and Hanwha Solutions, also warned of possible supply constraints.

The Ministry of Trade, Industry and Energy held an

emergency meeting on 13 March and began checking short-term ethylene demand and available inventory. It also brought shipbuilders and chemical producers together

to coordinate near-term supply volumes.

On 18 March, the ministry said its earlier concern had eased, but added that work was continuing to prevent

disruption in supplies of the chemicals. South Korea said it was supporting efforts to secure alternative naphtha imports through overseas diplomatic missions and trade centers.

Deputy Prime Minister and Minister of Economy and Finance Koo Yoon-chul said the government was temporarily designating naphtha as an economic security item and would move proactively to secure alternative import sources. The government was also placing export restrictions.

The risk comes as South Korea's shipbuilding industry is operating at high capacity and seeking to stay ahead of competition from China. With yards booked years in advance, any interruption to steel plate processing could have a wider effect on delivery schedules.

[hmt-news.com](http://hmt-news.com)

## Seatrium Secures Cruise Repair Work From Royal Caribbean Group

19, March 2026



Photo credit: Seatrium

**S**eatrium has signed a new agreement with Royal Caribbean Group, extending a partnership that has been in place since 2012 and securing repair and upgrade work for cruise vessels at its Singapore facilities over the next several years.

Under the agreement, Royal Caribbean Group is expected to dock a significant number of cruise vessels at Seatrium's yards for statutory inspections, repairs and upgrades. The contract covers the group's global fleet across the Royal Caribbean, Celebrity Cruises and Silversea Cruises brands, and provides sustained workload visibility for Seatrium's Singapore yards.

Work under the partnership has already started on selected vessels. Celebrity Solstice completed revitalisation works at Seatrium's Tuas Boulevard Yard on 28 February 2026. Ovation of the Seas is set to begin enhancement work in March 2026, while

Silver Cloud is scheduled for drydock, repairs and upgrades later in the year.

Seatrium said the renewed agreement reflects Royal Caribbean Group's continued confidence in its track record in complex cruise ship projects. The group also highlighted the role of its Tuas Boulevard Yard, which is equipped with dry docks and integrated digital workflows for large-scale and fast-turnaround work.

Royal Caribbean Group said Seatrium has continued to demonstrate the engineering capability and operational discipline required for complex cruise ship drydock, upgrade and retrofit projects. The company said it expects the two sides to continue working closely on safe and timely project deliveries.

Seatrium said it has repaired more than 430 cruise vessels since 1978 and remains focused on supporting the cruise sector through its repair, upgrade and conversion capabilities.

[hmt-news.com](http://hmt-news.com)

## Japan Returns to LNG Carrier Construction

Japan is moving to resume LNG carrier construction after seven years, supported by shipbuilder consolidation and a government-backed capacity expansion plan.



Imabari Shipbuilding (JMU)

19, March 2026

Japan's shipbuilding industry is moving to resume LNG carrier construction for the first time in seven years, supported by shipbuilder consolidation and a national plan to expand production capacity.

Discussions between the Japanese government and private shipbuilders began on 19 March, according to indus-

try sources. The move would mark Japan's return to LNG carrier construction after Mitsubishi Heavy Industries and Kawasaki Heavy Industries each delivered one vessel in 2019.

One proposal under discussion would have Imabari Shipbuilding use part of Oshima Shipbuilding's yard facilities to build LNG carriers. Oshima Shipbuilding is known for bulk carrier construction,

including Handymax, Supramax and Kamsarmax vessels, and also carries out repair, refit, and steel structure work.

The restart follows restructuring in Japan's shipbuilding sector. In June 2025, Imabari Shipbuilding announced plans to bring Japan Marine United into its subsidiary structure through a share acquisition. In January 2026, it completed an equity transfer with JFE Holdings and IHI Corporation, acquiring 15% from each and lifting its stake in Japan Marine United to 60%.

Reports said the increase in scale from the merger has lifted the group into the ranks of the world's largest shipbuilding companies. The move is part of a broader effort in Japan to strengthen domestic shipbuilding capacity.

The Japanese government has set a target of doubling national shipbuilding capacity from about 9.08 million gross tons by 2035. The plan

includes JPY 1 trillion in public and private investment over the next decade, the introduction of automated equipment from 2028, and a wider production expansion in 2034 supported by additional dry dock capacity.

Japan still faces hurdles in re-entering the LNG carrier segment. South Korea's shipbuilding industry has assessed that the move is unlikely to have a major short-term effect on Korean yards, although it remains a development worth watching. Japanese shipyards currently have no LNG carrier backlog, which means rebuilding their position in the market is expected to take time.

Another challenge is cargo tank technology. Japanese yards have traditionally focused on Moss-type LNG tanks, while membrane-type systems now dominate the market. Membrane systems are known for better space

use because they can be fitted to hull form, but they also require a high level of technical capability. Major yards in China and South Korea, including Hudong-Zhonghua, Jiangnan Shipyard, Dalian Shipbuilding Industry Corporation, HD Hyundai Heavy Industries, HD Hyundai Samho, Hanwha Ocean, and Samsung Heavy Industries, use membrane-type systems.

Moss-type tanks are seen as stable in transport, but their spherical structure leaves less efficient use of space. Japanese yards also face higher raw material and labour costs than Chinese competitors, reducing their pricing advantage. Even so, Japan's return to LNG carrier construction is drawing industry attention because of the country's long track record in shipbuilding and its past experience in the LNG carrier segment.

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## Police Investigate Death at HD Hyundai Shipyard

A Vietnamese worker was found dead at an HD Hyundai Heavy Industries shipyard on 18 March, and police are investigating the circumstances of the case.

19, March 2026

A Vietnamese worker was found dead at a shipyard operated by HD Hyundai Heavy Industries on 18 March, with police investigating the circumstances, according to South Korean media reports and company confirmation.

The incident occurred in the pre-coating area, a section involved in building medium-sized vessels. South Korean media reports described the case as a suspected

suicide. The worker was identified in reports only as A and was found in the deckhouse area of the yard.

A company official confirmed that a death had occurred and said the relevant authorities were examining the details. The official also said that if the police conclude the case was unrelated to the company, the findings may not be disclosed publicly.

The case remains under investigation.

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## Hanwha Ocean Moves on Greece Defense Cooperation

Hanwha Ocean signed a strategic cooperation agreement with ONEX Group on 19 March to pursue Greek submarine programmes tied to the Coast Guard and Navy, while also reviewing longer-term opportunities in nearby regional projects.



Photo courtesy of Hanwha Ocean

20, March 2026

Hanwha Ocean has taken a step toward the Greek marine defense sector by signing a strategic cooperation agreement with ONEX Group, Greece's largest shipbuilding and defense company, on 19 March.

The agreement sets the

two companies to work together under mutually exclusive arrangements on submarine programmes to be ordered by the Greek Coast Guard and the Greek Navy. The partnership gives Hanwha Ocean a local cooperation framework as it seeks a steadier entry into Greece.

A company official said

Hanwha Ocean plans to build its presence through exclusive cooperation with a major local shipyard and to take part actively in upcoming projects linked to the Greek Coast Guard.

The agreement was signed by Eo Sung-chul, president of the Special Shipbuilding Division at Hanwha Ocean, and Panagiotis Genocostas, chief executive officer of ONEX Group.

In the mid- to long-term, the two sides also agreed to review cooperation opportunities in third-country projects. Those discussions may cover areas around Greece, including the Mediterranean and the Black Sea.

ONEX Group operates the Syros Neorion Shipyard and the Elefsis Shipyard.

[hmt-news.com](http://hmt-news.com)

## Maran Homer Hit While Waiting Off Novorossiysk

The Greek-operated tanker Maran Homer sustained minor deck damage after being hit by an unidentified object while waiting to load Kazakh-origin oil near the CPC terminal off Novorossiysk in the Black Sea.



Maran Homer (Image Copyright Aleks Lindstrom / Shipspotting.com)

16, March 2026

The Greek-operated tanker Maran Homer was hit by an unidentified object at 0435 local time on Saturday while waiting to load at the Caspian Pipeline Consortium single-point mooring terminal off Novorossiysk, according to Greece's shipping ministry and operator Maran Tankers Management.

Maran Tankers Manage-

ment said the vessel was in ballast in international waters of the Black Sea and was awaiting instructions to load Kazakh-origin oil. The company said the tanker sustained minor damage to the deck and deck equipment, and no pollution was reported. After the incident, Maran Homer left the area and got underway. Ukraine did not claim responsibility for the strike. At Novorossiysk, the inner-har-

bor Sheskhari terminal loads only Russian oil, while the offshore CPC terminal loads mainly Kazakh oil moved overland through Russia.

The source text said Ukraine has previously attacked the CPC pipeline, the loading terminal and tanker traffic linked to the system. It also said those actions drew pushback from the U.S. government, which views the CPC as important to Amer-

ican interests in the region. Chevron and ExxonMobil hold minority stakes in the CPC pipeline and terminal, and together own 75 percent of Kazakhstan's Tengiz field, which supplies the pipeline.

The source text also said the CPC terminal remains a key export route because Kazakhstan has limited alternatives for moving Tengiz crude to global markets. It added that warnings of pos-

sible Ukrainian strikes on the loading terminal, along with other factors, have delayed the ramp-up of Tengiz to full capacity, according to Reuters. The pipeline's largest shareholder is Transneft, which earns transit revenue from barrels shipped through the system.

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## South Korea Backs Green Shipping Corridors

South Korea has passed the Green Shipping Corridor Support Act, requiring a five-year master plan and support measures for low-emission shipping routes and port infrastructure.

16, March 2026

South Korea's National Assembly has passed the Green Shipping Corridor Support Act, creating a legal framework to speed up low-emission shipping routes and related port infrastructure.

The law requires the Minister of Oceans and Fisheries to draw up a five-year master plan for green shipping corridor development. It also sets up a Green Shipping Corridor Support Council to coordinate policy and implementation.

The legislation is aimed at

cutting greenhouse gas emissions from maritime transport, a sector cited in the bill as accounting for about 3% of global emissions.

It further provides a legal basis for research and development, workforce training, international cooperation and

financial support tied to the expansion of green vessel operations and supporting infrastructure.

However, Seoul-based climate policy group Solutions for Our Climate warned that the final version of the law widened the definition

of green vessels to include low-carbon fuels. The group said that approach could prolong the use of fuels such as LNG and bio-LNG instead of speeding the shift to zero-carbon maritime energy.

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# NYK Line to Buy 50% of Avenir LNG

NYK Line will acquire a 50% stake in Avenir LNG from Stolt-Nielsen Gas, forming a joint venture centered on small-scale LNG supply and LNG bunkering, with LNG and bio-LNG targeted for marine fuel and industrial applications.

17, March 2026

NYK Line has agreed to acquire a 50% stake in Avenir LNG from Stolt-Nielsen Gas, creating a joint venture focused on small-scale LNG supply and LNG bunkering. The companies said the deal will support future opportunities in small-scale LNG and LNG bunkering, with a focus on LNG and bio-LNG for marine fuel and other industrial applications. Avenir LNG, founded in 2017, owns and operates small-scale LNG carriers and LNG bunker vessels. Stolt-Nielsen CEO Udo

Lange said the transaction develops the group's long-standing partnership with NYK Line and supports Avenir LNG's position in small-scale LNG supply and bunkering. He added that NYK Line's shipping and logistics experience is expected to add value to Avenir LNG, its customers and shareholders. NYK Line said the new deal builds on its relationship with Stolt-Nielsen in the chemical tanker business. Hironobu Watanabe, Chief Executive of Energy Division at NYK Line, said LNG and bio-LNG have taken on a more essential and practical role as the maritime

industry steps up decarbonisation efforts. He said the partnership is expected to help Avenir LNG meet rising market demand and support the supply chain. Jonathan Quinn, Managing Director of Avenir LNG, said the transaction brings together two shipping and logistics groups with complementary strengths and a shared long-term view of LNG as a marine fuel. He added that NYK Line's global reach and operational expertise would support business development, LNG bunkering solutions and customer decarbonisation strategies. Completion is expected in



NYK Line joins Avenir LNG (Photo source: Avenir LNG)

the middle of 2026, subject to customary approvals, including regulatory clearances. hmt-news.com

# IMO Says 3,200 Ships Confined West of Hormuz

The International Maritime Organization said about 3,200 ships carrying around 20,000 seafarers are confined west of the Strait of Hormuz ahead of an emergency council meeting in London on 18-19 March 2026 as attacks on merchant vessels continue across the Gulf region.

17, March 2026

The International Maritime Organization said about 3,200 vessels carrying around 20,000 seafarers are currently confined west of the Strait of Hormuz, underlining the scale of disruption to global shipping as attacks on merchant vessels continue across the Gulf region. The figures were disclosed in a briefing document issued ahead of the 36th Extraordinary Session of the IMO Council, scheduled for 18-19 March 2026 in London. Member states are set to review the deteriorating security situation affecting shipping in the Arabi-

an Sea, Sea of Oman and Gulf region. According to the IMO Secretariat, international shipping was hit immediately at the start of the crisis, with four confirmed attacks on merchant vessels reported on 1 March 2026. Those attacks resulted in the deaths of at least two seafarers and one port worker. Additional fatalities and serious injuries among merchant crews were reported in the following weeks. The IMO said the ongoing violence has created conditions in which many vessels are unable to safely transit the Strait of Hormuz, one of the world's most important

chokepoints for energy and commodity trade. As a result, thousands of ships are waiting west of the strait while companies and governments assess the risks of transit through waters exposed to missile, drone and explosive-boat attacks. IMO Secretary-General Arsenio Dominguez issued statements on 1 March and 6 March condemning attacks on civilian shipping and urging all parties to respect international maritime law and freedom of navigation. He also called for de-escalation and stronger protection for merchant seafarers caught up in the conflict. The IMO Secretariat has been coordinating with

member states, shipowners, seafarer organizations and international agencies to track incidents and support affected crews. In meetings with governments and industry representatives in early March, Dominguez stressed the need for mental health support, communications capability and critical supplies for seafarers stranded aboard vessels in the region. The IMO is also working with the International Labour Organization to strengthen coordination on seafarer protection during the crisis. In its briefing to member states, the IMO urged governments and ship operators to

ensure that international maritime safety and security requirements under SOLAS and the ISPS Code remain fully implemented. It also encouraged shipping companies to follow Best Management Practices for Maritime Security in high-threat regions. The IMO Council, made up of 40 member states elected by the IMO Assembly, serves as the organization's executive body and can take urgent action on matters affecting global maritime safety and security. hmt-news.com

# CMA CGM Builds Gulf Cargo Corridors Outside Hormuz

CMA CGM is deploying alternative cargo corridors through the UAE, Saudi Arabia and Oman to keep Gulf logistics moving without relying on the Strait of Hormuz.



Photo source: CMA CGM

18, March 2026

CMA CGM is putting in place alternative multimodal corridors to keep logistics moving as conditions around the Strait of Hormuz disrupt normal routing. The French shipping and logistics group said it is using a mix of sea and road links through the UAE, Saudi Arabia and Oman to maintain access to Gulf markets while reducing reliance on the strait. One route runs through the UAE. CMA CGM identified Khor Fakkan, Fujairah and Sohar as key entry gateways for cargo bound for the Gulf. From those ports, the group is arranging connections to the main UAE hubs and to other Arabian Gulf markets through regional shipping and road transport. A second option uses

Saudi Arabia as an overland bridge. In this setup, Jeddah on the Red Sea serves as an alternative entry point for cargo that would otherwise pass through the Strait of Hormuz. From Jeddah, CMA CGM has established onward road corridors, with or without added maritime links, to Dammam in Saudi Arabia and to the UAE, Qatar, Bahrain, Kuwait and Iraq. The company said this structure also enables cargo flows to connect with the Mediterranean and Asia without entering the strait. The group is also relying on Omani ports as a third route. These locations support road access to the UAE and northern Gulf countries, combined with feeder services to provide another option for regional and cross-border cargo flows. hmt-news.com

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Disclaimer: Important: These operational solutions may evolve rapidly in order to adapt to the security situation and to customer needs. In addition, the capacity of these corridors is limited and does not cover all cargo.

Source: CMA CGM

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