

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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US Wind Lease Exit Hits Offshore Transport Planning

The US decision to reimburse TotalEnergies for two cancelled offshore wind leases is sending disruption through offshore transport, installation vessel planning, fabrication schedules and global supply chains.

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Borr Drilling Adds Five Jackups in Mexico

Borr Drilling has agreed to acquire five jackup rigs in Mexico through a new joint venture with CME, adding Fontis Energy's drilling operations and fleet to its regional position.

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China Gains Ground in Shipbuilding

China is widening its presence in global shipbuilding as vessel replacement demand drives a long order cycle. The shift is also increasing pressure on South Korean yards in tankers and LNG carriers.

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TotalEnergies Ends U.S. Offshore Wind Leases

TotalEnergies will relinquish two U.S. offshore wind leases under agreements with the Department of the Interior and redirect an equal amount of refunded lease fees into U.S. Gas & Power development. P18



GPO HEAVY LIFT

GPO HEAVY LIFT

BIGROLL BEAUFORT Arrives in Rotterdam With Nine Hulls

BIGROLL BEAUFORT arrived in Rotterdam from Nantong carrying nine barge cascos for the Netherlands, with discharge operations including UNITED LNG II now under way.



Photo source: Rensen Driessen via LinkedIn

21, March 2026

Heavy lift vessel BIGROLL BEAUFORT has arrived at the Port of Rotterdam after sailing from Nantong, China, carrying nine barge cascos for delivery to

the Netherlands.

The shipment required coordinated planning, loadout and transport, with each hull handled as part of a precisely managed operation. The companies involved said the vessel's crew, port authorities and

other stakeholders worked closely throughout the process to support a smooth and timely movement.

Over the coming days, demobilisation and discharge are set to continue in Rotterdam as several hulls are

unloaded for third parties. Among the cargo is UNITED LNG II, which has a hull weight of more than 2,800 tonnes and is scheduled to be discharged during the week using floating cranes.

After delivery in Holland,

the nine barge cascos are due to enter the next phase of outfitting and deployment. The operation reflects the detailed execution required for heavy marine transport between China and the Netherlands.

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- Semi-submersible Heavy Transport Vessels
- Geared Heavy Lift Vessels
- Transportation Barges

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SAL's Semi-sub HLV Arrives in Bremerhaven

MV Alma has arrived in Bremerhaven and is undergoing final preparations before entering service in the JSI Alliance network, adding semi-submersible deck carrier capacity for offshore and floating cargo operations.



Image source: SAL

24, March 2026

MV Alma has arrived in Bremerhaven as SAL Heavy Lift moves the vessel toward deployment within the JSI Alliance network. The ship is now undergoing maintenance and final preparations before taking on its first assignments.

The arrival marks the next step after the vessel joined the SAL Heavy Lift fleet. Formerly named Sun Rise, the ship was acquired as part of the company's fleet expansion in the semi-submersible deck carrier segment. In that transaction, the vessel was renamed MV Alma.

According to the company, MV Alma strengthens deck carrier capacity for offshore and floating cargo operations.

The vessel is intended for complex offshore transports and floating cargo movements, supporting worldwide operations in the specialised heavy transport market.

Built in China in 2012, MV Alma has a deadweight of 24,629 tonnes and a deck size of 134 x 44 m. The vessel has semi-submersible capability for floating cargo transport, a maximum submerged deck draught of 7.5 m, and uniform deck strength of 20 t/m². Its average service speed is 9.5 knots.

The company said the vessel's arrival in Bremerhaven brings it closer to active service, as final work continues before operational deployment.

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APM Terminals Maasvlakte II Receives New ZPMC Cranes

APM Terminals Maasvlakte II B.V. has received next-generation ZPMC cranes for the Amaliahaven expansion, supporting added capacity and larger deep-sea container vessel calls in Rotterdam.

24, March 2026

APM Terminals Maasvlakte II B.V. has taken delivery of next-generation ZPMC cranes, marking a key step in the expansion of the terminal's capabilities. The delivery is tied to the Amaliahaven expansion and is set to add

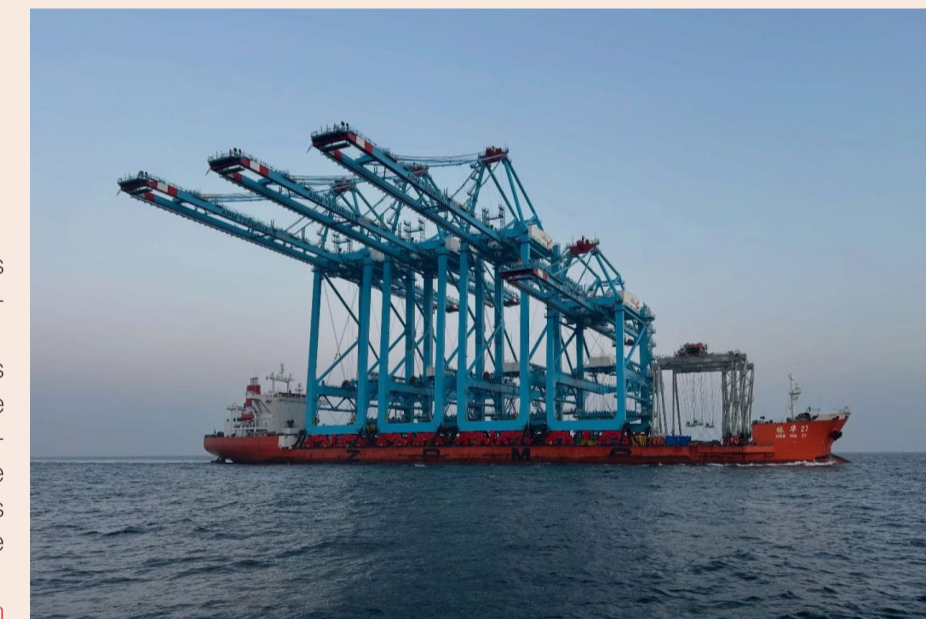
operational capacity at the Rotterdam facility.

The new cranes will support the handling of the latest-generation deep-sea container vessels calling at the port. Their arrival also supports a more efficient, resilient and future-ready logistics chain, while reinforcing

Rotterdam's position as Europe's leading container hub.

This delivery marks an important milestone for APM Terminals Maasvlakte II B.V. as the terminal continues its expansion programme at Amaliahaven.

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New ZPMC cranes arrive at APM Terminals Maasvlakte II B.V. for the Amaliahaven expansion in Rotterdam (Source: Port of Rotterdam)

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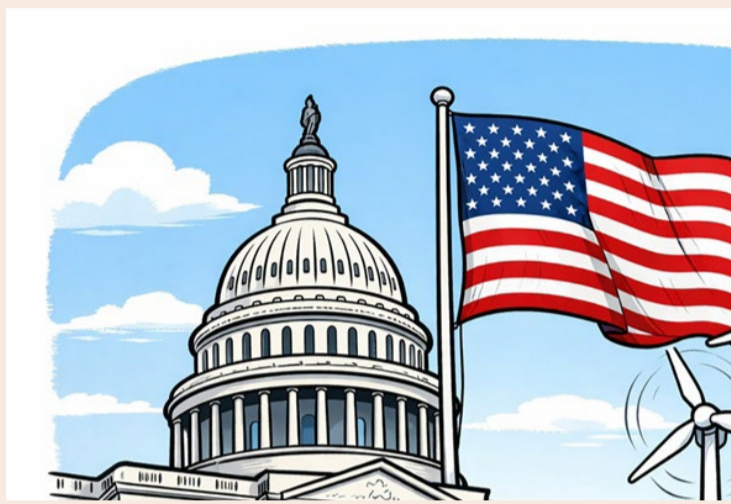
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US Wind Lease Exit Hits Offshore Transport Planning

The US decision to reimburse TotalEnergies for two cancelled offshore wind leases is sending disruption through offshore transport, installation vessel planning, fabrication schedules and global supply chains.



24, March 2026

The US decision to reimburse TotalEnergies about \$1 billion for giving up two offshore wind leases has added new uncertainty to offshore transport and installation planning. For vessel owners, fabricators, ports and contractors, the move raises concern over halted cargo flows, disrupted schedules and contractual exposure tied to projects that had already advanced through years of preparation.

The agreement covers the Attentive Energy project in

the New York Bight and the Carolina Long Bay project off North Carolina. Under terms announced by the US Department of the Interior, TotalEnergies will recover its lease spending and will no longer be allowed to develop the two offshore wind projects. The decision removes around 4 GW of planned offshore wind capacity from the US East Coast.

The projects had already been through lengthy permitting, engineering, procurement and construction preparation. That made the decision significant for offshore logis-

tics chains linked to turbine supply, foundation works, cable manufacturing and marine installation planning.

TotalEnergies CEO Patrick Pouyanné said the company had decided to give up offshore wind development in the United States in exchange for reimbursement of lease fees, adding that such development was not in the country's interest. The Department of the Interior described the arrangement as part of the President's energy dominance agenda and said the public would no longer support subsidies that, in its view, favored offshore wind.

Neither the Attentive Energy nor the Carolina Long Bay project owners commented. But Dr Cyril Widdershoven, Senior Advisor to Blue Water Strategy, said the US action had brought state-driven termination risk into infrastructure supply chains that were already at an advanced stage. He said the effect would be felt immediately in turbine orders, foundation fabrication, cable output and installation vessel deployment.

According to Widders-

hoven, offshore wind projects of this size usually require 3 to 7 years of development and permitting, followed by 12 to 36 months of committed supply chain activity. By the time of the US decision, turbine orders would have been placed with European OEMs, fabrication slots would have been secured in Europe and Asia, and cable production capacity would have been reserved. In his view, the impact therefore extends beyond the United States and into a wider industrial network.

He said the market effect would be uneven. Cancelled demand may create short-term oversupply, but medium-term shortages could follow as suppliers move capacity to other regions. In that setting, installation vessels may be stood down or left without work, while heavy-lift and subsea contractors face sudden breaks in their schedules.

Widdershoven also warned that ports could face pauses in activity as cargo already embedded in logistics chains is stopped. He said the outcome is not weaker global

demand, but a mismatch between timing, location and contractual certainty. He added that the decision comes as a disruption linked to Hormuz-Iran is already affecting markets.

He further said the specialist vessel segment, including WTIVs, heavy-lift ships and offshore support vessels, may now face greater instability. Near-term pressure on day rates may emerge, but owners could also become less willing to commit tonnage to politically exposed markets. That, he said, may slow future vessel investment and place more weight on long-range fleet planning.

The greatest concern, according to Widdershoven, is a breakdown in supply chain alignment. Because offshore wind logistics depend on closely timed component flows, a cancellation of this scale can turn cargo already in transit or storage into a logistical burden, create warehousing pressure, and force rerouting and extra repositioning voyages that reduce fleet utilization.

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

Hua Rui Long Reaches Denmark With Northern Endeavour

Hua Rui Long has arrived off Frederikshavn carrying Northern Endeavour after a long voyage from Singapore, marking the final transport stage before dismantling in Denmark.



Photo credit: © SCA

26, March 2026

The heavy lift vessel Hua Rui Long has arrived

off Frederikshavn, Denmark, carrying the FPSO Northern Endeavour ahead of the unit's final move to a dismantling

yard.

According to the provided source, the 274 m-long Northern Endeavour is anchored offshore near Frederikshavn. The FPSO is positioned on the deck of Hua Rui Long, one of the world's largest heavy lift vessels.

This stage follows a long transport operation that began after preparation work in Singapore. In February, the journey started with the FPSO loaded for the voyage after its flare tower had been removed, its tanks and hull cleaned and

painted, and hull protrusions trimmed.

Before that, in September, the anchor chains connected to Northern Endeavour were cut so the vessel could leave the Laminaria and Corallina fields north of Australia, where it had operated for Woodside for many years. The unit then made an 18-day trip to Singapore for remedial work.

After departing Singapore, Hua Rui Long carried Northern Endeavour across the Indian Ocean. In late February, the transport passed through

the Suez Canal, crossed the Mediterranean, exited via the Strait of Gibraltar, continued past Portugal and France, moved through the English Channel, and entered the North Sea before reaching Denmark.

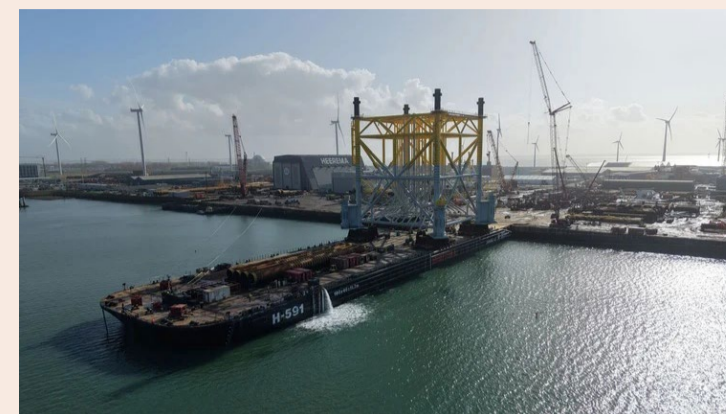
The next step is a move into Modern American Recycling Services (MARS)'s shipyard at Frederikshavn, where Northern Endeavour will be dismantled.

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See P13

Heerema Delivers First Hornsea 3 Jacket

Heerema Fabrication Group completed Link 01, the first Offshore Converter Station jacket for Ørsted's Hornsea 3 project, and sent it offshore for installation after load-out and tow-out in March.



Source: Heerema

25, March 2026

The first jacket for the Offshore Converter Station package at Ørsted's

Hornsea 3 Offshore Wind Farm has been completed by Heerema Fabrication Group, with offshore installation set in motion after the structure left the yard. The unit, Link 01, stands 54 m high and will support one of the project's two Offshore Converter Stations.

After load-out on 11 March, the jacket was towed on 18 March by Kolga to SSCV Sleipnir. Both vessels are operated by Heerema Marine Contractors. That transfer cleared the way for installation work to begin at sea.

The delivery marks a key step in Heerema Fabrication

Group's scope on Hornsea 3. In 2022, Aibel awarded the company the contract to design and fabricate both jackets for the converter station platforms. Work at the Vlissingen yard covered the full chain from design, which started in 2023, through fabrication, coating and final outfitting using the site's production facilities.

A second jacket, Link 02, remains under construction and is due for completion in August 2026. Richard Spronk, CEO of Heerema Fabrication Group, said the departure of Link 01 marked an important

moment for the teams involved and said the company is now concentrating on the second structure.

Hornsea 3 is located 120 km off the Norfolk coast and is valued at £8.5 billion. The project is expected to generate enough green electricity for more than 3 million UK homes. Nearly 550 km of array cables will link the wind turbines to two Offshore Converter Stations, where power will be converted from AC to DC for transmission to shore.

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BBC Chartering Signs FuelEU Pooling Deal

BBC Chartering has signed a compliance agreement with Ahti Climate, purchasing 5,000 tonnes of CO2 equivalent through Ahti Pool to cover part of its FuelEU Maritime obligations.

25, March 2026

BBC Chartering has signed a compliance agreement with Ahti Climate, purchasing 5,000 tonnes of CO2 equivalent through the Ahti Pool to meet part of its obligations under FuelEU Maritime. The companies announced the agreement on Wednesday.

The deal adds BBC Chartering to the group of ship-owners using the pooling model under FuelEU Maritime, the European Union regulation that entered into force this year and requires ships to reduce the greenhouse gas intensity of energy used on board.

Under the Ahti Pool structure, ships that exceed the required standard by using lower-emission fuels can

generate surplus credits. Those credits can then be transferred to vessels that do not meet the threshold, allowing operators to manage compliance exposure across participating ships and avoid penalties without retrofitting every vessel in a fleet.

Risto-Juhani Kariranta, Chief Executive Officer at Ahti Climate, said the pool currently manages hundreds of vessels from owners including Van Weelde Group, Bore, Spliethoff, Stenersen, and Neste, and administers more than €100 million of emissions exposure.

Ahti Climate estimates that a typical vessel will need about 150 to 200 tCO2e to meet its FuelEU Maritime compliance obligation in 2026. On that basis, BBC Chartering's 5,000-tonnes

purchase covers part of the Leer, Germany-based operator's fleet of more than 140 multipurpose heavy lift vessels.

Christoph Deters, Chief Operations Officer at BBC Chartering, said the company reviewed available compliance options before deciding to enroll part of its fleet in the pool. He said participation in Ahti Pool would help the company optimize compliance costs, support its broader decarbonization strategy, and maintain its service model, "Any port. Any cargo."

The company operates a fleet ranging from 4,000 to 40,000 deadweight tonnes, including vessels with lifting capacities of up to 800 t. Its ships serve energy, construction, and industrial manufacturing cargoes that cannot be



Image credit: BBC Chartering

containerized.

FuelEU Maritime applies to all ships of 5,000 gross tonnes and above calling at ports in the European Economic Area. The regulation covers energy

used on voyages between EEA ports and 50% of the energy used on voyages entering or leaving the EEA.

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

TRIUMPH Ships Monopiles from Germany to Canada

26, March 2026

The heavy lift vessel TRIUMPH is carrying out a transatlantic shipment of offshore wind monopiles, manufactured by Steelwind Nordenham, from Germany to Canada.

Vessel tracking data shows that TRIUMPH departed

Bremerhaven on 23 March 2026 and is bound for Argentina, Canada. Estimated arrival is 7 April 2026. At the time of reporting, the vessel was transiting the English Channel.

TRIUMPH is a Boskalis' Semi-submersible Heavy Lift Vessel and is sailing under the flag of CURACAO. Her length overall (LOA) is 216.86 meters

and her width is 44.5 meters.

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



Photo source: Steelwind Nordenham

Boskalis, Van Oord Repatriate Staff from Middle East

Boskalis and Van Oord have voluntarily repatriated employees and families from the Middle East after war broke out in the region, while other Dutch companies and Shell also moved non-essential staff.



Boskalis, Van Oord Repatriate Staff from Middle East (Photo credit: ANP)

27, March 2026

Boskalis and Van Oord have brought employees and their families back from the Middle East on a voluntary basis after war broke out in the region. The first priority was to repatriate visitors and colleagues with families, according to Boskalis. Fewer than half of the company's staff in the region chose to use that option. Neither company disclosed exact numbers.

Other Dutch companies

operating around the Strait of Hormuz also repatriated non-essential personnel. Shell said employees who are able to work from home are being offered the option to evacuate together with their families. The company said staff safety remains its highest priority and did not provide figures.

The Strait of Hormuz lies between the Persian Gulf and the Gulf of Oman, with Iran to the north and the United Arab Emirates and Oman's Musandam exclave to the south.

hmt-news.com

East Anglia TWO Substation Construction Advances

Construction of the East Anglia TWO offshore substation has commenced, with topside and jacket fabrication underway in the Netherlands and the UK.

27, March 2026

Construction of the offshore substation for the East Anglia TWO windfarm has officially moved into its execution phase, as Smulders HSM, part of Eiffage Métal, advances works under an EPCIC contract awarded by ScottishPower Renewables, a subsidiary of Iberdrola Group, in 2025.

Fabrication of the offshore high-voltage substation topside is now underway at the Stormpolder yard in the Netherlands, while jacket foundation construction has been launched at the company's Newcastle facility in the UK.

This marks a key milestone following early engineering activities that began in summer 2024.

The topside structure is designed with dimensions of approximately 58 x 35 x 30 m and a weight of around 5,100 tonnes. The supporting jacket will measure about 40 x 32 x 58 m and weigh close to 3,450 tonnes.

Hans Leerdam, Commercial Director at Smulders HSM, stated that the start of fabrication reflects tangible progress toward project realization, highlighting coordinated execution across Dutch and UK facilities and the integration of UK local content into delivery.

Charlie Jordan, CEO of ScottishPower Renewables, emphasized that the construction milestone represents further advancement toward strengthening the UK's clean energy capacity. He noted the significance of manufacturing activities taking place the project's future operational area, reinforcing regional economic impact and supply chain engagement.

The East Anglia TWO offshore wind farm will be located in the southern North Sea, approximately 33 km from the Suffolk coast near Southwold and 37 km from Lowestoft. The project is expected to deliver up to 960 MW of installed



Image source: Smulders HSM

capacity, sufficient to supply electricity to around 950,000 homes.

Installation of the jacket

foundation is scheduled for 2027, with topside installation planned later the same year.

hmt-news.com

UK Resets Dogger South, North Falls Decision Dates

The UK has moved final development consent decisions on Dogger Bank South and North Falls to 14 May 2026, with the change also covering the Morecambe-Morgan transmission application during England's local election period.

27, March 2026

The UK government has pushed back final development consent decisions on two offshore wind projects off eastern England. Ed Miliband set a new deadline of 14 May 2026 for RWE and Masdar's 3GW Dogger Bank South project and for SSE and RWE's 1GW North Falls project. The previous statutory

decision dates were 28 April 2026 and 30 April 2026.

In Parliament on 26 March 2026, energy minister Martin McCluskey said the change was made because the original deadlines fell within the pre-election period for local elections in England. He said that the period begins on 16 April 2026 and that official guidance advises particular care where an announcement

has a specific local or geographical dimension. Elections are scheduled for 7 May 2026.

The same 14 May 2026 deadline also applies to a third determination that had been due on 29 April 2026. That application covers a joint transmission system linked to CIP's 480MW Morecambe project and the 1.5GW Morgan array in the Irish Sea.

hmt-news.com



Illustration (Image source: RWE)

Sleipnir Installs BorWin6 Jacket in German North Sea

Sleipnir completed Heerema Marine Contractors' first 2026 North Sea campaign with installation of the BorWin6 jacket in the German North Sea.



Image source: Heerema Marine Contractors

21, March 2026

Heerema Marine Contractors has completed its first North Sea

campaign of 2026 with the installation of the TenneT BorWin6 jacket in the German North Sea on behalf of McDermott International, Ltd.

The steel structure, weighing nearly 5,000 tonnes, is now fixed to the seabed with 10 piles, preparing the site for the topside float-over later this year.

According to the company, the campaign was delivered through close cooperation, with all activities planned and executed in line with German offshore regulations. This included compliance with strict underwater noise limits during piling and specific grouting requirements.

The installation marks a key step in completing the BorWin6 grid connection and helping bring more offshore

wind power into the German energy system.

Heerema Marine Contractors said the campaign reflected the work of its off-

shore and onshore teams and thanked McDermott International, Ltd. and TenneT for their partnership.

hmt-news.com



Image source: Heerema Marine Contractors

Noble GreatWhite Starts Yard Upgrade in Norway

Noble GreatWhite has arrived at Hanøytangen outside Bergen for a year-long yard stay. The scope includes lifeboat replacement, a new helideck, crane upgrades, painting and a new BOP for planned work with Aker BP.



OSV Genesis (Source: ACSM)

21, March 2026

The semi-submersible Noble GreatWhite has arrived at Hanøytangen, outside Bergen, for a yard stay intended for upcoming work with Aker BP.

The rig is set to remain at Hanøytangen for the next year while it undergoes a broad upgrade programme. The planned work includes replacement of lifeboats, installation of a new helideck, crane upgrades, painting and

the fitting of a new blowout preventer, or BOP.

According to Aker BP, the rig's existing BOP is larger than required for the company's planned operations. At the same time, further upgrades are being prepared so the unit meets Aker BP Drilling & Wells' Performance First philosophy. Anders Lindal, Drilling Superintendent at Aker BP, said the project marks the start of taking in a new rig organisation within the alliance. He said this gives the group an opportunity to set direction and culture from the start.

Once the yard scope is completed, Noble GreatWhite will be placed within the organisational setup of the current Jack Up alliance structure, extending the existing relationship between Noble Corporation and Aker BP.

hmt-news.com

ACSM Advances Genesis Upgrade

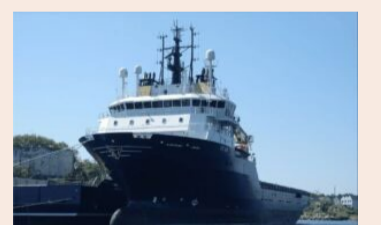
ACSM is upgrading offshore support vessel Genesis in Portugal, with an AHC crane already installed as the company expands subsea support capability after joining Prysmian Group.

22, March 2026

ACSM is undertaking a major upgrade of its offshore support vessel Genesis at a shipyard in Viana do Castelo, Portugal, where a crane with active heave compensation supplied by Heila Cranes has already been installed on deck.

The vessel, the company's most recent acquisition, is permanently fitted with a 200HP UHD WC remotely operated vehicle and is set up for construction support, ROV inspection and intervention, route clearance, pre-lay grapnel run, mattress installation, and geophysical and geotechnical survey work.

Built in Norway in 2003, Genesis has an overall length



of 90.2 m. The upgrade follows the addition of the vessel to ACSM's fleet as the company continues to strengthen its subsea support capabilities.

Separate from the vessel work, ACSM recently became part of Prysmian Group. In January, Prysmian Group said the integration of the Spanish company would widen its solutions offering for energy and telecom customers and accelerate full vertical integration of its submarine activities.

hmt-news.com

Enersea Completes Hornsea 3 Jacket Design

Enersea has completed the detailed design of two offshore substation jackets for Hornsea 3, with Link 01 installed and Link 02 progressing towards completion in August 2026.

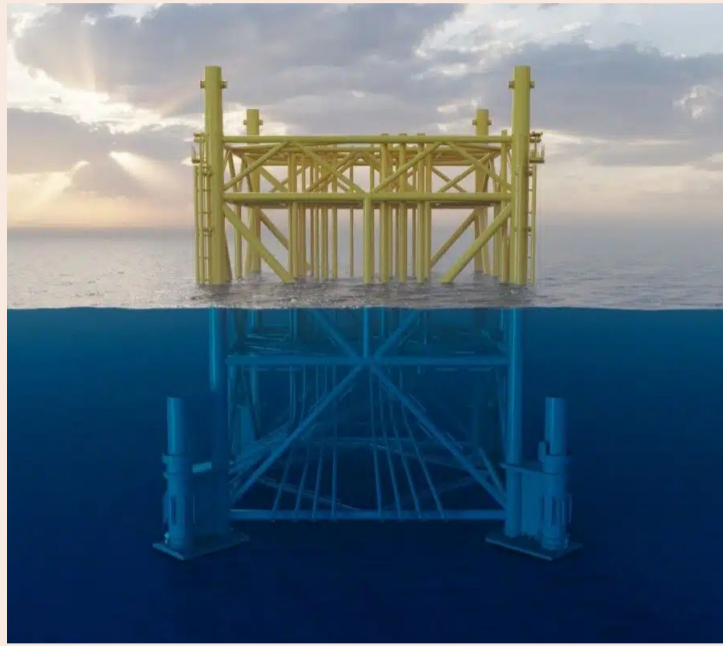


Image source: Enersea

27, March 2026

Enersea has completed the detailed design of two offshore substation jackets for the Hornsea 3 offshore wind farm.

The two jackets, Link 01 and Link 02, weigh approximately 3,500 tonnes and will support offshore substations of around 9,000 tonnes. Heerema Fabrication Group is responsible for the EPC scope of the jackets and subcontracted the detailed engineering work to Enersea.

Enersea's scope covered

the detailed structural design of the jackets and engineering support during the fabrication phase. The company said close collaboration between all parties contributed to an efficient fabrication process and swift progress of the structures.

Link 01 was successfully installed last week. Link 02 is progressing towards completion, which is anticipated in August 2026.

Project developer Orsted, which is developing the Hornsea 3 offshore wind farm, awarded the EPC contract

for the complete substations to Aibel. Aibel subcontracted the EPC contract for the jackets to Heerema Fabrication Group and is developing the topsides itself.

Hornsea 3 will be one of the world's largest offshore wind farms once operational, supporting the continued expansion of offshore renewable energy capacity in the UK.

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

Lukoil Swings to Loss After \$20 Billion Write-Off

Lukoil posted a 2025 net loss after a \$20 billion write-off on foreign assets hit by US sanctions, while the company valued Lukoil International at close to zero and kept the Carlyle deal pending.

22, March 2026

Lukoil reported a net loss of 1.06 trillion roubles (\$12.8 billion) for 2025 after writing off \$20 billion of foreign assets affected by US sanctions, with the company valuing Lukoil International at "close to zero".

The Russian producer said revenue from continued operations fell to 3.77 trillion roubles

in 2025 from 4.4 trillion roubles in 2024. Excluding the impairment and the contribution from Lukoil International, net profit from continued operations was 97 billion roubles last year, down from 794 billion roubles in 2024.

Under IFRS, Lukoil said it excluded the financial results of Lukoil International from its consolidated accounts. The Austria-registered subsidiary

holds most of the group's upstream and downstream assets outside Russia. The company said it could no longer include the unit's performance because it no longer directs its activities and has no rights to returns or dividends from it.

Lukoil said US sanctions imposed by the Treasury Department's Office of Foreign Assets Control in October effectively paralysed its in-

ternational portfolio. It added that even if OFAC approves the proposed sale of most international assets to Carlyle Group, the proceeds would likely be placed in an escrow account and remain frozen until sanctions are lifted.

The company said the timing of any sanctions relief remains highly uncertain. OFAC's current deadline to complete the proposed trans-

action with Carlyle Group is 1 April.

Lukoil signed the sale agreement in January. Despite the write-down, the company said it still holds interests in certain international assets, including Kazakhstan's Tengiz oilfield, led by Chevron, and the Caspian Pipeline Consortium.

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

ZPMC Completes 12,000t Lift Test for Zhenhua 30

ZPMC confirms Zhenhua 30 completed a 12,000 tonnes lift test, validating stability and heavy-lift capability for offshore operations worldwide.

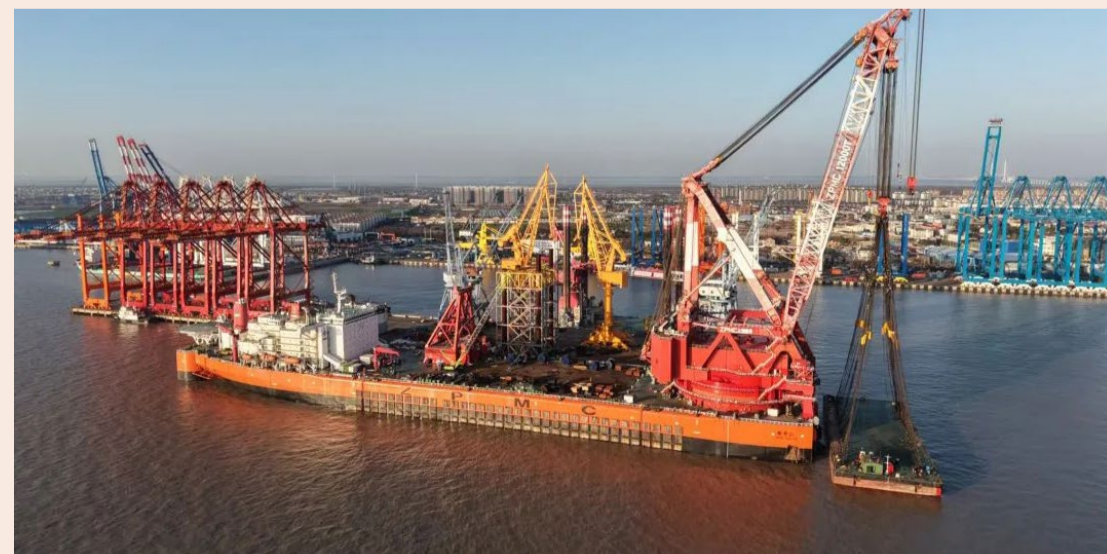


Photo courtesy of ZPMC

21, March 2026

ZPMC Latin America Holding Corporation has confirmed that its crane vessel Zhenhua 30 has successfully completed a 12,000 tonnes lifting test, validating its stability and load-bearing capacity under extreme conditions.

According to the company, the testing process lasted nearly one month and was conducted in compliance with both China Classification Society and American Bureau of Shipping standards. The test

followed a step-by-step loading method and reached a maximum overload of 13,200 tonnes.

The vessel is described as the world's largest single-boom fully revolving crane vessel. The successful completion of the test verifies its performance capability in heavy-lift operations.

With the performance validation completed, Zhenhua 30 is now ready to support heavy-lift operations in offshore projects around the globe.

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

Brazil Offshore Project Prepares to Bring Two More Wells Online

PRIO said two more wells at Brazil's Wahoo field are due online soon as the company keeps its target of 40,000 barrels of oil per day by the end of April. The first well has already stabilized at 12,000 barrels per day.



FPSO Valente (Photo source: PRIO)

24, March 2026

PRIO is preparing to start production from two additional wells at the Wahoo field offshore Brazil, with the project still on track to reach 40,000 barrels of oil per day by the end of April.

The company said the field's first producing well has already stabilized at 12,000 barrels of oil per day. That start-up followed the operat-

ing license issued by Ibama, Brazil's environmental regulator, and came after approval to install the production development system and connect the wells to the FPSO Valente.

Wahoo is located in the pre-salt area of the Campos Basin. The field was tied back to the FPSO Valente through a subsea connection of about 35,000 m, allowing PRIO to use existing infrastructure for the development.

With the remaining wells expected to enter service as scheduled, the company is keeping its production target unchanged. PRIO said the Wahoo start-up marks an important step in its growth plan.

The latest update also came after Ibama amended the drilling license for the Frade field, giving PRIO approval to drill as many as 14 new wells.

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

Egypt Gas Campaign Nears Start With Valaris Drillship

Arcius Energy is set to begin a two-well offshore gas drilling program in Egypt's Mediterranean waters, supported by the drillship Valaris DS-12 as the country expands exploration in 2026.

24, March 2026

Arcius Energy, an affiliate of BP and ADNOC, is preparing to start a two-well offshore gas drilling program in Egypt's Mediterranean waters, with the campaign focused on the Atoll West and Nofret prospects.

Egypt's Ministry of Petroleum said the work forms part of a wider plan to drill more than 100 exploratory oil and

gas wells in 2026 with investment partners. For Arcius Energy, the upcoming campaign is intended to support its exploration and upstream activity in Egypt.

Ahead of the start, the drillship Valaris DS-12 departed the Port of Las Palmas in Spain and is heading to the Middle East. The vessel is being mobilized for the drilling work offshore Egypt.

The ministry said a recent

inspection was carried out to confirm the drillship's operational readiness. It said the visit reviewed the efficiency of onboard operations, the safety systems in place, and the competence of the personnel.

The campaign also adds to continuing gas exploration activity in the Mediterranean offshore Egypt, where Shell recently reported promising drilling results.

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Valaris DS-12 drillship (Source: Valaris)

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Borr Drilling Adds Five Jackups in Mexico

Borr Drilling has agreed to acquire five jackup rigs in Mexico through a new joint venture with CME, adding Fontis Energy's drilling operations and fleet to its regional position.

29, January 2026

Borr Drilling has signed definitive agreements to acquire five jackup rigs in Mexico through BC Ventures Limited, a new 50/50 joint venture with CME, its long-term Mexican partner.

The deal covers Fontis Energy's drilling operations and jackup fleet. The units named in the transaction are Titania FE, Oberon, Defender, Intrepid, and Courageous. All five rigs are currently located in Mexico.

According to the announcement, the acquisition price is \$287 million. The transaction is structured through two inter-conditional deals. Under that structure, CME will acquire the Fontis Mexican operations for cash consideration, while CME and Borr Drilling, through BC Ventures Limited, will acquire Fontis' Singapore rig-owning entities through a combination of cash and seller's credit.

The companies said the transaction is expected to close in Q3 2026, subject to closing conditions including merger control approvals. It is also subject to a long-stop

date of six months from signing, with a possible extension of up to 60 days in 30-day increments under agreed terms.

Borr Drilling chief executive Bruno Morand said shallow-water rigs remain strategically important for customers at a time when energy supply security and execution reliability are under closer focus. He added that the company expects jackup demand to rise and sees the acquisition as a way to pursue opportunities in Mexico and other markets.

Fontis Energy has been owned by Paratus Energy Services since 2022. The business was previously known as SeaMex and operated as a joint venture of Seadrill until Seadrill sold its stake in Paratus Energy Services. Paratus Energy Services said the Fontis assets would be better placed within a larger jackup platform. The company will continue its international pipe-laying support vessel business.

The latest agreement follows Borr Drilling's recent acquisition of five jackups from Noble Corp.

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

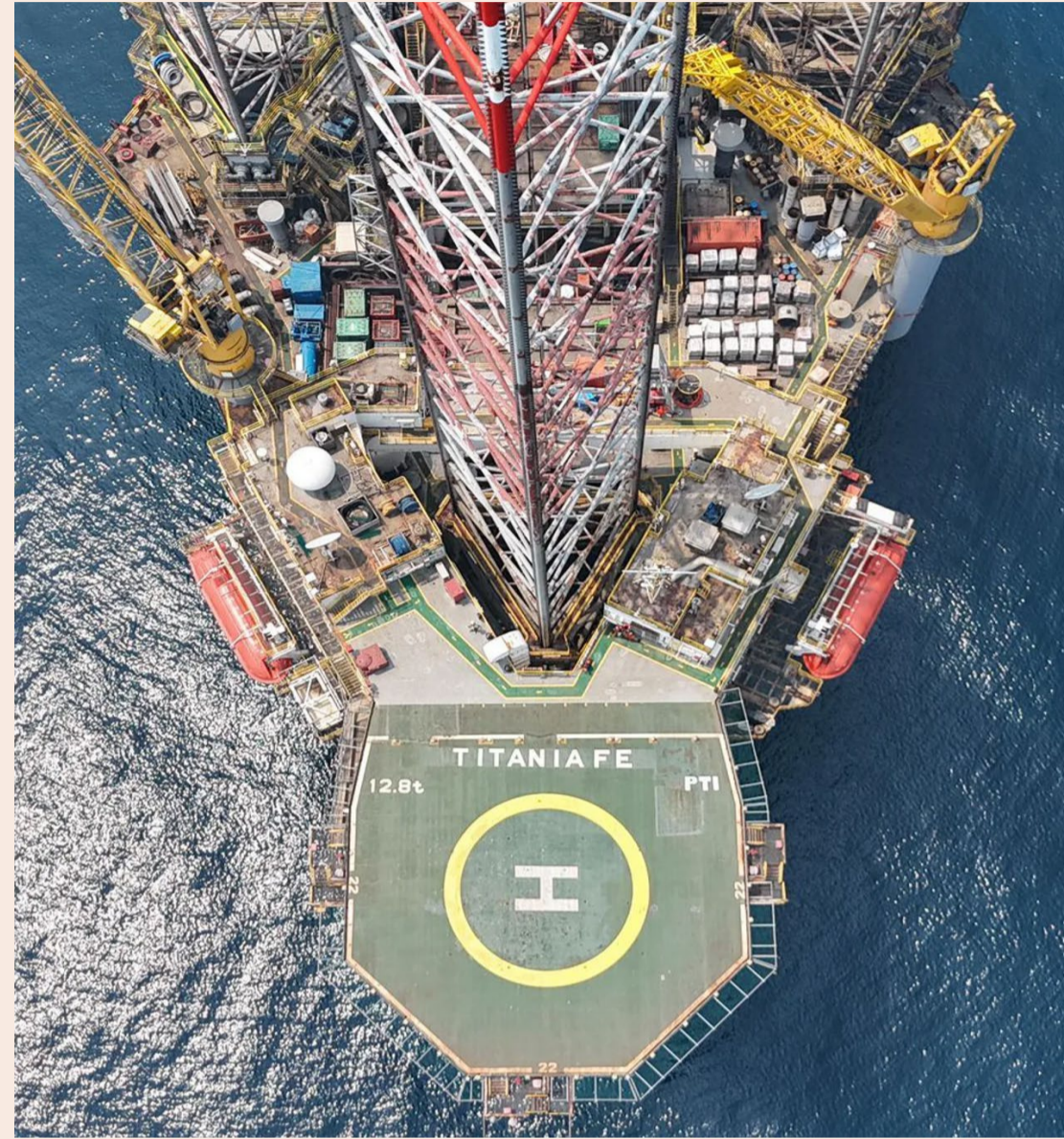


Photo source: Borr Drilling

CNOOC Appoints Huang Yongzhang as CEO

CNOOC has appointed Huang Yongzhang as Chief Executive Officer, adding the role to a broader set of senior leadership positions at the Chinese state-owned oil and gas company.

23, March 2026

China National Offshore Oil Corporation (CNOOC) has appointed Huang Yongzhang as Vice Chairman, Executive Director, Chief Executive Officer, President, and a member of the Strategy and Sustainability Committee.

Huang is a professor-level senior engineer and holds a Doctor of Science degree. He previously served as Vice President of CNPC International (Nile), Vice President and Chief Safety Officer of

China Oil Exploration and Development Corporation, Executive Vice President and President of CNPC Middle East Corporation, and Director of the CNPC Middle East Regional Coordination Committee.

From April 2020 to September 2025, he served as Vice President of China National Petroleum Corporation and concurrently held the role of Chief Safety Officer. From September 2020 to September 2025, he was also a Director of PetroChina, and from March 2021 he concurrently

served as President.

Since September 2025, Huang has served as a Director and General Manager of China National Offshore Oil Corporation. His appointment as Chief Executive Officer came three months after CNOOC announced the Qinhuangdao 29-6 oilfield discovery in the shallow Neogene formations of the Bohai Sea, with more than 100 million tonnes of oil equivalent in place.

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



Photo source: CNOOC

Raia Drilling Begins in Brazil's Campos Basin

Equinor Brasil has started the Raia drilling campaign with Valaris DS-17 in Brazil's Campos Basin, marking a new step for one of the country's main natural gas projects.

25, March 2026

Equinor Brasil said Valaris started the drilling campaign for the Raia project on Tuesday (24), on behalf of the consortium partners. The Valaris DS-17 drillship is scheduled to drill six wells in the pre-salt area of the Campos Basin.

Raia is one of Brazil's main natural gas projects. Equinor operates the development with a 35% interest, alongside Repsol Sinopec Brasil with 35% and Petrobras with 30%. The project holds recoverable natural gas and oil/condensate reserves of more than 1 billion barrels of oil equivalent and has capacity to export 16 million cubic metres of natural gas per day.

Veronica Coelho, president of Equinor in Brazil, said Raia reflects the company's record



Valaris DS-17 will drill six wells in the Campos Basin, paving the way for production to begin in 2028. (Source: Valaris)

of pioneering projects in the country. She added that the project is moving closer to its goal of contributing about 15% of Brazil's national gas demand in 2028, when operations are due to begin.

The development concept is based on production through wells connected to an FPSO, which will separate the produced oil/condensate and gas and prepare them for sale. The gas will be exported

through a 200 km pipeline linking the FPSO to Cabiúnas, in the municipality of Macaé, Rio de Janeiro state.

The drilling campaign is taking place about 200 km offshore in water depths of

around 2,900 m. The Valaris DS-17 is an ultra-deepwater drillship capable of operating in depths of more than 3,600 m. The rig also took part in the drilling campaign for Bacalhau, an Equinor-operated field in the Santos Basin that started production in October of the previous year.

Raia is Equinor's largest international investment, totalling about \$9 billion. The project's FPSO is also expected to rank among the world's most efficient in carbon intensity terms, with average CO emissions of about 6 kg per barrel of oil equivalent.

The project is expected to create up to 50,000 direct and indirect jobs over its full life cycle. Raia is also part of the federal government's Novo PAC programme.

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EnerMech Lands Kraken FPSO Deal

EnerMech has won a five-year contract from Bumi Armada to provide crane management and lifting services on the Armada Kraken FPSO in the UK North Sea.



Copyright: Bumi Armada Berhad

25, March 2026

EnerMech has secured a new five-year contract from Bumi Armada to provide crane management and lifting services on the Armada Kraken FPSO in the UK North Sea.

The work covers the vessel operating east of Shetland and also includes helideck and scaffolding support under the company's Lifting Solutions business line. The scope may later be expanded to shutdown services, hose and pipework integrity, and rotating equipment.

The award follows other

North Sea contract wins for EnerMech in early 2025, including lifting services work on the Anasuria FPSO and offshore shutdown support services for the Triton FPSO.

According to the company, the contract also reflects the role of its multi-skilled hybrid crewing model. That structure combines crane operators, crane maintainers, and deck crew in one integrated team to reduce offshore personnel requirements, lower costs, and improve operational efficiency.

The Armada Kraken FPSO is located on UK block 9/2b, about 350 km northeast of

MPI Adventure Resumes Operations After Extended Dry Dock



MPI Adventure (Photo source: MPI Offshore)

25, March 2026

The MPI Adventure has returned to active service following a five-year maintenance and dry-docking period, marking its operational restart in the Irish Sea.

Sea trials have been successfully completed, confirming the vessel's readiness for deployment. As part of its mobilisation phase, the vessel called at Portland to load tools and equipment required for

upcoming work scopes.

The refurbishment included a full repaint, with the vessel now presenting a renewed external condition after the extended yard stay.

The return of the MPI Adventure reflects the completion of a long-term maintenance cycle, allowing the vessel to rejoin offshore activities with restored operational status.

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

SBM Offshore secures sixth Guyana FPSO award from ExxonMobil

Borr Drilling has agreed to acquire five jackup rigs in Mexico through a new joint venture with CME, adding Fontis Energy's drilling operations and fleet to its regional position.



One Guyana (Source: ExxonMobil)

24, March 2026

Dutch floater expert SBM Offshore has been awarded contracts by

supermajor ExxonMobil to perform FEED studies for an FPSO for the Longtail development project in Guyana. The FEED contracts award

triggers the initial release of funds by ExxonMobil to begin FEED activities and allocate a Fast4Ward hull for the Longtail development project.

SBM Offshore will further construct and install the FPSO, subject to government approval of the development plan, ExxonMobil's final investment decision, and project approval for the release of the second phase of work.

Under the contracts, the FPSO's ownership is expected to be transferred to the client at the end of the construction period and before the start of operations in Guyana. The construction costs are expected to be partially funded by senior loans, which will be repaid upon transfer of the FPSO to the client.

SBM Offshore is expected to operate the FPSO through its integrated operations and maintenance model, leveraging key learnings and the operational excellence of the units currently deployed in

Guyana.

The FPSO will be designed to process 1.2 tcf of gas per day and produce 250,000 barrels of condensate per day. The FPSO will be spread moored in a water depth of about 1,750 m and will be able to store around 2m barrels of condensate.

"We are proud to receive this sixth FPSO award from ExxonMobil Guyana. SBM Offshore is well-positioned to support the Longtail development, a major gas play that demands the highest gas-handling capacity ever deployed on an FPSO," said Øivind Tangen, SBM Offshore's CEO.

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ADES Pauses Some GCC Rigs Over Safety Concerns

ADES has temporarily suspended several offshore rigs in the GCC as regional tensions persist. The Saudi driller said the move is short term and aimed at protecting personnel and assets while it works with clients and stakeholders to monitor developments and maintain readiness.



Topaz Driller (Image source: Vantage Drilling)

25, March 2026

ADES has temporarily suspended operations on several offshore rigs in the Gulf Cooperation Council as regional tensions continue, with safety concerns driving the decision.

The company said the disruption is expected to be short-term. It added that protecting personnel and assets remains its top priority as it coordinates with clients and relevant stakeholders, follows the situation closely, and keeps operations ready for a restart when conditions allow.

Chief executive Mohamed Farouk said the company's response is centered on safety while its wider operating base supports confidence in the business outlook. He

said ADES is positioned to manage the current disruption through its broad asset base, geographic spread and more diversified earnings profile.

According to the company, the platform includes 123 rigs working across 20 countries. ADES said this scale and international reach help limit the impact of temporary interruptions in one region.

Farouk also said the driller has shown resilience in earlier market cycles and remains confident it can handle the present environment with discipline.

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Scrutiny Grows Over Northern Endeavour Export

Scrutiny has intensified over the export of Northern Endeavour after its arrival in Denmark, with FOI material, permit conditions and Basel Convention obligations drawing renewed attention.



Photo credits: Rasmus Høgenhaug

26, March 2026

The export of the decommissioned FPSO Northern Endeavour has drawn fresh scrutiny after the vessel arrived in Denmark, with permit handling and hazardous waste controls be-

coming the focus of renewed criticism around the project.

The issue centres on conditions tied to the vessel's decommissioning. Once a ship is classified as waste and prepared for overseas dismantling, cross-border movement requires the relevant approv-

als under domestic law and international rules. A condition attached to the project stated that permits or approvals needed for transport, import or export had to be obtained before the FPSO left its operating area.

Questions intensified af-

ter freedom of information material cited in the dispute indicated officials were still discussing an import permit in late October 2025. That timing attracted attention because Northern Endeavour had already left the Laminaria and Corallina fields in the Timor Sea on 24 September 2025 and entered Singaporean waters on 13 October 2025.

The matter has also brought the Basel Convention back into focus. The treaty governs transboundary movements of hazardous waste and was adopted in 1989 in response to concerns about waste being sent to developing nations. Australia signed the convention in 1989 and ratified it on 5 February 1992, with effect three months later.

The Australian Conservation Foundation said the FOI material raises concerns that the vessel's export for overseas disposal may not have met Australian and in-

ternational requirements. The group has written to the Department of Climate Change, Energy, the Environment and Water over whether the Commonwealth environmental approval and Basel Convention obligations were properly addressed.

The case has added to broader debate over how Australia manages offshore oil and gas decommissioning. The Maritime Union of Australia said the documents point to a serious transparency gap in the regulation of hazardous waste linked to offshore infrastructure and ageing vessels.

Industry scrutiny has also extended to the decision to send the FPSO overseas for dismantling rather than process the work in Australia, with critics arguing the case highlights wider weaknesses in the current decommissioning system.

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Foresea Wins Petrobras Drillship Contract



Foresea drillship ODN I. (Photo: FORESEA)

26, March 2026

Foresea has secured a new contract from Petrobras for the ultra-deep-water drillship ODN I, adding about \$465 million to backlog.

The award covers a 1,443-day term offshore Brazil. Petrobras, acting as operator of the Mero Consortium, selected the 2012-built ODN I

through a competitive tender.

Work is due to start in early 2027 after the vessel completes its current contract and finishes related preparation work.

The contract allows early termination after 1,078 days. It also includes an unpriced option to extend the term by 382 days.

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Nigeria Accelerates Idle Well Approvals

Nigeria has cut idle well approval times to hours, aiming to boost crude output by accelerating reactivation of mature wells and reducing regulatory delays.

26, March 2026

Nigeria has introduced a rapid approval system for restarting inactive oil wells, reducing processing time from several weeks to just a few hours as it seeks to lift crude output amid firm global prices.

The Nigerian Upstream Petroleum Regulatory Commission is prioritizing applications tied to production increases, extending expedited handling not only to well reactivation but also to logistics such as crude evacuation and barge operations at terminals. This reflects a broader effort to remove administrative bottlenecks affecting output.

Recent application volumes have been driven largely by domestic operators aiming to return mature wells to service. Regulators have actively supported this shift by short-

ening review timelines that previously ranged between two and six weeks.

Reactivating existing wells presents a faster and more cost-efficient pathway compared with new drilling campaigns. Developing new wells typically requires extended preparation periods, while even after completion, it can take around four weeks for crude to reach the surface.

The push comes as Nigeria works to reverse declining production. Output dropped to 1.31 MMbpd in February, marking a 17-month low, mainly due to maintenance at a 225,000 bpd facility operated by Shell Plc.

Despite historically producing above 2 MMbpd, current levels remain below that threshold, limiting the country's ability to fully benefit from elevated oil prices. In 2022, Nigeria averaged 1.34

MMbpd, during a period when crude prices climbed to about \$130 per barrel following Russia's invasion of Ukraine.

Regulatory approvals have already supported increased activity. In 2024, around 500 permits were granted to re-open previously shut-in wells, including projects linked to Heirs Energy and Seplat Energy Plc. The government has set a production goal of 1.84 MMbpd for the current year, though reaching this level remains challenging.

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Nova Scotia Reopens Offshore Licensing

Canada and Nova Scotia have launched a 13-block offshore licensing round near Sable Island, signaling a structured return to oil and gas exploration investment.



Illustration (Photo source: BP Canada)

26, March 2026

Canada and Nova Scotia have initiated a new offshore licensing round, offering 13 parcels in the Sable Island region and nearby slope areas. The bid deadline is set

for 28 April 2026, marking the start of a structured series of future offerings aimed at restoring exploration activity in the basin.

This round reflects a broader effort to re-establish Nova Scotia's offshore sector as a consistent destination for oil and gas investment. Authorities indicated that future licensing cycles will follow a planned schedule, allowing companies to better anticipate access to acreage and align long-term exploration strategies.

Premier Tim Houston stated that the province is prepared to attract offshore

investment, emphasizing that both federal and provincial governments are aligned in delivering a stable regulatory environment and clear policy direction for large-scale energy projects. He added that this coordination is intended to strengthen competitiveness and support sustained sector growth.

The basin's resource potential remains a key driver. Estimates indicate volumes ranging from 47 Tcf to 148 Tcf of natural gas and between 19 Bbbl and 49 Bbbl of oil in place, underscoring the scale of untapped offshore reserves in the North Atlantic region.

In parallel, authorities are progressing a regional assessment expected to conclude in late 2026. The initiative is designed to simplify environmental review procedures, reduce duplication across regulatory processes, and improve overall project timelines.

With a defined bid schedule and closer alignment between levels of government, Nova Scotia is positioning its offshore sector for renewed exploration momentum, targeting both domestic demand and export-oriented energy markets.

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ExxonMobil Starts Turrum Phase 3 Wells

ExxonMobil has begun drilling for Turrum Phase 3 offshore Australia, aiming to send new Gippsland gas to the east coast domestic market before winter 2027.

26, March 2026

ExxonMobil has started drilling for the Turrum Phase 3 project offshore Australia, with a new gas supply set to reach the east coast domestic market before winter 2027.

The development targets five wells in the Turrum and North Turrum fields and is positioned as a major addition to the east coast supply. The company said the project is expected to deliver a larger gas volume than any single Gippsland Basin Joint Venture development since West Bar-

racouta.

The campaign follows regulatory approval granted in May 2025, after the final investment decision was taken two months earlier. The new wells will be tied into the existing Marlin B platform, about 42 km offshore Gippsland in a water depth of about 60 m.

For the A\$350 million drilling programme, equivalent to about \$245 million, ExxonMobil has hired the jack-up rig Valaris 107. Three vessels are being used to position the unit at Marlin B within the petroleum production licence VIC/L03.

Gippsland production manager Geoff Humphreys said Turrum Phase 3 ranks among the largest east coast domestic gas developments of the decade and will add supply to a market facing increasing pressure.

The Gippsland joint venture is owned equally by operator Esso Australia Resources and Woodside Energy (Bass Strait). The start of drilling comes as the partners also advance the A\$200 million Kipper 1B project, which is due to expand capacity before the Australian winter this year.

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VALARIS 107 (Source: Maritime Optima)

Arabian Drilling Suspends Some Gulf Offshore Rigs

Arabian Drilling has suspended operations on several offshore rigs in the Gulf under safety protocols, while its active land fleet of 39 rigs continues operating without disruption.



26, March 2026

Arabian Drilling has suspended operations on several offshore rigs in the Gulf due to ongoing tensions in the Middle East.

The company said the move was taken under its established safety and operational protocols, with the protection of personnel and

assets as the priority.

The suspension applies only to some offshore rigs. Arabian Drilling said its active land fleet of 39 rigs continues to operate at full capacity without disruption.

The company also said it expects the financial impact in the first quarter to be minimal.

The move came one day after ADES suspended opera-

tions on a number of offshore rigs in the Gulf for the same reason. According to the company's statement, those suspensions are expected to be short-term.

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Nexra Secures Japan Offshore Wind O&M Work

Nexra has secured a firm O&M contract in Japan, with Wind Zaratan set to mobilise after scheduled maintenance and upgrades in Singapore. The campaign is due to start in spring 2026 and run for about 1–2 months.

21, March 2026

Nexra, Cadeler's dedicated offshore wind service platform, has secured a firm operations and maintenance contract in Japan.

The campaign is scheduled to start in spring 2026 and is expected to last about 1–2 months. The contract value was not disclosed.

The work will be carried out by Wind Zaratan, which will mobilise to Japan after completing scheduled maintenance and upgrades in Sin-

gapore.

Jacob Gregersen, Chief Growth Officer at Cadeler, said Wind Zaratan is being prepared and positioned in the region, allowing a direct transition from yard stay to project execution. He added that the company's teams are used to working within local frameworks, helping deliver efficient service support while minimising downtime for operating assets.

Nexra supports the operational phase of offshore wind farms. As the installed



Image courtesy of Cadeler

base of large-scale turbines continues to grow, demand is increasing for major component exchange and complex offshore maintenance. Nexra combines technical expertise

with a flexible vessel portfolio to provide lifecycle support, helping clients safeguard performance, extend asset life and optimise availability.

With this contract, Nexra

continues to support offshore wind operators across Asia-Pacific.

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

Hai Long 3 Installs First Turbine

Hai Long 3 has completed its first offshore wind turbine installation, with a locally assembled nacelle from Siemens Gamesa and offshore installation carried out by CDWE.



Photo source: CDWE

20, March 2026

The Hai Long Offshore Wind Project has completed the offshore installation of the first wind turbine for the Hai Long 3 wind farm, marking a key construction milestone and signalling that the project is entering a critical phase.

The turbine's nacelle was assembled in Taiwan at Siemens Gamesa's nacelle assembly facility in Taichung. Offshore installation work was

carried out by CDWE, which the project described as Taiwan's leading large-scale offshore wind marine engineering contractor. The combination of local assembly and offshore installation marks further progress in establishing offshore wind technology within Taiwan.

The project said the milestone also reflects progress in meeting its localization commitments alongside national renewable energy targets. In

the nacelle segment, the project built on the mandatory requirements for Hai Long 2A by extending its cooperation with Siemens Gamesa to include local procurement for the Hai Long 2B and Hai Long 3 wind farms.

A total of 73 locally assembled nacelles were completed this month and are currently being transported offshore for installation, according to the project.

Tim Kittelhake, CEO and Project Director of the Hai Long Project, said the successful installation of the first turbine at Hai Long 3 demonstrated the synergy between the project team and local contractors as the development moves steadily toward full grid connection. He added that close cooperation with the local supply chain not only fulfills localization requirements but also raises the technical and quality standards of Taiwanese suppliers, enabling them to compete in the international market.

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Cadeler Adds Taiwan O&M Contract

Cadeler secured a new Taiwan offshore wind O&M contract through Nexra, with Wind Maker assigned to two wind farms in 2026.

23, March 2026

Cadeler has secured an additional firm offshore wind Operations & Maintenance contract through Nexra, its dedicated service platform, for execution and completion during 2026.

The campaign covers two offshore wind farms in Taiwan and will be carried out by Wind Maker, the wind installation vessel delivered to Cadeler in 2025. The contract was signed with an undisclosed client and is expected to run for about three to four months.

The latest award follows another recent Nexra contract for a separate O&M campaign also to be performed by Wind Maker.

Founded in 2025, Nexra

was set up to support the global offshore wind aftermarket. Cadeler said demand for complex maintenance and major component exchange is rising as more turbines enter operation, particularly in the 10–15 MW segment. O&M accounted for about one fifth of Cadeler's revenue in 2025.

Jacob Gregersen, Chief Growth Officer at Cadeler, said the group can mobilise quickly and execute safely and efficiently across jurisdictions. Chief Executive Officer Mikkel Gleerup added that the company's fleet and Asia-Pacific presence support clients through both installation and operations.

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South Korea Shifts Offshore Wind to Planned Site System

South Korea will introduce a government-led planned site system for offshore wind from 26 March, replacing the developer-led approach with integrated permitting and a new policy framework.

21, March 2026

South Korea will overhaul its offshore wind development framework from 26 March by introducing a government-led planned site system and integrated permitting procedures.

The Ministry of Climate, Energy and Environment said the Enforcement Decree of the Special Act on the Promotion of Offshore Wind Power Deployment and the Development of Related Industries was approved at a Cabinet meeting on 17 March 2026 and will take effect on 26 March.

Under the new framework, offshore wind projects will move away from a system in which private developers individually identify sites and pursue permits. Instead, the government will identify suitable locations in advance and process permitting through an integrated pan-governmental structure.

The decree sets out detailed rules for operating the offshore wind planned site system, including the composition and operation of the Offshore Wind Power Committee, procedures for des-



Illustration (Image source: EDF Renewables)

ignating preliminary offshore wind zones, the establishment and operation of public-private consultative bodies, procedures for selecting project developers, and environmental review procedures.

A new Offshore Wind Power Committee will be established under the Prime Minister to coordinate inter-ministerial differences and deliberate on key policies related to the planned site

system, including the designation of preliminary zones and development zones.

The government will designate preliminary zones after comprehensively considering wind conditions, impacts on fisheries and the environment, and maritime traffic conditions. These areas may later be designated as development zones following reviews of economic feasibility, public acceptance, and grid capaci-

ty.

If selected as a developer within a designated development zone, a project company will be able to process permitting procedures under relevant laws in an integrated manner.

The decree also provides for public-private consultative bodies led by local governments to discuss community acceptance and benefit-sharing measures. More than

half of the members must be fishermen and local resident representatives.

From the law's effective date, the government plans to establish the Offshore Wind Power Committee and its working-level committee, identify candidate sites for the first round of preliminary zones within the year in cooperation with relevant ministries and local governments, and prepare subordinate regulations in stages, including detailed criteria for environmental assessments and standards related to existing developers and designated cluster zones.

Minister Kim Sungwhan said the implementation of the Special Wind Power Act would shift offshore wind development from an individual developer-led approach to a planned site system under government management. He added that renewable energy expansion is an important foundation for strengthening energy security and that offshore wind would be expanded systematically while ensuring environmental integrity, public acceptance, and regional benefit-sharing.

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S.Korea Nakwol Offshore Wind Hits 72.8%

South Korea's Nakwol Offshore Wind Power Project has reached 72.8% completion, with the 364.8 MW development set to more than double the country's offshore wind capacity once finished.

25, March 2026

South Korea's Nakwol Offshore Wind Power Project, the country's largest offshore wind development, has reached a 72.8% completion rate and is moving toward full completion within the year. At a time of rising pressure to expand renewable energy following an energy crisis linked to the Middle East, it remains the only large-scale offshore wind project currently under construction in South Korea.

The 364.8 MW project is being developed off Yeonggwang, South Jeolla Province, by Myeongun Industrial Development and Thailand's B.Grimm Power. Since breaking ground in March 2024, the project has made steady progress and is expected to generate enough electricity to supply 250,000 households for one year.

Construction across the 64-turbine scheme has advanced with 38 monopile foundations, 22 transition

pieces, and 11 tower-turbine upper structures installed. Work slowed during the winter due to harsh offshore weather, but activity accelerated again this month as conditions improved.

Commercial operation has already begun in stages. Since the first turbine started commercial operation in December of last year, five turbines have entered commercial service. Initial capacity factor and power generation have come in above expectations, sup-

porting a positive assessment of the project's viability.

Once completed, the project is expected to lift South Korea's offshore wind capacity from 352 MW to 716.8 MW, more than doubling the current total. It is also expected to reduce carbon dioxide emissions by about 430,000 tonnes. More than 100 South Korean companies from equipment, construction, and services have participated in the project, helping strengthen the country's offshore wind

supply chain.

Myeongun Industrial Development said the technology and experience gained through the project would help support innovation and growth across the wider wind power industry ecosystem, which it described as a key pillar of national energy security.

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Energean Holds Katlan First-Gas Target

Energean said the Katlan subsea development offshore Israel remains on track for first gas despite the suspension of the Energean Power FPSO at Karish. The company also reported contract progress, Egypt concession talks and continued activity in the UK North Sea.

22, March 2026

Energean is maintaining its first-gas target for the Katlan subsea development offshore Israel, despite the suspension of operations at the Energean Power FPSO on the Karish field following a request from Israel's government amid regional hostilities.

Project work has continued across key parts of the development. By the end of February, subsea engineering, procurement and manufacturing were about 50% complete, while construction of the new

FPSO topside monoethylene glycol system reached 55%. Offshore execution planning in Israel has also been completed, including the setup of the logistics base in Haifa.

The company said all main contracts for Katlan are in place. These include the rig contract for drilling the Athena and Zeus development wells, which form part of the multi-field tieback to the Karish gas FPSO.

Outside Israel, Energean is negotiating with Egyptian authorities to combine its three producing concessions

in the West Nile Delta — Abu Qir, NEA and NI — into one concession. The company said the change is expected to improve commercial and fiscal terms, create new development and exploration opportunities, and extend the economic life of the fields. It is targeting an agreement around the middle of this year, with parliamentary ratification to follow.

In the UK central North Sea, the non-operated Scott field, where Energean holds a 10% interest, brought one new infill well onstream last year. A



second infill well, spudded in the fourth quarter of 2025, is scheduled to start production later this year. Further infill

drilling is also expected.

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

Västvind Wins Partial Support in Sweden

Sweden has moved the 1 GW Västvind offshore wind project a step closer to approval after Västra Götaland's County Administrative Board backed part of the EEZ application.

21, March 2026

The Västvind offshore wind project has cleared an important step in Sweden's permitting process after the County Administrative Board of Västra Götaland recommended that the government approve the part of the development located in Sweden's Exclusive Economic Zone.

The recommendation cov-

ers only part of the proposed project area. In its review, the authority pointed to western Sweden's need for additional electricity supply, while also removing a substantial section of the site because of shipping safety distance requirements. It added that a wider area could be considered in the future if the regulatory framework for shipping changes.

The section of Västvind located in Swedish territorial

waters is being reviewed separately by the Land and Environment Court. The final decision on whether the offshore wind farm can move ahead will be taken by the Swedish government.

For developer Eolus, the latest recommendation keeps the project in play but also underlines the need to resolve how offshore power generation and maritime traffic can operate alongside each

other in the same waters. The company has said that further progress will depend on constructive solutions that allow coexistence between the energy and shipping sectors.

The permitting process has been underway since 2023, when Eolus submitted applications to both the government and the Land and Environment Court because the site extends across both the EEZ and territorial waters.

As planned, Västvind would include up to 50 turbines with an installed capacity of about 1 GW. Expected annual output is estimated at around 4–4.5 TWh. The project is proposed off Öckerö and Kungälv, west of Gothenburg, with construction targeted to begin around 2027 and commissioning planned by the end of the decade, subject to permit approval.

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

EU Approves Danish Aid for Hesselø, North Sea I Mid

The European Commission has approved a €5 billion Danish State aid scheme for the Hesselø and North Sea I Mid offshore wind farms, supporting up to 1.8 GW of new capacity through a capability-based two-way CfD model over 20 years.

24, March 2026

The European Commission has approved a €5 billion Danish State aid scheme for the Hesselø and North Sea I Mid offshore wind farms, supporting up to 1.8 GW of new capacity.

The scheme will run for 20 years under the Clean Industrial Deal State Aid Framework and will cover both the

construction and operation of the two projects. Together, the wind farms are expected to generate around 7.8 TWh of electricity a year, equal to about 25% of Denmark's 2025 electricity output.

Hesselø is expected to have a capacity of at least 800 MW and an annual generation of around 3.2 TWh. North Sea I Mid is expected to deliver at least 1 GW and pro-

duce about 4.6 TWh per year.

Support will be provided through a capability-based two-way contract for differences. The measure will be awarded through competitive tendering and paid as a monthly variable premium when market prices fall below the bid price. When market prices rise above the bid price, operators will pay the difference back to the Danish

authorities.

The Commission said the scheme meets the requirements of the framework. It said the capability-based CfD model avoids overcompensation and ensures producers are not paid during periods of negative market value. The Commission also said the structure is in line with the EU's updated electricity market design rules.

The Commission concluded that the measure is necessary and proportionate to accelerate Denmark's offshore wind build-out, support the EU's clean-energy goals, and strengthen industrial competitiveness under the Clean Industrial Deal.

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

TotalEnergies Ends U.S. Offshore Wind Leases

TotalEnergies will relinquish two U.S. offshore wind leases under agreements with the Department of the Interior and redirect an equal amount of refunded lease fees into U.S. Gas & Power development.

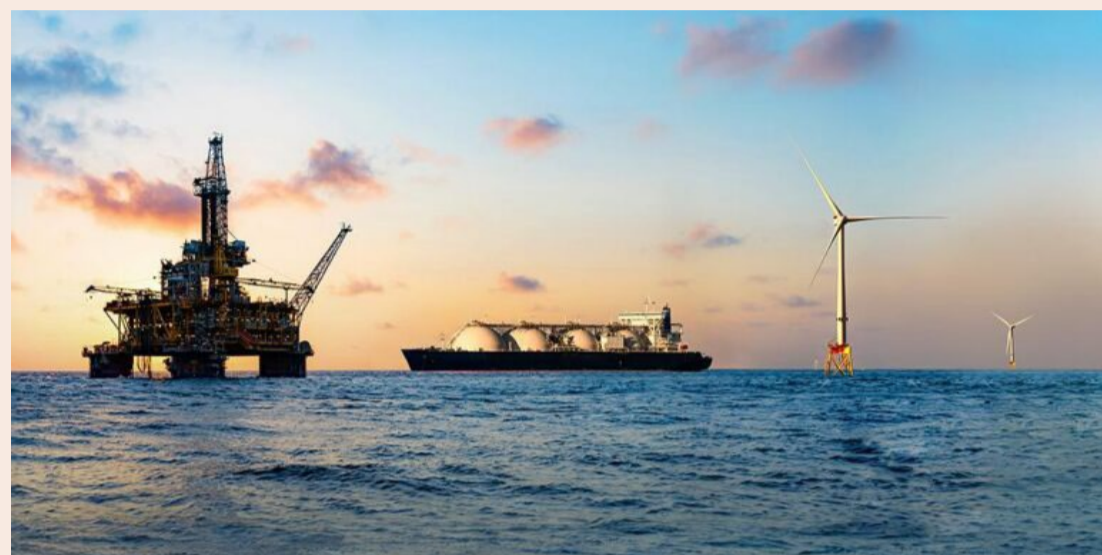


Illustration (Photo source: TotalEnergies)

24, March 2026

TotalEnergies has signed settlement agreements with the U.S. De-

partment of the Interior to relinquish its Carolina Long Bay lease (OCS-A 0545) and its New York Bight lease (OCS-A 0538), both awarded in 2022,

together with its partners. Following the agreements, the company will no longer develop offshore wind projects in the United States.

Under the settlement terms, TotalEnergies will recover the lease fees it paid and will invest an equal amount in the development of U.S. Gas & Power production and exports.

The company says its studies on the two leases showed that offshore wind developments in the United States, unlike those in Europe, are costly and could negatively affect power affordability for U.S. consumers. It also says other technologies are available to meet rising electricity demand in the U.S. at a more affordable cost, removing the need to allocate capital to this technology in the country.

Patrick Pouyanné, Chairman of the Board of Directors and Chief Executive Officer

of TotalEnergies, says the Administrations support the Administration's energy policy and provide for reimbursement of lease fees in exchange for the company's withdrawal from U.S. offshore wind. He adds that the refunded amount will be reinvested to finance the construction of the 29 Mt Rio Grande LNG plant and the development of the company's oil and gas activities.

Separately, TotalEnergies recently signed a letter of intent with Glenfarne, lead developer of the Alaska LNG project, for the long-term offtake of 2 Mtpa of LNG over 20 years, subject to the project's final investment decision.

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

Vestas Builds Korea Offshore Wind O&M Base

Vestas, KPS and KMC Line signed an MoU to support offshore wind O&M in South Korea through technician training, workforce development and project cooperation.



Photo source: Vestas

24, March 2026

Vestas, KEPCO Plant Service & Engineering (KPS) and KMC Line have signed a memorandum of understanding to support South Korea's offshore wind sector,

with a focus on operation and maintenance.

The agreement covers cooperation on a wind power training centre and specialised O&M training programmes for offshore wind service technicians in Korea.

The three companies will also examine possible cooperation in O&M work for offshore wind projects in the country.

According to Vestas, the MoU is intended to help speed up the development of a skilled workforce and

high-quality offshore wind O&M capabilities in Korea.

Anders Brohm, General Manager of Vestas Korea, said the partnership combines Vestas' experience in wind turbine technology and services, KPS' background

in power plant operations, and KMC's capabilities in the maritime sector. He said the company's aim is to help develop specialised talent for Korea's offshore wind industry, strengthen the O&M ecosystem, and support long-term project performance.

The agreement comes after Vestas secured its first offshore wind order in South Korea in December last year through the 390 MW Shinan-Ui project. The contract covers 26 V236-15.0 MW offshore wind turbines and a 20-year service agreement.

Delivery of the 15 MW turbines is set to start in 2027, and commercial operations at the 390 MW wind farm are expected in 2028. Earlier this year, South Korea also announced its first wind turbine installation vessel capable of installing 15 MW turbines. Its first project is expected to be Shinan-Ui, and the vessel is scheduled to enter service in 2028.

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

Equinor, Rio Energy Buy Brazil Wind Project

Equinor, through Rio Energy, has acquired the 230 MW Esquina do Vento wind project from Vestas in Brazil, with Vestas set to supply 51 turbines and provide 30 years of operations and maintenance services.

24, March 2026

Equinor, through its subsidiary Rio Energy, has acquired the 230 MW Esquina do Vento wind project in Brazil from Vestas, while also placing a turbine order with the supplier for the same development in Rio Grande do Norte in the country's northeast.

Under the contract, Vestas will supply 51 V163-4.5 MW turbines. Installation is due to start in March 2027, and all units are scheduled to be installed by the end of 2027. The company will also provide operations and maintenance

services for 30 years under an Active Output Management 5000 agreement.

The transaction marks the first collaboration in Brazil between Equinor / Rio Energy and Vestas. It also comes as large-scale wind investment in Brazil shows signs of recovery.

Roberto Colindres, CEO of Rio Energy, said the Esquina do Vento project is an important milestone for the company and reflects its continued commitment to Brazil's renewable energy market. He said onshore wind still has strong potential to provide reliable,

clean and affordable power while creating long-term value for communities and customers in Brazil.

Eduardo Ricotta, CEO of Vestas Latin America, said the project indicates confidence in Brazil's wind market and represents another step in the sector's recovery. He said Brazil remains one of the company's most strategic markets globally for competitive, large-scale renewable energy investment.

Once operational, the 230 MW Esquina do Vento wind project is expected to generate enough electricity to

supply about 520,000 homes in Brazil. The development is also expected to support local value creation, while contributing to the country's clean energy mix and energy security.

The project also marks a milestone for Vestas Development, the group business unit established in 2020 to expand the availability of fully developed wind projects in selected strategic markets. After more than five years of work in Brazil, Esquina do Vento has become the first project in the company's local portfolio to reach Ready to Build stage.

At the end of 2025, Vestas Development managed a global project pipeline of 28 GW, with Brazil holding an important position in that footprint. Frédéric Guillaume, Head of Vestas Development for Latin America, said the project demonstrates the company's approach of offering complete and bankable solutions that combine project development, turbine technology and long-term service.

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

Ofgem Shortlists Five OFTO Bidders

Ofgem shortlisted five bidders for offshore transmission assets serving East Anglia 3, Inch Cape and Dogger Bank C, with a combined estimated value of £3.5 billion.



Photo source: Shutterstock

24, March 2026

Ofgem has shortlisted five bidders for offshore transmission assets linked to the East Anglia 3, Inch Cape and Dogger Bank C wind farms off Great Britain's east coast.

The regulator said the assets have a combined estimated value of £3.5 billion. The shortlisted bidders are DTP, Equitix, GSC, JL and TCP. They will now move to the formal tender stage before preferred bidders are selected for transmission licences.

The package includes pre-built offshore and onshore

links connecting offshore wind generation to Great Britain's power grid. Ofgem said the assets cover cables, converter stations and substations.

According to Ofgem, Tender Round 13 has drawn its largest field of bidders since 2019, underlining investor interest in the offshore transmission owner regime.

Beatrice Filkin, director of major projects at Ofgem, said recent geopolitical events have shown that both energy security and investment can be affected. She said the OFTO regime supports British energy security and offers investors a stable asset.

She added that the regime is bringing investment into the UK to support growth and a stable, secure electricity system powered by clean electricity, while also seeking to deliver value for consumers.

Ofgem said the OFTO regime has attracted more than £10 billion of investment since 2009 across links serving 28 offshore wind farms. The regulator expects up to £6 billion of OFTO assets to come to market each year to 2030 and plans to launch Tender Round 14 later this year.

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

Bilfinger Expands Role on Poland Offshore Wind Build

Bilfinger has secured the offshore supervision scope for Bałtyk 2 and Bałtyk 3, overseeing substation and turbine installation, export cable laying, and landfall works for the 1,440 MW Polish Baltic Sea wind projects.

25, March 2026

Bilfinger will provide supervision services for the offshore development of Bałtyk 2 and Bałtyk 3 in the Polish Baltic Sea, the joint offshore wind projects of Equinor and Polenergia.

The two wind farms are

planned to include about 100 turbines with a combined capacity of 1,440 MW, placing the development among the largest offshore wind projects in Poland. The scheme is expected to support the region's renewable power growth and strengthen long-term energy security.

Under the offshore scope, Bilfinger will supervise the assembly and installation of offshore substations, turbine installation, export cable laying of more than 120 km, and landfall works connecting the offshore assets with the onshore section. The company will also oversee compliance

with design requirements and permits, monitor quality and safety, and provide technical advisory and reporting services to the investor.

Jaromír Kříž, President Central Eastern Europe at Bilfinger, said the award follows the company's earlier cooperation on the onshore scope

of Bałtyk 2 and Bałtyk 3 and reflects customer trust in its delivery standards.

Once operational, the two offshore wind farms are expected to supply clean electricity to 2 million households.

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

Baltic Towers Signs for Baltica 2 Tower Supply

Baltic Towers signed a tower supply agreement with Siemens Gamesa for Poland's Baltica 2 offshore wind project, a 1.5 GW development backed by PGE Polska Grupa Energetyczna and Ørsted.

22, March 2026

Baltic Towers has signed a cooperation agreement with Siemens Gamesa to supply wind turbine towers for the Baltica 2 offshore wind project in Poland.

The agreement covers the largest batch of wind turbine towers ordered for Baltica 2, according to the provided source. The project is being developed jointly by PGE Polska Grupa Energetyczna and Ørsted.

Located about 40 km off the Polish coast near Ustka, Baltica 2 will be built with 107 Siemens Gamesa 14 MW-222 turbines. Once commissioned in 2027, the 1.5 GW offshore wind farm is set to become the largest in Poland. According to the developer, the project will be able to supply green electricity to around 2.5 million households.

The developers took the final investment decision for Baltica 2 in January 2025. In February 2026, Ørsted and PGE Polska Grupa Energetyczna received a promise of concession for the project from Poland's Energy Regulatory Office, URE.

Baltic Towers was established in 2023 as a joint venture between GRI Renewable Industries and the Polish Industrial Development Agency. The company said its factory in Gdańsk represents a strategic EUR 200 million investment. The site produced its first offshore wind tower section in September last year.

Photo source: Baltic Towers

hmt-news.com



Photo source: Baltic Towers

UK Blocks Mingyang Turbines in Offshore Wind

The UK has decided it cannot support Mingyang turbines in offshore wind projects, while the Chinese OEM says its £1.5bn Scotland factory plan remains unchanged.

26, March 2026

The UK government has ruled out support for turbines supplied by Mingyang in offshore wind projects in British waters, after the industry asked ministers to clarify their position on the Chinese OEM's equipment.

London said the decision

followed careful consideration. A government spokesperson said the UK would act to protect national security and would continue to prioritise resilient and sustainable offshore wind supply chains.

The government also said it would continue to welcome Chinese investment where it serves the national interest. At

the same time, it said its long-term approach to China would remain based on cooperation where possible, without weakening security or resilience.

Ministers and officials had been assessing possible security implications since last spring, when Mingyang was linked to a turbine supply deal for Flotation Energy and Var-

gronn's 560MW Green Volt floating wind project off eastern Scotland.

Mingyang said it was disappointed by the decision and warned it would delay the company's plan to build a £1.5bn turbine factory in Scotland. The manufacturer said the project could create up to 1,500 jobs and argued the

ruling removes competition from a turbine market already constrained in capacity.

The company added that it would continue to engage with the UK government, including on national security, and said its planned activities in the UK remain unchanged.

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DEME Names Norse Wind in Oslo

DEME has officially named Norse Wind in Oslo. The new vessel is equipped with a 3,200 t crane and will support next-generation offshore wind turbine and monopile installation in the North Sea.



26, March 2026

DEME has officially named its new offshore wind turbine installation vessel Norse Wind at the Port of Oslo, marking another milestone for the company's offshore wind fleet.

The vessel was named by Mrs. Ingrid Schulerud, Norway's former Ambassador to

Belgium. According to DEME, the ship's godmother represented the partnership, connection and shared vision for the future linked to the vessel.

Before the ceremony, guests from Belgium and Norway came on board Norse Wind. They included Their Majesties the King and the Queen of the Belgians, His Royal Highness Crown Prince Haakon of Norway, Maxime Prévot, Deputy Prime Minister and Minister of Foreign Affairs, European Affairs and Development Cooperation, and Matthias Diependaele, Minister-President of the Government of Flanders and

Flemish Minister for Economy, Innovation and Industry, Foreign Affairs, Digitalization and Facility Management.

DEME said their presence underlined the enduring ties between Belgium and Norway and showed the commitment of both countries to the future of offshore wind.

Built for next-generation offshore wind turbine installation, Norse Wind is equipped with a 3,200 t crane. The vessel will transport and install next-generation wind turbines and XXL monopiles in water depths of up to 70 m.

Luc Vandenbulcke, CEO of DEME, said Norse Wind

represents a major step in the company's offshore transportation and installation capabilities. He said the vessel reflects DEME's ambition to push boundaries, accelerate offshore wind deployment and deliver solutions for the energy sector. He also said the company looks forward to the vessel starting its first project, opening a new chapter in its offshore wind installation activities.

Construction of Norse Wind began in 2023 under Havfram, the Norwegian offshore wind contractor acquired by DEME in April 2025.

Together with sister vessel Norse Energi, Norse Wind is set to support some of the world's largest offshore wind projects.

The vessel will soon sail to the North Sea. There, in the coming years, it will transport and install Vestas offshore wind turbines, including work on the Nordseecluster project, a joint offshore wind development by RWE and Norges Bank Investment Management.

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Hanwha Philly Expansion Draws Focus in U.S. Shipbuilding Debate

Hanwha Ocean's Philadelphia investment is drawing new attention as 60 Minutes and industry coverage highlight U.S. shipbuilding's output, cost and workforce challenges.



Image courtesy of Hanwha Philly Shipyard

24, March 2026

CBS program 60 Minutes and recent industry coverage have both put new attention on U.S. shipbuilding, with Hanwha Ocean's investment in Philadelphia emerging as a central example in the discussion over output, cost and work-

force capacity.

The broadcast focused on Hanwha Ocean's 2024 acquisition of Philly Shipyard for \$100 million. During the program, Lesley Stahl said the South Korean president had proposed a \$150 billion investment to support the revival of U.S. shipbuilding and described Philadelphia as the

beginning of that effort.

David Kim, chief executive of Hanwha Philly Shipyard, said the Philadelphia yard delivers about one to 1.5 ships a year, while the company's yard in Geoje in South Korea delivers about one ship a week. He said the goal is to raise output in Philadelphia to as many as 20 ships a year.

The plan also includes workforce expansion from 7,000 to 10,000 through training programs, as the U.S. shipbuilding sector continues to face shortages of skilled workers such as welders and pipefitters. Michael Coulter of Hanwha Aerospace's U.S. business said building more ships would lower per-ship production costs.

Industry coverage said the scale gap extends beyond annual output. It reported that ships built in Asia in about six months can take twice as long in the United States and cost up to five times as much, while longer build times, higher costs and reliance on imported components continue to weigh on competitiveness.

Coulter also said the company had proposed to the U.S. government that submarines could be built in Philadelphia if requested. He further pointed to the lack of U.S.-built LNG carriers, saying the United States exports LNG globally but does not have compliant ships to move that cargo between its own ports under Jones Act rules. Industry coverage also noted that the U.S.

does not build LNG carriers.

The industry report said the current debate is tied to a broader policy push in Washington. It noted that shipbuilding has been placed within the Trump administration's maritime agenda, while the U.S. Trade Representative's Section 301 investigation had concluded that China's state-backed support for shipbuilding and maritime logistics had distorted competition and weakened U.S. capability.

The same report also cited Stephen Carmel, who said maritime strength depends on a wider system that includes cargo, logistics networks, ports, finance, industrial policy and workforce development, rather than shipyards alone.

Against that backdrop, the Philadelphia yard has become a closely watched part of the U.S. shipbuilding discussion, as policymakers and industry participants look at whether higher output, workforce training and production modernization can lift domestic capacity.

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Japan, U.S. Advance \$100M Shipyard Technology Project

Japan and the United States are advancing a \$100 million joint shipbuilding project focused on AI, robotics and automated production systems to modernize yard capability and strengthen industrial cooperation.



Source: Prime Minister's Office of Japan

22, March 2026

Japan and the United States are moving ahead with a \$100 million joint shipbuilding project centered on artificial intelligence, robotics, and automated production systems, as both countries seek to modernize yard operations and deepen industrial cooperation.

The program is intended to support stronger shipbuilding capability in both countries through joint research and technology development. Government ministers are expected to oversee the work under the planned framework.

The effort follows talks be-

tween U.S. President Donald Trump and Japanese Prime Minister Sanae Takaichi, which set the stage for the project's launch.

Beyond technology development, the initiative is aimed at reinforcing the shipbuilding industries of Japan and the United States as they respond to China's dominant position in global ship production. By improving efficiency, innovation, and supply chains, the two countries are seeking to reduce reliance on Chinese shipyards and maintain competitiveness in the international maritime industry.

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Clarksons Data Shows Limited Rise in Newbuilding Prices

The Clarksons Newbuilding Price Index stood at 182.14 at the end of February 2026, only 2.6% above the 2007 level, showing how limited overall new ship price gains have been despite higher yard costs.



Photo source: Yangzijiang Shipbuilding Group

24, March 2026

The Clarksons Newbuilding Price Index stood at 182.14 at the end of February 2026, compared with 184.83 at the end of 2007

and 189.69 in the third quarter of 2024.

The data shows that the shipbuilding market has recovered from the drop in order prices that followed the 2008 financial crisis. Even so, the

overall increase in the index was only 2.6% compared with the level recorded 17 years earlier.

Because the index is calculated by combining construction costs across all ship

types, that 2.6% rise indicates that room for further increases in overall newbuilding prices remains limited.

Changes by vessel type were mixed. In the gas carrier segment, the newbuilding price index for VLGCs rose from 93 in 2007 to 123 in 2024, an increase of about 24.0%. The data also shows that some higher-value ship types recorded double-digit growth.

In the tanker segment, the VLCC newbuilding price index increased from 146 in 2007 to 150 in 2008, then fell to 129 in 2024. The Suezmax index was 90 in both 2007 and 2024, while the Aframax index moved from 72.5 in 2007 to 75 in 2024.

In the bulk carrier segment, the Ultramax newbuilding

price index declined from 48 in 2007 to 35 in 2024. The Kamsarmax index also fell, dropping from 46.5 in 2008, the first year available in the data, to 37.5 in 2024.

Some observers said shipowners generally take a conservative stance on increases in new ship construction costs unless exceptional conditions emerge, such as war or an unprecedented surge in cargo volumes. Against that backdrop, they believe the limited rise in ship prices, despite continuing increases in shipbuilding costs, could add to the burden on shipyards, especially labour costs, which account for a significant share of total expenses.

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China Gains Ground in Shipbuilding

China is widening its presence in global shipbuilding as vessel replacement demand drives a long order cycle. The shift is also increasing pressure on South Korean yards in tankers and LNG carriers.

24, March 2026

China is expanding its reach in global shipbuilding as a broad renewal cycle for older vessels lifts demand for new tonnage, increasing pressure on South Korea's position in higher-value segments.

A market outlook from Arrow Shipbroking Group said 46,000 vessels are expected to be ordered worldwide over the next 15 years, with the order cycle likely to reach its high point in the mid-2030s. Ships delivered during the 2009-2012 boom are now moving into replacement age, while geopolitical instability is accelerating logistics realignment and prompting some owners to place orders sooner.

Tighter supply is reinforcing that trend. Current production capacity implies a global order backlog of more than four years. Small LPG carriers, small and midsize container ships, and large LNG carriers are already facing limited availability. Replacement demand is also growing for large bulkers and tankers, while



Photo courtesy of Hudong-Zhonghua Shipbuilding

seaborne trade is projected to rise 10% by 2030.

China is moving aggressively to meet that demand. Its annual building capacity, estimated at about 20 million CGT in 2024, is expected to increase to 35 million CGT by 2028, close to the current global capacity of 40.5 million CGT. South Korea, by comparison, is expected to produce 11.17 million CGT this

year and remains cautious on major facility expansion because of restructuring after a prolonged downturn and ongoing labor shortages.

That capacity buildup is feeding directly into market share. Of the 5.21 million CGT ordered worldwide in February, Chinese yards secured 4.15 million CGT, equal to 80%, while South Korea took 570,000 CGT, or 11%.

China also accounted for 62% of the global backlog of 183.56 million CGT last month, compared with South Korea's 20%. In crude tankers, Chinese yards won 69 of the 91 vessels ordered globally in January and February.

The competitive gap is narrowing even in LNG carriers, where South Korean builders have long held an advantage. In January, Jiangnan

Shipyard won an order from East Pacific Shipping for two 175,000-cubic-meter LNG carriers, while Hudong-Zhonghua Shipbuilding secured six 174,000-cubic-meter vessels from TMS Cardiff Gas. TMS Cardiff Gas, a repeat LNG carrier customer of Korean yards, placed such an order in China for the first time. East Pacific Shipping also selected China for its first LNG carrier order.

Chinese builders are offering large LNG carriers at prices about 10% below Korean levels. Delivery performance is also improving, with Hudong-Zhonghua Shipbuilding said to have reduced LNG carrier construction time from 36 months to 16 months through the localization of key equipment.

The shift is raising concern in South Korea that technology leadership alone may not be enough unless it is maintained in core ship types and backed by a broader order-winning strategy.

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China Floats Second Cruise Ship

Adora Cruises floated out Adora Flower City, China's second large domestically built cruise ship, and signed for two more vessels plus an option for a third as it prepares for delivery in late 2026 and targets wider international cruise operations.



Source: Adora Cruises

23, March 2026

Adora Cruises floated out its second large domestically built cruise ship, Adora Flower City, and at the same time moved to expand its newbuilding pipeline with plans for two more ships and an option for a third.

The company signed a memorandum of understand-

ing with China State Shipbuilding Corporation for the design and construction of the additional ships. It said the next generation will be based on a Chinese design, with the first vessel in that series targeted for delivery by 2030. Adora Cruises also said the added capacity will support its overseas homeport plans and accelerate its push into

international cruise markets.

The new ship is scheduled to begin sea trials in May and is due for delivery in late 2026. It will be homeported at Guangzhou Nansha International Cruise Home Port in southern China near Hong Kong. Adora Magic City is homeported in Shanghai, while Adora Mediterranea, the former Costa cruise ship

When completed, Adora Flower City will measure 141,900 gross tons and 341 m in length. It is an enlarged version of Adora Magic City, which measures 136,200 gross tons and 324 m. The added 17 m was used to increase capacity and reshape parts of the ship's layout.

Passenger cabins rise to 2,130, with maximum capacity set at 5,232 guests. The first ship has 2,125 cabins and a

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CTG and CSSC Expand Cruise Ship Cooperation

China Tourism Group Co., Ltd. and China State Shipbuilding Corporation Limited signed an MoU in Shanghai for a new large cruise ship project, combining tourism operations, shipbuilding, construction and operating management to strengthen China's full cruise industry chain.

23, March 2026

China Tourism Group Co., Ltd. and China State Shipbuilding Corporation Limited signed a memorandum of understanding in Shanghai on 20 March 2026 for a new large cruise ship construction project, setting out a broader partnership covering design, construction and operational management. The two groups said the cooperation will support the development of China's full cruise industry chain through a model built on series construction and scaled operations.

Under the agreement, China Tourism Group Co., Ltd. will contribute its tourism and operations capabilities, while

China State Shipbuilding Corporation Limited will provide shipbuilding and marine equipment manufacturing strength. The framework covers the full chain from market demand and ship design to construction, delivery and operating services.

As part of the division of work, China Tourism Group Co., Ltd. will lead market demand analysis and product definition. Drawing on its experience in tourist sourcing, route development, cruise operations, scenic spot management, hotel operations and duty-free business, the group will help shape cabin layouts, service facilities, entertainment and dining for the new ships. The aim is to support the transition of China's

large cruise ship sector from successful construction to successful operation.

China State Shipbuilding Corporation Limited will lead cruise ship design development, key technology work, final assembly and construction. The group said the project is intended to meet international technical specifications and the latest environmental standards, while also strengthening the domestic cruise ship industry chain and increasing the localization rate of core equipment.

Within the cooperation structure, Shanghai Waigaoqiao Shipbuilding Co., Ltd. and Huaxia International Cruise Line will serve as the core construction and operating entities. Under a follow-on

framework covering two firm vessels and one optional vessel, Shanghai Waigaoqiao Shipbuilding Co., Ltd. will use its cruise ship production facilities, supply chain management system and complex project management capability to support its final assembly base. It is targeting the delivery of the first newly built cruise ship by the end of 2030.

On the operating side, Huaxia International Cruise Line will use the experience of Adora Cruises to take part in defining the new vessel products and to reflect Chinese consumer preferences and cultural needs in cabins, onboard services, entertainment and catering. The company also said it is building

maximum passenger capacity of 5,246. The larger platform also allowed the company to redesign the cabins, double the size of the central atrium and rework public spaces.

On board, the vessel will have 26 restaurants and bars, a theatre, a gym and spa, an enlarged shopping mall and children's areas. Adora Cruises said the ship represents an upgrade in both space and technology, including interactive systems in the cabins.

The interior concept follows a flower theme tied to Guangzhou, widely known as the Flower City. The company said it also strengthened Chinese cultural elements and the Chinese cruise experience throughout the ship.

China State Shipbuilding Corporation said the vessel includes more than 4,700 km of cabling, nearly 40,000 square metres of public space, thousands of systems, more than 20,000 pieces of equipment and over 25 million components, underlining the scale and complexity of the project.

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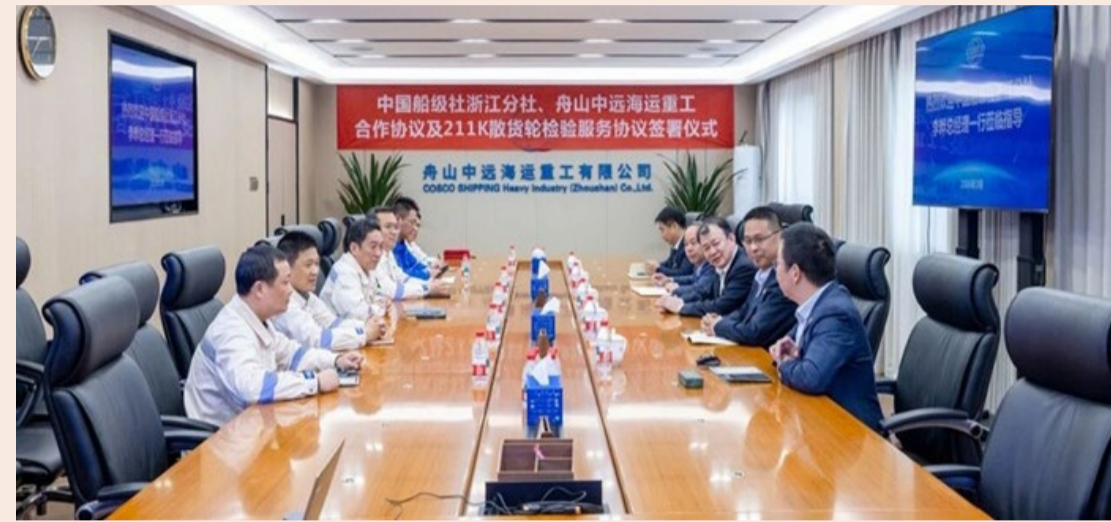
COSCO, CCS Issue China's First Ship Repair Carbon Declaration

COSCO Shipping Heavy Industry (Zhoushan) and the Zhejiang Branch of China Classification Society signed a cooperation pact in Zhoushan and issued China's first ship repair carbon footprint compliance declaration for Fengshouhai.

24, March 2026

On 20 March, COSCO Shipping Heavy Industry (Zhoushan) and the Zhejiang Branch of China Classification Society signed a cooperation agreement in Zhoushan, alongside a ship inspection service agreement covering the construction and classification of 211,000 DWT bulk carriers. At the same ceremony, the two parties issued a carbon footprint compliance declaration for Fengshouhai, presented as the first such declaration in China's ship repair industry.

The declaration was linked to the ship repair carbon footprint verification cooperation agreement signed by the two sides on 3 December 2025 during the 22nd China International Maritime Exhibition. Under that arrangement, COSCO Shipping Heavy Industry (Zhoushan) will serve as the pilot site, while vessels owned



Source: COSCO Shipping Heavy Industry

by COSCO Shipping Group and selected for maintenance will be used in what the parties described as China's first pilot program for ship repair carbon footprint certification.

The pilot program is structured around three stages: standard development, practical validation and industry promotion. The two sides said this framework is intended to

support the future development of broadly recognized carbon footprint management standards for the ship repair sector.

The latest agreement also sets out deeper cooperation in smart manufacturing and digital transformation, the application of green and low-carbon technologies, and innovation in inspection

models. For 2026 to 2028, the parties identified priority work in smart manufacturing capability assessment, digital collaboration in smart welding, and digital ship delivery.

A total of 14 annual cooperation initiatives will be implemented under the plan. The stated aim is to create a benchmark for smart manufacturing collaboration in the

shipbuilding industry while supporting the green and low-carbon transition.

Representatives attending the ceremony included Li Ye, General Manager of the Zhejiang Branch of China Classification Society; Qiu Xuefeng, Deputy General Manager; Li Mingxin, Executive Director and Party Secretary of COSCO Shipping Heavy Industry (Zhoushan); Ma Chuan, General Manager and Deputy Party Secretary; and Ruan Junjie, Assistant General Manager. The two sides said they reached a series of agreements on advancing green and low-carbon transformation and intelligent manufacturing in shipbuilding.

Both parties said they will continue to promote resource sharing and cooperation, deepen technological collaboration, and accelerate digital and green transformation in the shipbuilding sector.

hmt-news.com

Hornblower Expands Bridgeport Yard

Hornblower Group expanded its Bridgeport yard to 17 acres, rebranded the site as Steelpointe Shipyard by Hornblower, and added broader vessel, propulsion and yacht service capabilities.



Photo source: Hornblower Marine

23, March 2026

Hornblower Group expanded its shipyard footprint in Bridgeport,

Connecticut, from 1 acre to 17 acres and renamed the site Steelpointe Shipyard by Horn-

blower, adding a broader service platform for commercial, government, private, yacht and recreational vessel customers.

The facility at 731 Seaview Avenue now supports vessel construction, propulsion work, management, consulting and yacht services from a single East Coast location. The expanded yard includes 45,000 square feet of indoor space, three Marine Travel Lifts for vessels up to 700 tons, and a 220 ft service dock.

Hornblower Marine said the yard will continue to handle routine maintenance, scheduled overhauls, emergency repairs and more complex projects. The site also has deep-water access to Long Island Sound and in-house design and engineering support for multi-scope vessel work.

The operation is organized around six divisions: construction, propulsion, management, consulting, services and yachts. The new yacht division will offer maintenance programs, refit work, seasonal haul-outs, and indoor and outdoor storage for yacht and recreational vessel customers.

The propulsion unit is also the Northeast distributor for Baudouin Marine Engines, while the management and consulting teams support owners with newbuild programs, fleet expansion planning, technical specifications, shipyard selection, construction oversight, route planning and feasibility review.

The company said the expansion builds on the growth of Hornblower Marine in Bridgeport since 2021

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Foreign Worker Share in Korea Shipbuilding Reaches 22.7%

Foreign workers made up 22.7 percent of South Korea's shipbuilding workforce in 2024, highlighting labor shortages, policy pressure for domestic hiring, and a growing push toward automation and smart yard investment.

23, March 2026

Foreign workers accounted for 22.7 percent of South Korea's shipbuilding workforce in 2024, up from 3.2 percent in 2007, according to the Korea Offshore & Shipbuilding Association. The increase has come as shipyards respond to labor shortages and labor cost pressures during the current upturn, while concerns remain over safety management linked to language barriers and limits on productivity.

The trend has pushed major shipbuilders to review their hiring structures. HD Hyundai Heavy Industries decided to reduce direct hiring of foreign workers and employ more domestic workers, while other major yards are also internally reviewing plans to increase domestic hiring instead of relying on foreign labor.

The policy debate has also widened at the government level. At a town hall meeting in Ulsan last month, Minister of Employment and Labor Kim Young-hoon took a negative view on any indefinite expansion of the Ulsan metropolitan area-specific visa and said he would consult with the Ministry of Justice. Earlier, at a town hall meeting in Ulsan in January, President Lee Jae-myung also said the structure of dependence on foreign labor in the shipbuilding sector needed to be reviewed.

Based on discussions at a policy meeting held on 11 March, the Ministry of Justice plans to reform the visa system so that it focuses on skilled foreign workers with specialized technical abilities. The government's direction reflects concerns that rising dependence on foreign labor in shipbuilding is affecting domestic jobs and that the gains from the industry's boom are not fully reaching local economies.

Foreign workers have largely filled on-site jobs that domestic workers tend to avoid. As of January, 206 people had received the Shipbuilding Skilled Worker (E-7-3) visa. The foreign workforce in shipbuilding also included about 8,000 workers on the Non-professional Employment (E-9) visa and 13,000 on the General Skilled Worker (E-7-3) visa. However, the industry said securing skilled foreign workers remains difficult because many return to their home countries after a certain period or move to other sectors offering better treatment.

Industry officials also said a rapid rebalancing of the workforce would be difficult because of the risk of labor shortages and higher fixed costs. One shipbuilding company official said that while the company is trying to increase domestic employment, adjusting the proportion of foreign labor is currently the



Photo credit: HD Hyundai Heavy Industries

most sensitive internal issue because it can directly affect operations in the yard.

Against that backdrop, there is growing analysis that the industry needs to move more quickly to fill the gap in skilled labor demand and shift to new technologies to secure long-term competitiveness. South Korea's three major shipbuilders are accelerating smart yard investment linked to artificial intelligence, including intelligent autonomous shipyards and smart yards.

The government is also maintaining related support. The Ministry of Trade, Industry

and Energy plans to invest KRW 320 billion this year under the Shipbuilding and Offshore Industry Technology Development Support Project. Of that amount, KRW 94.9 billion is allocated to the AI Digital Shipyard sector and KRW 37.8 billion to the AI Autonomous Ship sector.

Experts said the issue should be addressed as part of a broader industry strategy. Dr. Park Jae-hyun of the Korea Marine Equipment Research Institute said rising wage levels in the Korean economy are placing pressure on the labor-intensive shipbuilding

industry and that discussion should go beyond adjusting foreign labor ratios to establishing a sustainability strategy for the sector. Yang Jong-seo, a senior researcher at the Overseas Economic Research Institute of the Export-Import Bank of Korea, said maintaining a certain level of domestic skilled labor is important for preserving core technology and productivity, while investment in automation and digitalization is also needed to address labor shortages and cost issues at the same time.

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Remontowa Delivers Hybrid Ferry Bjarkøy

Remontowa Shipbuilding has delivered hybrid ferry Bjarkøy to Torghatten Nord. The vessel uses a 2.3 MWh battery system, shore charging and backup generators for short Norwegian coastal crossings.



Bjarkøy (Source: Remontowa Shipbuilding)

22, March 2026

Remontowa Shipbuilding has delivered the hybrid passenger-car ferry Bjarkøy to Torghatten Nord, with the handover completed on 18 March as part of the operator's low-emission fleet strategy.

Built for short coastal crossings, Bjarkøy is equipped with two azimuth thrusters with vertically mounted electric motors and batteries with total capacity of about 2.3 MWh. The vessel also has two

generators to maintain full operation if battery power is unavailable.

Under normal operating conditions, the batteries will be charged from the shore power grid during loading and unloading. The arrangement matches the ferry's route profile, with each crossing lasting no more than 12 minutes.

Construction of the vessel began in May 2024, followed by keel laying in July. The project then moved ahead on schedule, with the ferry launched about a year later

before delivery.

The vessel takes its name from the island of Bjarkøy in northern Norway, reflecting its role in serving local communities and Torghatten Nord's regional connection along the Norwegian coast.

Bjarkøy was built to a design developed by The Norwegian Ship Design Company AS. Detailed working documentation was prepared by Remontowa Marine Design & Consulting, part of Remontowa Holding.

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HD Korea Shipbuilding Eyes Smart Shipyard Exports

HD Korea Shipbuilding & Offshore Engineering plans to sell integrated shipyard construction solutions and digital platforms for smart yards, while Hanwha Ocean and Samsung Heavy Industries also expand into new business areas.

25, March 2026

HD Korea Shipbuilding & Offshore Engineering is set to widen its business scope by adding digital engineering and manufacturing platform development and supply to its corporate objectives at the regular shareholders' meeting on 31 March 2026. The move would let the company market shipyard-building packages that combine yard planning, engineering support, production systems and operating solutions.

The plan has two pillars. One is to provide end-to-end solutions for companies pursuing new yard projects. The other is to build and supply digital platforms for smart shipyards, including AI-based 3D ship modelling, next-generation CAD, product lifecycle management, digital manufacturing and automated operating systems. Through that approach, HD Korea Shipbuilding & Offshore Engineering would package its accumulated yard design and production know-how into software and system offerings.

The initiative is also tied to the shipbuilding cycle. During market upturns, order intake



Image courtesy of HD Hyundai

and earnings generally improve, but performance can weaken when demand slows. In that environment, shipbuilders are seeking additional business lines during strong periods, using available cash and existing technology to prepare longer-term growth drivers beyond core yard operations.

HD Hyundai said the aim is to turn internal technical assets and operating experience into a platform business.

The group added that this could support a shift from a conventional manufacturing structure toward a digital base while reinforcing competitiveness. It also said technologies that need protection would be covered by patents and other safeguards, while general shipbuilding know-how is different from specialised technologies.

The market is paying close attention to India and other emerging regions where

demand for new shipyard construction is increasing. Industry analysts view the move as an early positioning effort in those markets. Once a customer adopts a yard system and operating platform, reliance on that supplier can deepen over time.

Other Korean shipbuilders are also revising their business portfolios. Hanwha Ocean added a broader renewable energy value chain centred on offshore wind to its

business objectives. The new scope covers renewable energy generation, installation, operation and sales, as well as energy supply and sales, power generation rights and equity transfers, and related consulting and service activities.

The company has already highlighted offshore wind as a future growth area. In December 2025, Hanwha Ocean and Hyundai Engineering & Construction signed an EPC contract for the Shinanwooi Offshore Wind Power Generation Project, a 390 MW complex in Sinan County, South Jeolla Province. Out of the KRW 2.64 trillion contract, Hanwha Ocean's share is KRW 1.9716 trillion. The company also plans to deploy a domestically developed WTIV capable of handling 15 MW-class turbines for the project.

Samsung Heavy Industries chose a different route. It added educational services to its business objectives and plans to reopen a training centre in Sancheong County, South Gyeongsang Province. The facilities would also be leased for external training programmes to create additional revenue.

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HD Hyundai Expands Humanoid Welding Robot Project

HD Hyundai has expanded its humanoid welding robot project with Persona AI, HD Korea Shipbuilding & Offshore Engineering and HD Hyundai Robotics, targeting phased deployment in shipyards after prototype completion and field testing.



25, March 2026

HD Hyundai has widened its humanoid

robot programme for shipyards through a new joint development agreement with HD Korea Shipbuilding

& Offshore Engineering, HD Hyundai Robotics and U.S.-based Persona AI. The project targets welding automation in shipyard environments and is set to move forward with phased deployment across production sites.

The agreement was signed on 23 March at the HD Hyundai Global R&D Center in South Korea. It follows an earlier partnership formed in May 2025 after evaluations of a humanoid prototype's technical feasibility and site applicability.

Under the new arrangement, HD Korea Shipbuilding & Offshore Engineering will

develop AI-based welding training systems using shipyard operating data and apply them to production workflows. HD Hyundai Robotics will oversee system integration, including welding quality analysis, control technologies and field testing. Persona AI will develop a bipedal humanoid platform designed for shipyard conditions.

The partners aim to build robots capable of handling welding, mobility, perception and precision control. Deployment is planned to proceed in stages across shipbuilding operations.

The programme comes as

heavy industry faces labour shortages, particularly in high-risk work such as welding. The project is focused on developing humanoid systems that can operate in demanding shipyard environments and support automation in key processes.

A prototype is targeted for completion by late 2026, with field testing to follow. Commercial deployment is planned for 2027.

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China Calls for Hormuz Ceasefire as Tanker Traffic Slumps

China called for de-escalation in the Middle East as tanker traffic through the Strait of Hormuz dropped sharply, Chinese-linked shipping slowed, and concerns grew over energy imports and export demand.

25, March 2026

China urged all sides in the Middle East conflict to halt military operations, warning that continued use of force around the Strait of Hormuz could deepen instability, disrupt energy flows and increase pressure on the country's export outlook.

Beijing's message came as shipping through the strait fell sharply. Before the conflict, the waterway handled more than 153 vessel transits a day. Since 1 March, only 78 vessels were detected passing through, or 13 per day on average. Around 400 vessels were also seen operating in the Gulf of Oman as congestion built near the chokepoint.

China's special envoy on

Middle East affairs, Zhai Jun, visited Saudi Arabia, the United Arab Emirates and Kuwait, saying de-escalation was essential to safeguard passage through the waterway. At a briefing after the trip, he said the party that created the problem should resolve it. Foreign ministry spokesperson Lin Jian separately warned that continued force would produce a vicious cycle and could push the wider region into chaos.

The shipping disruption has already changed Chinese market behaviour. COSCO Shipping suspended all new bookings for routes to and from the Middle East Gulf ports. From 1 March to 15 March, 11 China-linked vessels passed through the strait,

mostly general cargo ships, while tankers operated by major Chinese owners continued to avoid the route. A senior insurance executive at one of China's large state-owned shipping groups said daily internal meetings had exposed a divide between commercial teams seeking to capture high freight rates and safety teams insisting that vessel security must come first.

China's oil supply pattern has also shifted. Before the conflict, the country received 5.35 million barrels per day via the Strait of Hormuz. That volume later dropped to about 1.22 million barrels per day, all carried by Iranian tankers. Many Chinese-owned VLCCs in the Middle East redirected toward alternative markets,

especially Yanbu on the Red Sea. Vessel tracking data showed about 50 VLCCs gathered across the Red Sea and Gulf of Aden, including 17 owned by COSCO Shipping and China Merchants. The fallout may spread beyond shipping and energy. Goldman Sachs economist Hui Shan said weaker growth among China's emerging market trading partners would likely weigh on Chinese exports to those economies in the coming quarters. The bank also cut its forecast for China's second-quarter growth and raised its 2026 inflation outlook. Although China is viewed as relatively better placed to absorb higher oil prices because coal accounts for about 60 percent of its en-

ergy mix and oil stockpiles are ample, Goldman Sachs's chief China economist said rising energy costs could still push inflation higher and bring an end to producer price deflation.

When asked whether Beijing had pressed Tehran to guarantee safe passage for Chinese vessels, Lin said China remained in communication with all parties and was committed to easing tensions. China was also reported to be in talks with Iran over safe passage for crude oil and Qatari LNG carriers through the strait.

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Mexico Intensifies Gulf Cleanup as Tanker Hunt Continues

Mexico is stepping up Gulf coast cleanup efforts while authorities work to identify the tanker suspected of causing the oil discharge, with shoreline recovery continuing across Tabasco and Veracruz.



Mexico Gulf cleanup moves forward

24, March 2026

Mexican authorities are pressing ahead with cleanup work along the Gulf coast while continuing efforts to identify the tanker they suspect was responsible for the oil discharge detected earlier this month.

The government said Pemex was not behind the spill. President Claudia Sheinbaum said authorities had determined that the state oil company was not responsible after the release was found offshore in the Gulf of Mexico on 4 March. Since then, Pemex has worked with the navy

and other government agencies on the response.

Federal authorities said the investigation has included patrols, satellite monitoring, ocean current analysis, and field inspections to trace the source of the contamination. Their working view is that the discharge came from an

offshore anchorage near the Pajaritos petrochemical facility in Coatzacoalcos, located in southern Mexico between Tabasco and Veracruz. The authorities said they would continue efforts to identify the vessel and pursue action under environmental legislation.

Containment work was carried out by the navy and Pemex during the first stage of the response. By 14 March, the government said containment had been completed and the operation had shifted to shoreline cleanup. Specialized vessels were also deployed to help stop the pollution from spreading in an area that supports tourism and local fishing.

Environmental authorities reported 91 tonnes of hydrocarbon-soaked waste had been collected by 16 March. They later said the operation was 85% complete, before revising the figure to 88% by Thursday, when 94.7 tonnes had been collected and stored for analysis. By Saturday, offi-

cialists reported a further 240 kg of soaked material had been recovered, but no updated completion estimate was given.

In Tabasco, cleanup teams collected 80 m³ of waste at Ejido Sinaloa, 30 m³ at Arroyo Verse, and 10 m³ at Manatino. In Veracruz, the shoreline response began on 5 March, with 210 workers deployed along more than 225,000 m of coastline. Authorities said 40 tonnes were collected at Barrillas Beach, 20 tonnes at Linda Beach, and 30 tonnes at Jicacal Beach.

Environmental groups said they remain concerned that more oil may still be offshore. They warned that the contamination had already reached the breeding area for fish, shrimp, and clams in Ostion lagoon in Veracruz, and noted that sea turtle nesting season begins in April.

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HOKUREN MARU No.2 Becomes Japan's First RORO Vessel to Clear Autonomous Inspection

HOKUREN MARU No.2 completed autonomous navigation trials and passed Japan's statutory inspection as an autonomous vessel, marking the first such case for a RORO vessel in Japan.



Image source: "K" Line

25, March 2026

Kawasaki Kisen Kaisha, Ltd. said HOKUREN MARU No.2 has completed autonomous navigation demonstration tests and passed Japan's statutory ship

inspection as an autonomous vessel, making it the first RORO vessel in the country to clear that inspection category.

The approval means HOKUREN MARU No.2 can use autonomous navigation functions during commercial

service on the Kushiro-Hitachi route. The company said the system offers functions equivalent to SAE Level 4 automation, allowing highly automated operation in a designated area under specific conditions.

Operated by Kawasaki Kinkai Kisen Kaisha, Ltd., the vessel serves the domestic route between Kushiro Port in Hokkaido and Hitachi Port in Ibaraki Prefecture. It mainly transports agricultural products, including raw milk. The ship is about 173 m long and 11,413 gross tons.

The vessel is one of four demonstration ships in The Nippon Foundation's unmanned autonomous ship project under MEGURI2040. In the RORO Vessel Working Group, "K" LINE is working with Kawasaki Kinkai Kisen, Japan Radio Co., Ltd., and YDK Technologies Co., Ltd. to develop an integrated bridge officer support system designed to convert existing ships into autonomous vessels through retrofit solutions.

Japan's Ministry of Land, Infrastructure, Transport and Tourism established standards and inspection methods for autonomous vessels

in June 2024 and published the study results in June 2025. To operate as an autonomous vessel, ships must pass inspections confirming that core systems, including collision avoidance and route deviation prevention functions, operate properly.

According to the company, HOKUREN MARU No.2 received notation for autonomous ships from Nippon Kaiji Kyokai (ClassNK) on 27 January 2026 and passed the statutory inspection by the Ministry of Land, Infrastructure, Transport and Tourism on 9 February 2026.

"K" LINE said the project is part of broader efforts to address labor shortages, reduce workload burdens, prevent accidents caused by human error, and support stable domestic logistics and transport infrastructure in Japan's coastal shipping sector.

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Germany Shipowners Push Civilian Sea Service

German shipowners want a civilian sea service programme to build a trained maritime reserve, protect supply lines in crises, and strengthen the country's domestic shipping workforce.



Photo credit: Hapag-Lloyd AG.

25, March 2026

Germany's shipowners are calling for a civilian sea service scheme to help protect trade flows during national emergencies, arguing that maritime resilience is a strategic requirement for an export-driven economy.

The proposal from the German Shipowners' Association (VDR) would let young people complete part of any future national service obligation at sea. Participants would spend about one year training and working on merchant vessels, building practical skills while forming a reserve of person-

nel that could be called on to support military logistics or keep essential cargo moving during disruptions.

The case for the plan rests on Germany's dependence on shipping. Around 60% of the country's imports and exports move by sea, yet shipowners say the domestic labour base

is not large enough to sustain operations in a serious crisis. VDR President Gaby Bornheim said merchant shipping therefore has strategic importance for Germany.

VDR Managing Director Martin Kröger said the industry needs a broader national pool of trained personnel over the long term so the country is not left unprepared in a real emergency. He said the proposal should be understood as a resilience measure, not a military one, because a country's supply security depends not only on soldiers but also on seafarers.

The initiative also reflects concern over heavy reliance on foreign labour. The Philippines, the world's largest source of seafarers, has in the past withdrawn its nationals from high-risk areas, underlining the risk of crew shortages during conflict.

The proposal would stand

alongside any return of compulsory military service and offer a civilian route for people unwilling to bear arms while still contributing to national preparedness. VDR said such a framework could also make seafaring more attractive as a career and create a more reliable pipeline of trained personnel.

Germany remains one of the world's leading shipping nations, with more than 1,700 vessels and the second-largest container shipping capacity globally. Recruitment has improved, with new entrants at sea rising from 418 in 2023 to 537 since then, up nearly 30% and the highest level since 2012. Even so, shipowners say a more structured system is needed to secure long-term capacity. Political support for the idea remains uncertain, but the industry describes it as a practical step.

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Aberdeen Picks Boskalis for Dredging Program

Port of Aberdeen has selected Boskalis Westminster Ltd for a 2026-2028 maintenance dredging program covering North Harbor and South Harbor, with Freeway and MTS Valour assigned to the 2026 campaign.



Boskalis Westminster Ltd's Freeway trailing suction hopper dredger (Source: Port of Aberdeen)

24, March 2026

Port of Aberdeen has appointed Boskalis Westminster Ltd to carry out a three-year maintenance dredging program from 2026 to 2028, covering annual work in North Harbor and South Harbor. The contract is aimed at keeping berth pockets and navigation channels at the depths required for safe port operations, including vessel calls by ships up to 300 m long.

The 2026 campaign is due to begin this month. For that work, Boskalis will use the trailing suction hopper dredger Freeway together with the bed levelling vessel MTS Valour.

The port said the scope includes trailing suction hopper dredging and bed levelling across both harbor areas. It

added that the program is intended to preserve navigational access and operational safety through the scheduled annual campaigns.

John Wilson, Head of Engineering at Port of Aberdeen, said storms earlier this year had brought substantial volumes of material into the port. He said the survey team had been assessing the effect of that build-up while preparing for this year's dredging campaign.

Wilson also said Boskalis was already familiar with the port and that both sides had worked closely to prepare for safe delivery of the 2026 work and the following campaigns.

Port of Aberdeen said all dredging activity will be undertaken in line with the licence issued by the Marine Directorate.

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Wattlab Says Solar System Cuts Auxiliary Fuel Use 2-5%

Wattlab said its Solar FlatRack system can cut auxiliary fuel use by 2-5% after vessel pilots and full-scale installation, with development now moving toward larger bulk carriers.



Photo Credit: Wattlab

24, March 2026

Dutch firm Wattlab has said its solar power system can cut auxiliary fuel consumption by 2-5% after pilot projects and a full-scale installation at sea. The company said the result showed shipboard solar power had moved beyond a test stage and into practical use.

The system has been demonstrated on vessels, including Vertom Tula. On that ship, 44 solar panels reduced about 20% of the onboard

hotel load, according to Wattlab. The company said the outcome supported lower fuel use while creating direct benefits for CO2 emissions and compliance with FuelEU Maritime and the EU ETS.

Developed with Dutch research organisation TNO and shipping company Vertom, the Solar FlatRack system is designed to work without affecting cargo operations. Wattlab said the panels can stay in place during loading or be stored if required.

The company is now seeking to extend the technology

beyond Supramax vessels. Development is underway for Panamax and Capesize bulk carriers, while market interest is rising.

Bo Salet, CEO and co-founder of Wattlab, said solar power at sea was no longer an experiment but a working solution. He added that the company had already engaged with more than 200 international parties interested in applying Solar Flatracks across their fleets.

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HMT NEWS

IMPA Warns Deregulation Raises Pilotage Risk

The International Maritime Pilots' Association said deregulation and competition in maritime pilotage increase costs, weaken safety and efficiency, and create avoidable risks for the public and the shipping industry.

25, March 2026

The International Maritime Pilots' Association said deregulation and competition in maritime pilotage increase costs, weaken safety and efficiency, and expose the public and the shipping industry to avoidable risk.

According to IMPA, some jurisdictions assume that competition can deliver a better service at a lower cost. The association said that view is not supported by the evidence it cited and warned that the impact of deregulation has been negative where such systems have been introduced.

The association said that in one jurisdiction where com-

petition in pilotage service delivery was introduced, pilotage fees have doubled since 2018, while the incident rate per port call is 41 times the international average. In another jurisdiction, 60% of maritime safety incidents under pilotage occur in areas where providers compete with each other.

IMPA also said that in another case the main provider's efficiency has fallen by 9%, reducing the service's ability to meet total demand. In a separate example, the association said deregulation, government revenue-taking, and weaker training and licensing standards have diluted the service to the point that it is difficult to regard it as pilotage.

Captain Simon Pelletier,

president of IMPA, said governments need to maintain the right framework if they want to secure the economic, social and environmental benefits of maritime pilotage. He said the small number of jurisdictions that adopted deregulation and competition should change course.

IMPA pointed to jurisdictions that protect pilotage from competition. The association referred to safeguards in the European Union's Port Services Regulation and said Alaska and Florida explicitly prohibit the practice because of the threat it poses to the public interest.

The association added that when several operators must duplicate pilots, pilot boats,



Coastal pilot Source: Australian Maritime Safety Authority)

training programmes and facilities while trying to recover costs from a divided market, costs rise rather than fall. It also said insufficient profit can lead to under-provision of pilotage, forcing government intervention, while abuse of market power can require further intervention.

IMPA also cited a 2023 economic study that found ev-

ery \$1 invested in a well-regulated pilotage system returns \$60 in safety and efficiency benefits. Established in 1970, the not-for-profit organisation represents pilots' organisations in more than 50 countries and a professional community of more than 8,000 maritime pilots.

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Shell's Karrie Trauth Elected UK Chamber President

Shell executive Karrie Trauth has been elected president of the UK Chamber of Shipping, succeeding JB Rae Smith as the industry keeps competitiveness, collaboration and skills in focus.



Photo source: UK Chamber of Shipping

26, March 2026

Karrie Trauth, executive vice president of shipping and maritime at Shell, has been elected president of the UK Chamber of Shipping at the organisation's annual general meeting this week. Donnacha O'Driscoll, executive vice president for

maritime and sustainability at Carnival UK, was confirmed as vice president.

Trauth succeeds JB Rae Smith, who stepped down after a two-year term. His presidency covered a period of market volatility and a renewed strategic focus for the Chamber.

In her first remarks, Trauth

said it was an honour to be elected president of the UK Chamber of Shipping. She said the sector is important to the UK's prosperity and global stability, and added that the UK must remain one of the most competitive and attractive maritime nations in the world as the industry faces changing challenges.

She also said she wants to widen access to careers in shipping. Trauth noted that she is only the second woman to hold the role in the Chamber's nearly 150-year history, and said she wants to broaden the talent pipeline for women and men while encouraging young people who do not yet

see themselves represented in the industry.

Trauth brings more than three decades of experience across shipping, energy and maritime operations. She took up her current role at Shell in 2025 after holding senior leadership positions within the company.

Her experience includes ship design, shipbuilding, digitalisation, decarbonisation and maritime safety. She began her career as a surface warfare officer in the US Navy.

UK Chamber of Shipping CEO Rhett Hatcher said Trauth's appointment comes at a time of rapid change for the sector. He said she brings extensive experience, strategic clarity and global perspective to the presidency amid geopolitical volatility, economic transition and technological change.

Outgoing president Smith said the leadership transition comes at an important time for the industry, with competitiveness, collaboration and skills expected to remain high on the agenda.

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