

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Vol. 30 | Week 18 of 2026 | 1 May 2026

US Pays \$900 Million to End Two Wind Leases

The Trump administration will reimburse Bluepoint Wind and Golden State Wind nearly \$900 million to cancel two US offshore wind leases.

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BW Offshore has signed a FEED agreement with Equinor for the FPSO planned for the \$12 billion Bay du Nord oil project offshore Canada.

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China Expands LNG Shipbuilding Push

China has added a fifth LNG carrier builder with Celsius Georgetown, intensifying competition with Korean yards as orders rise, prices tighten and technology gaps narrow.

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Noble Wins \$565 Million Rig Work



Noble Corporation has added about \$565 million in new offshore drilling work for six rigs, strengthening floater backlog across Brazil, Australia, Guyana, the U.S. Gulf, Ghana and Malaysia. [P5](#)



GPO HEAVY LIFT

GPO HEAVY LIFT

COSCO Zhi Yuan Kou Completes Transport and Installation for CNOOC Platform

COSCO's Zhi Yuan Kou transported and installed CNOOC's largest offshore platform, highlighting precision positioning and heavy marine capability, now sailing toward Australia.



Illustration purpose only. (Credit: Christoph Cuylaerts / marinetransport)

27, April 2026

Recently, the semi-submersible heavy-lift vessel Zhi Yuan Kou, operated by COSCO SHIPPING Specialized Carriers, has successfully transported and installed China's largest mobile offshore oil and gas production platform, Hai Yang Shi You 166, for CNOOC. The unit was delivered from Tongzhou Bay to its designated offshore location in the Beibu Gulf, Guangxi, where float-off and high-accuracy positioning

operations were completed.

Weighing over 11,500 tonnes and measuring 85 m by 46 m, the platform integrates nearly 4,000 equipment units. It combines oil and gas processing, intelligent monitoring systems, and on-board accommodation, forming a self-installing production facility. The asset is a key component of the Weizhou 10-3 West Oilfield development and is expected to strengthen regional hydrocarbon output while supporting offshore energy development.

This campaign marked the first heavy offshore transport operation conducted from Tongzhou Bay using a powered semi-submersible vessel. COSCO SHIPPING Guangzhou Salvage led the project as general contractor, overseeing both marine transport and offshore execution phases.

A defining element of the operation was precision positioning, a core offshore engineering process involving the accurate placement of large structures at predetermined

seabed coordinates. This ensures proper alignment with subsea infrastructure and is essential for safe installation.

Prior to departure, the project team carried out detailed route planning based on meteorological and oceanographic analysis. Operational procedures—including cargo securing, ballast control during submerging and debalasting, navigation monitoring, and final positioning—were refined through simulations and emergency drills.

During transit, the vessel maintained strict navigational control under variable sea conditions. Continuous monitoring ensured cargo stability, while speed and heading adjustments mitigated the effects of currents and weather changes.

Upon arrival at the Weizhou field, the team completed float-off, towing, and final installation with high accuracy, achieving seamless integration between the platform and its subsea structure. The successful execution underscores the vessel's stability and positioning capability, as well as the operational expertise behind complex offshore transport and installation projects.

The deployment of Hai Yang Shi You 166 represents a significant step in advancing offshore production capacity in the Beibu Gulf and reinforces the role of large-scale marine engineering in supporting national energy security.

According to the latest data from a ship tracking service, the vessel has departed Beihai and is currently en route to Exmouth Port, Australia.

Source: CNSS

Seaway Eagle Loads Installation Frame in Greece

Seaway Eagle loads a pile installation frame in Greece and prepares for transport to the UK, reflecting its role in offshore heavy lift operations.

26, April 2026

Seaway7's semi-submersible heavy lift vessel Seaway Eagle has loaded a Pile Installation Frame at Volos, Greece. After seafastening is completed, the vessel will sail to Invergordon, UK, for discharge.

Seaway Eagle has a free deck length of 113.7 m and a free deck area of 4,700 m², with accommodation for 38 people. IMO 7931454, Seaway Eagle is designed to transport offshore and onshore facilities using float on/off, skid on/off, roll on/off, and lift on/off operations.

The Pile Installation Frame

is a structural guide system used during offshore foundation installation. It supports accurate pile positioning and vertical alignment before and during driving into the seabed, including for large steel monopiles or jacket piles.

The frame also stabilizes the pile against waves and currents and provides temporary support while installation equipment, such as hammers or lifting systems, completes the driving process. Such equipment is commonly used in offshore wind projects and marine infrastructure works where foundation accuracy is critical to structural integrity.

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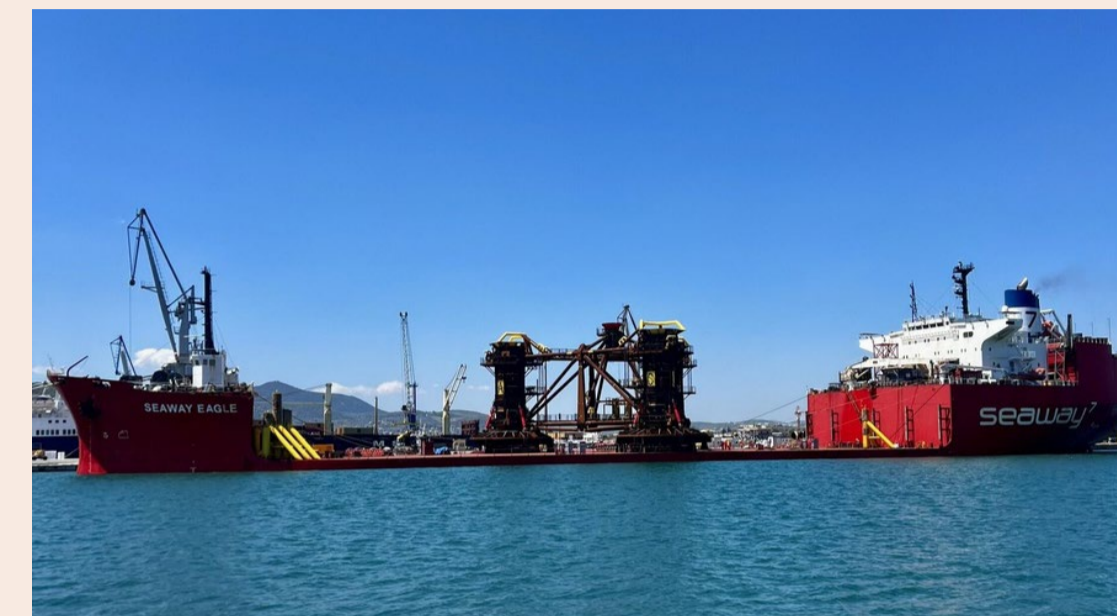


Image credit: NOMIKOS LINES / Shipfriends

Boskalis "TARGET" Proceeds Toward Canada After Hamburg Call

27, April 2026 / HLV Update

The COSCO Shipping semi-submersible heavy transport vessel XIANG AN KOU has continued its offshore wind logistics voyage after completing cargo delivery in Leith, UK.

The vessel previously carried the second batch of foundation components for

On 22 April, TARGET weighed anchor and proceeded to Hamburg, where the vessel moored later the same day. On 23 April, TARGET departed Hamburg, Germany, and set course for the Canadian port of Argentia.

The vessel's estimated arrival at Argentia is 7 May, weather permitting.

As of 26 April, TARGET was positioned about 200 nm west-southwest of Brest, maintaining a course of 232 degrees at around 12.5 knots

hmt-news.com

The Boskalis heavy load carrier TARGET departed the Port of Amsterdam on 19 April, passed through the IJmuiden locks and anchored at the Amsterdam anchorage.



The semi-submersible heavy transport vessel TARGET, operated by Boskalis, was observed in Hamburg on 22 April 2026. (Image Credit: Christian Hånsel)



HEAVY MARINE TRANSPORTATION

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- Market & Financial Due Diligence
- Vessel Candidate Selection
- Turnkey Transportation Solutions
- Yard Screening

KEY VESSEL SEGMENTS

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

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XIANG AN KOU Heads for Port Said

COSCO Shipping's XIANG AN KOU continues its offshore wind logistics rotation, now sailing in the western Mediterranean toward Port Said after completing delivery in the UK.



Photo source: maritimephoto.com

27, April 2026 / HLV Update

The COSCO Shipping semi-submersible heavy transport vessel XIANG AN KOU has continued its offshore wind logistics voyage after completing cargo delivery in Leith, UK.

The vessel previously carried the second batch of foundation components for

the Inch Cape Offshore Wind Farm. The cargo included nine transition pieces and three jacket foundations loaded at contractor CFHI's fabrication yard in Zhuhai, China.

After the successful cargo delivery in Leith, XIANG AN KOU proceeded to Everingen for bunkering and the loading of new cribbing and steel materials on board.

As of 27 April, the vessel is located in the western Mediterranean and is sailing to Port Said, according to ship tracking service data.

XIANG AN KOU sails under the flag of Liberia and measures about 216.7 m in overall length with a 43 m beam.

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SAL SVENJA Sails from Esbjerg with Wind Parts

SAL SVENJA has sailed toward Esbjerg with wind turbine parts, using its DP1 capability and twin 1,000 tonnes NMF cranes for heavy project cargo transport.

30, April 2026

SAL SVENJA has been captured outbound from Everingen anchorage to Esbjerg with wind turbine parts loaded on deck.

The DP1 heavy lift vessel is operated by SAL Heavy Lift and belongs to the Sietas Type 183 design. The ship is a further development of the Type 176 series and measures 160.5 m in length.

For cargo handling, SAL SVENJA is fitted with two NMF cranes, each rated at 1,000 tonnes SWL. The ves-

sel's combined lift capability reaches 2,000 tonnes when the cranes are used in tandem. Its service speed is listed at 18 knots.

The voyage highlights the role of dedicated heavy-lift tonnage in moving large wind-related components between European ports. Esbjerg remains closely linked with offshore wind logistics, where deck space, crane capacity and schedule reliability are central to transport planning.

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Image credit: maritimephoto.com via LinkedIn

AAL Shipping Secures ISO 27001 Certification

AAL Shipping has secured ISO 27001 certification, extending its QHSE framework to cover information security across heavy-lift and project cargo operations.

29, April 2026

AAL Shipping has obtained ISO 27001 certification, strengthening its information security framework across heavy-lift and project cargo operations.

The certification adds information security management to AAL Shipping's renewed integrated QHSE system, which already includes ISO 9001 for quality management, ISO 45001 for occupational health and safety, ISO 14001 for environmental management and ISO 50001 for energy management.

With ISO 27001 now in place, the company's assurance framework extends from vessel performance, crew welfare, environmental responsibility and energy efficiency to the protection of operational data, project information and digital exchanges. The added certification places digital information control within the same management structure used for the company's physical cargo opera-

tions.

Mohammad Fadzil, QHSE Manager at AAL Shipping, said the certification reflects the company's broader approach to operational excellence. He noted that customers rely on the carrier not only for the transport of valuable and complex cargoes, but also for the secure handling of critical project information.

The certification is particularly relevant to the heavy-lift and project cargo market, where tailored engineering, complex logistics planning and sensitive project data require reliable security controls.

AAL Shipping said the achievement reflects continued investment in governance, systems and personnel, reinforcing its position as a long-term partner for complex project logistics in a more digital and regulated shipping environment.

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Noble Wins \$565 Million Rig Work

Noble Corporation has added about \$565 million in new offshore drilling work for six rigs, strengthening floater backlog across Brazil, Australia, Guyana, the U.S. Gulf, Ghana and Malaysia.



Noble Deliverer (Photo source: Noble)

29, April 2026

Noble Corporation has secured new drilling contracts and extensions for

six offshore rigs, adding about \$565 million in contract value across Brazil, Australia, Guy-

ana, the U.S. Gulf, Ghana and Malaysia.

The awards lifted the company's backlog to \$7.5 billion as of 27 April 2026, excluding mobilization and demobilization revenue. Noble Corporation said its 24 marketed floaters were 68% contracted in the first quarter of 2026, compared with 62% in the previous quarter. Recent awards added around five rig years of floater backlog.

The largest addition came from Petrobras, which extended the 2009-built Noble Courage semi-submersible by 1,115 days through December 2030. The extension added \$339 million in net backlog. The rig's day rate was revised from \$0.3 million to \$0.3 million from April 2026 to December 2027, before moving to \$0.3 million during the added term.

In Australia, Woodside awarded the 2010-built Noble Deliverer a five-well program valued at \$121 million, excluding extra services and possible upgrades. The work is

expected to begin in Q2 or Q3 2027 and includes options for up to two more wells.

ExxonMobil booked the 2009-built Noble Developer for one well in Guyana at \$0.4 million per day. The job is scheduled for early 2027 after its current Shell program in the Americas and before its planned BP work in Trinidad.

Other awards include an option well for Noble Black-Rhino with Beacon in the U.S. Gulf, a one-well Ghana contract for Noble Venturer with Planet One at \$0.4 million per day, and a one-well Malaysia assignment for Noble Viking after existing backlog, including work linked to TotalEnergies in Papua New Guinea.

Noble Corporation said recent Tier-1 drillship fixtures have moved into the low-to-mid \$0.4 million range per day. Its five ultra-harsh jack-ups were 66% utilized in the first quarter, compared with 72% in the previous quarter.

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Boskalis Returns FPSO Offshore West Africa

Boskalis has completed the return and reinstallation of a 403 m FPSO off West Africa after dry-dock life-extension works in Dubai.

29, April 2026

Boskalis has completed the return and reinstallation of an FPSO off West Africa, where the floating production unit had operated for decades and is expected to continue working for years to come.

The project began around a year ago when Boskalis disconnected the FPSO from the seabed infrastructure using BOKA Falcon and four assisting anchor handlers, including Manta, BOKA Expedition and BOKA Forward.

After the disconnection phase, the 403 m-long FPSO was towed to Dubai and entered dry dock for

life-extension works. Once the work was completed, the unit was transported back to the African coast earlier this year by BOKA Alpine and BOKA Forward.

The final offshore phase has now been completed. Manta, BOKA Forward, BOKA Alpine and Princess held the FPSO in position, while BOKA Fulmar carried out the final mooring line replacement and hook-up installation works.

The operation closed a multi-stage marine services project involving disconnection, towage, dry-dock support, return transport and final installation. Boskalis said the work demonstrated its ability to deliver an inte-



Photo source: Boskalis / LinkedIn

grated offshore service with several specialized vessels working across the project

timeline.

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Transocean Rig Resumes Beach Energy Drilling

Beach Energy has resumed offshore and onshore drilling activity in Australia, with Transocean Equinox working in the Otway Basin and Cooper Basin wells back on track.



Image source: Transocean Equinox, Credit: 3D Energi

29, April 2026

Beach Energy has moved into the second stage of its Otway Basin drilling program offshore Australia, using Transocean Equinox after completing the first phase of work in the same basin.

The rig was received from a consortium member after the quarter ended, and the new campaign began in early April. Current work involves intervention at Thylacine West, which is expected to take around three weeks. The

program will later finish with plug and abandonment work on Trefoil 1 and Yolla 1.

In the Cooper Basin Western Flank, Beach Energy continued its 12-well oil exploration, appraisal and development program. During the quarter, one exploration well and two appraisal wells were drilled before heavy rainfall disrupted road access from mid-February.

The campaign resumed in mid-April once access was restored. Stunsail West 1 reached 2,019 m and found oil in the Namur, McKinlay

and Birkhead reservoirs. The Namur oil-water contact matched the nearby Stunsail field, about 1 km west, indicating a continuous oil accumulation between the fields.

Kangaroo 5 targeted the Birkhead reservoir around 700 m north of Kangaroo 1 and found 1.5 m of net oil pay. The well is confirmed to communicate with the nearby producing well, and it will be fracture-stimulated before completion as a water injection well.

Kangaroo 6 also targeted the Birkhead reservoir and encountered 7 m of net oil pay. It has been cased and suspended, with completion and connection planned for Q4 FY26.

Weather delays mean four of the six remaining wells are expected to be drilled in FY26, while the final two are set for FY27, followed by an oil exploration campaign.

Beach Energy and Santos have also secured ATP 2078, ATP 2079 and ATP 2080 in south-west Queensland. The three blocks cover about 7,000 km². The joint venture plans new seismic surveys from FY27, with potential exploration drilling in FY28.

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Equinor Gets Barents Sea Drilling Permit

Equinor has secured a Barents Sea drilling permit for well 7220/5-EC-2 H, with Transocean Enabler assigned to carry out the operation.



27, April 2026

Equinor has obtained a drilling permit for operations in the Barents Sea on the Norwegian Continental Shelf, with the work to be carried out by the semi-submersible rig Transocean Enabler.

The approval applies to wellbore 7220/5-EC-2 H, which is part of production license 532. The license remains valid from 15 May 2009 until 15 May 2049.

Equinor holds a 46.3% operating interest in the license. Its partners, Vår Energi and Petoro, own 30% and 23.7%, respectively.

Drilling is scheduled to

begin in April. Built in 2016, Transocean Enabler can accommodate up to 130 personnel and has been deployed on long-term assignments with Equinor.

The rig's original contract, covering 19 wells with an option for eight additional wells, was valued at approximately \$415 million in 2023. The firm portion accounted for \$295 million.

The permit follows a recent oil discovery by Equinor in the Barents Sea, where operations were conducted using a semi-submersible rig owned by COSL Drilling Europe.

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Mermaid Maritime Forms Brunei Joint Venture

Mermaid Maritime has established Serikandi Mermaid SDN BHD in Brunei to support offshore T&I, IRM, decommissioning and pipeline projects.

28, April 2026

Mermaid Maritime Public Company Limited has expanded its overseas footprint with the establishment of Serikandi Mermaid SDN BHD, a new joint venture in Brunei.

The company has been formed to support offshore transport and installation, IRM, decommissioning, and pipeline-related projects in Brunei. Mermaid Subsea Ser-

vices (Thailand) Ltd. owns 50% of the venture, while the other 50% is held by Serikandi Oilfield Services SDN BHD, a Brunei-based energy services provider.

Mermaid Maritime Public Company Limited said the investment is being financed through internal resources.

The Brunei move follows two recent overseas joint ventures. In August 2025, Mermaid Maritime Public Company Limited set up a Taiwan

joint venture with ATE Energy International to provide energy technical services, cable installation, and offshore construction work. In November, the company also announced a joint venture in Equatorial Guinea with GEPetrol S.A., focused on oil and gas services, including diving, vessel supply, ROV support, and related activities.

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Illustration purpose only. (Source: Mermaid Maritime)

Saipem 12000 Begins Namibia Appraisal Work



Photo credit: ShipSpotting

Saipem 12000 has arrived in Namibia to support Rhino Resources' Capricornus-1A appraisal well in the Orange Basin.

27, April 2026

Saipem-owned rig has arrived in Namibia to support Rhino Resources Ltd. as the company moves ahead with appraisal drilling in the Orange Basin.

Rhino Resources has contracted the Saipem 12000 drillship for the Capricornus-1A appraisal well in Block 2914, which is covered by Petroleum Exploration License 85 offshore Namibia.

The appraisal program follows confirmation of a high-quality light oil-bearing reservoir at the Capricornus discovery. The well is expect-

ed to test the extension of the discovery and help assess the size of the accumulation, reservoir quality and fluid characteristics within Lower Cretaceous targets.

Rhino Resources operates PEL 85 with a 42.5% interest. Its partners are Azule Energy with 42.5%, NAMCOR with 10%, and Korres Investments with 5%. The arrival of the Saipem 12000 supports a multi-well drilling campaign in the Orange Basin, where Rhino Resources is continuing its evaluation of the Capricornus light oil discovery.

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Noble Developer Secures Guyana Well Job

Noble Developer will execute a 50-day ExxonMobil well offshore Guyana after completing scheduled work with Petronas and Shell in the region.

27, April 2026



Noble Developer has secured a one-well assignment with ExxonMobil offshore Guyana, with operations expected to start between late 2026 and early 2027.

The campaign is sched-

Santos Plans Barossa FPSO Ramp-Up Next Week

Santos expects the BW Opal FPSO at Barossa to ramp up next week following maintenance work, including compressor seal replacement and heat exchanger cleaning, supporting LNG supply to Darwin LNG over the long term.



BW Opal FPSO (Image: Seatrium)

24, April 2026

Santos expects production from the BW Opal FPSO at the Barossa gas field to begin ramping up next week, following maintenance work tied to commissioning activities offshore Australia's Northern Territory.

The company said first-quarter 2026 production reached 22.5 million boe, 1% higher than the previous quarter and 3% above the same period in 2025. The increase was supported by the first cargoes from Barossa.

During the shutdown, dry gas compressor seals were replaced to support full production once the unit returns online. Santos is also completing flushing and cleaning work

on heat exchanger trains. LNG output is expected to start a few days after the FPSO resumes operations.

The BW Opal is positioned at the Barossa field, about 285 km offshore Darwin, and is planned to supply gas to Darwin LNG for the next 20 years. Initial LNG production followed completion of the Darwin LNG life extension work, including cooling down the LNG train and storage tank.

Managing Director and CEO Kevin Gallagher said the project faced some commissioning issues, but the compressor seal replacement had been completed and ramp-up was expected as heat exchanger work is finalised.

Elsewhere in the portfolio,

PNG LNG maintained plant reliability above 98%, with an annual run rate of around 8.6 mtpa. GLNG delivered steady upstream output, while LNG production ran at 5.8 mtpa and 24 contracted cargoes were shipped in the quarter.

Santos also reached FID on the Moomba Central Optimisation project, which targets more than \$600 million in capital and operating cost savings over the life of the Central fields. The company also secured a ten-year, 200 petajoule conditional gas sales agreement with the South Australian government, including a pre-pay linked to the Moomba investment.

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uled to last about 50 days. Noble estimates the contract value at approximately \$22 million, including mobilization and demobilization, based on a day rate of \$375,000.

The drillship already has a defined workload across the region prior to its Guyana deployment. Its ongoing program with Petronas offshore

Suriname is now set to continue through August 2026. This will be followed by a 120-

day campaign with Shell in the Americas, extending into December 2026.

After completing the Guyana assignment with ExxonMobil, Noble Developer is scheduled to begin a contract with bp offshore Trinidad in late February 2027.

ExxonMobil currently operates five drillships offshore Guyana. Four of these are Noble units working under a broader commercial frame-

work agreement, with firm terms running until early 2029. The fifth vessel is Stena Caron, which remains under contract with ExxonMobil until the end of the year.

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Woodside Advances Global Energy Projects

Woodside has advanced Scarborough, Trion and Louisiana LNG while also reporting progress at Julimar, Wheatstone recovery and its Chevron asset swap.

30, April 2026

Woodside has reported progress across its major energy portfolio, with Scarborough offshore Australia 96% complete, Trion offshore Mexico 56% complete and Louisiana LNG in the United States 24% complete at the end of Q1 2026.

Scarborough remains on budget and is targeting its first LNG cargo in Q4 2026. The FPSO has completed umbilical and subsea riser hook-up and moved into topside commissioning. At Pluto Train 2, construction and commissioning continued, including first ignition of an additional gas turbine generator. Two of three modules for Pluto Train 1 modifications have also arrived from Thailand ahead of the May 2026 major turnaround.

Trion remains on budget with first oil targeted in 2028. Drilling of 24 subsea wells began in March 2026, and

subsea equipment installation is planned for Q3 2026. FPSO hull structural fabrication has been completed, while two 6,000 t topside modules have been installed. Work also continued on the floating storage and offloading unit, including progress on the disconnectable turret mooring buoy.

Louisiana LNG remains on budget and on schedule, with first LNG targeted for 2029. Train 1 was 31% complete, while Train 2 and Train 3 were 22% and 14% complete. LNG tank construction, dredging, structural steel erection and Train 1 piping installation advanced during the quarter. Bechtel has reported no impact on the Middle East conflict on structural steel fabrication, although supply mitigation measures are being assessed.

Woodside also completed drilling and completion work for Julimar Development Phase 3, with start-up targeted for H2 2026. LNG



Illustration of Scarborough FPSO (Source: Woodside)

production at Wheatstone was affected by an unplanned outage caused by Severe Tropical Cyclone Narelle, but output was partly restored and normal operations were expected by the end of April.

The company plans to

decommission five Julimar Brunello exploration wells in H2 2026 as a condition for its asset swap with Chevron, which is expected to close in H2 2026. Woodside said the Middle East conflict has not disrupted trading activities

and that it currently has no controlled shipping through Iranian waters or the Strait of Hormuz.

hmt-news.com

Shearwater Sells Idle Vessel for Conversion

Shearwater GeoServices sells idle vessel SW Baret for conversion into a source vessel, expecting a financial gain from the transaction.



SW Baret (Image source: Ulstein)

27, April 2026

Shearwater GeoServices has agreed to sell an idle seismic vessel as part of its fleet optimization strategy, with the unit set to be repurposed by a new owner.

The company, through a wholly owned subsidiary, has entered into a deal with an undisclosed buyer for the 2012-built SW Baret, formerly known as Polarus Adira. The vessel has been in lay-up since 2021.

Following completion, the vessel will be modified to support operations as a dedicated source vessel. This includes the removal of streamer winches and related streamer systems. Selected source equipment is also included in the transaction.

Shearwater GeoServices

stated that the agreed sales price, together with the associated equipment, exceeds the vessel's carrying book value. As a result, the company expects to record a gain from the transaction. Completion is scheduled for the latter part of the second quarter of 2026.

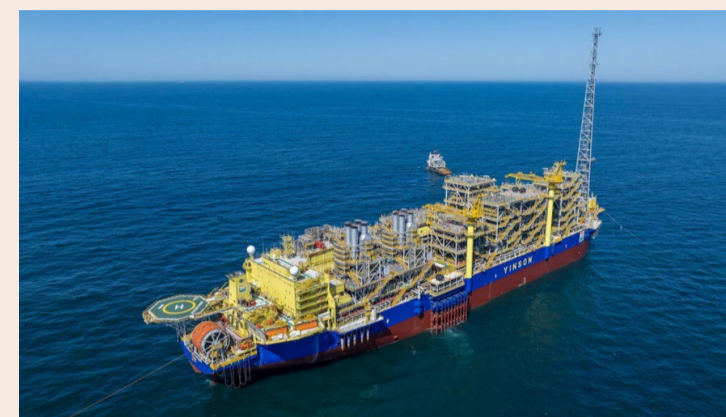
According to CFO Andreas Hveding Aubert, the divestment aligns with the company's efforts to streamline its fleet and prioritise capital allocation in line with its financial strategy. Net proceeds will be used in accordance with existing bank and bond agreements.

The 92 m vessel is based on Ulstein's SX134 design and can accommodate up to 60 personnel.

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Petrobras Expands Campos Basin Stake

Petrobras will expand its Campos Basin position by acquiring part of the Argonauta ring-fence linked to the Jubarte shared reservoir.



Maria Quitéria (Image source: Yinson Production)

28, April 2026

Petrobras has agreed to acquire part of the Argonauta ring-fence in Brazil's Campos Basin, increasing its

position in the Jubarte shared pre-salt reservoir.

The area being acquired is currently linked to the BC-10 Concession and involves interests held by Shell Brasil

Petróleo, ONGC Campos, and Enauta Petróleo e Gás. The portion corresponds to 0.86% of the Jubarte reservoir under a unitization agreement effective from 1 August 2025.

The transaction value includes R\$700 million, equivalent to about \$140.5 million, plus an additional \$150 million. Payments are planned in three stages: R\$100 million at closing, R\$600 million on 15 January 2027 or at closing, whichever comes later, and \$150 million two years after closing. The final amounts remain subject to adjustment.

After completion, Petrobras will hold 98.11% of the Jubarte shared reservoir. The Brazilian

federal government, represented by Pré-Sal Petróleo S.A., will keep a 1.89% stake linked to the reservoir's extension into non-contracted areas.

The deal is also expected to close equalization discussions among Petrobras, Shell, ONGC, and Brava Energia, as well as any related unitization matters involving Jubarte and the ring-fence portion included in the transaction.

Petrobras said the acquisition supports its business plan, improves asset management, and strengthens its Campos Basin operations with a focus on profitable assets.

Completion remains subject to conditions in the purchase and sale agreement, including approvals from Brazil's petroleum regulator ANP and competition authority CADE.

Jubarte is operated by Petrobras through infrastructure connected to Parque das Baleias, a group of fields in the northern Campos Basin at water depths of about 1,220 m to 1,400 m. Production flows through P-57 and P-58, the FPSO Cidade de Anchieta, and the FPSO Maria Quitéria, with a current output of about 210,000 barrels of oil per day.

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Tullow Lines Up Four More Ghana Wells

Tullow Ghana plans to bring four more Jubilee wells online in 2026 as it works to support production and reservoir pressure offshore Ghana.

28, April 2026

Tullow Ghana Limited plans to bring four additional wells online at the Jubilee field offshore Ghana over the coming months, following the start-up of two wells already delivered in 2026.

The company said six Jubilee wells are scheduled to come on stream this year, consisting of five producers and one water injector. J74-P and J75-P are already producing, while three further producer wells are expected to start up in June and July. The remaining water injector is planned for September.

Reservoir management remains a key focus. Tullow Ghana Limited is optimizing waterflood operations to support pressure levels and improve oil recovery. Production is also being managed through the riser system, with riser-based gas lift used to sustain output and offset natural field decline.

Ghana operations maintained strong reliability in 2025, with average facility uptime across the FPSOs at 97%. Combined average net oil production stood at about 32.5 kbopd in 2025, rising to



Jubilee Field (Image source: MODEC)

35.4 kbopd in the first quarter of 2026.

At Jubilee, gross oil production averaged 60.9 kbopd in 2025, or 23.7 kbopd net. Output was affected in the first half of the year by higher-than-expected water cut from some wells, which disrupted riser stability on the eastern side of the field.

Riser-based gas lift was introduced there, restoring and stabilizing production in June 2025.

A similar gas lift system for Jubilee's western side has been approved and is expected to support production once fully implemented in 2027. The company said cumulative voidage replacement in-

creased to 107% in the second half of 2025 after seawater lift system issues were resolved.

At the TEN fields, gross oil production averaged 16.0 kbopd in 2025, or 8.8 kbopd net, supported by well zonal optimization at Enyenra and water injection optimization. Net gas production in Ghana averaged 6.8 kboepd in 2025.

The FPSO TEN flare tip was replaced in May 2025, cutting routine flaring by about 50% from July 2025. Tullow Oil also expects more than 10 mmbob of additional net 2P reserves after the extension of its Ghana petroleum agreements to 2040.

Under the arrangement, Ghana National Petroleum Corporation will receive a further 10% field share from 20 July 2036, with joint venture partners reducing their stakes on a pro rata basis.

Following the purchase of FPSO TEN, Tullow Oil expects to reduce costs by removing the annual lease payment and capturing synergies with the Jubilee FPSO. The company also sees potential in 4D seismic and ocean bottom node data to support future drilling in Jubilee and TEN.

Chief Executive Officer Ian Perks said 2026 had started strongly, supported by early results from the Ghana drilling campaign. He added that the TEN FPSO purchase, extended petroleum agreements, and higher oil prices had strengthened the company's growth platform.

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BW Offshore Secures Bay du Nord FPSO FEED

BW Offshore has signed a FEED agreement with Equinor for the FPSO planned for the \$12 billion Bay du Nord oil project offshore Canada.



Image source:260430_aM4vLRNVivZ0.jpg

30, April 2026

BW Offshore has signed a FEED agreement with Equinor for the FPSO planned for the \$12 billion

Bay du Nord oil development offshore Newfoundland and Labrador, Canada.

The award advances the project into its next engineering phase after Equinor

resumed early-stage work in January 2025 by awarding pre-FEED scopes to BW Offshore and Altera Infrastructure. BW Offshore was subsequently selected as the

preferred FPSO bidder for the development in the Flemish Pass basin, about 500 km northeast of St. John's.

The FEED phase is scheduled to run through the end of 2026. During this period, BW Offshore will refine the FPSO design, finalize the execution strategy and delivery schedule, and progress commercial and contractual alignment. This includes preparing for the selection of key subcontractors and suppliers ahead of submitting a firm offer to Equinor.

The FPSO is designed for sub-Arctic conditions and is expected to support production of up to 160,000 barrels of oil per day. The Bay du Nord discovery, made in 2013, is estimated to hold around 300 million barrels of light oil, with additional discoveries recorded in 2014, 2016 and 2020.

Equinor operates the project with BP as a partner. The initial phase is estimated to contain about 400 million barrels

of recoverable light crude. BW Offshore will also develop a local content plan aligned with the frame agreement and the Atlantic Accord.

To support execution, BW Offshore has established a local office in St. John's and appointed a Local Benefits Manager. This setup will facilitate coordination with Equinor, local authorities and the regional supply chain during FEED and into later project stages.

The development is located in water depths of about 1,170 m. Nearby discoveries within license EL1156, including Cappahayden and Cambriol, are situated in approximately 650 m of water and may be tied into a broader development concept. Subsea Integration Alliance, comprising OneSubsea and Subsea7, recently secured the subsea FEED scope for the project.

hmt-news.com

Subsea7, OneSubsea Move Bay du Nord Into FEED



Image source: Subsea7 via LinkedIn

30, April 2026

Subsea Integration Alliance, a partnership between SLB OneSubsea and Subsea7, has been selected by Equinor for FEED work on the \$12 billion Bay du Nord deepwater oil project offshore Canada.

The award follows a 2024 strategic collaboration agreement between SIA and Equinor, which supported early concept studies for Bay du Nord and other subsea developments.

During the FEED phase, Subsea7 and OneSubsea will work with Equinor and sup-

pliers to develop the subsea architecture, improve execution planning and support engineering, procurement and delivery decisions.

Bay du Nord is located in the Flemish Pass basin, about 500 km northeast of St. John's. The project was delayed for three years in 2023 after costs increased. Equinor restarted early-stage work in early 2025 by awarding pre-FEED scopes to BW Offshore and Altera Infrastructure.

FID is expected in the next couple of years. First oil could follow as early as late 2028.

hmt-news.com

Cyan Secures New Zealand AHTS Deal



MMA Vision (Image source: MMA Offshore)

29, April 2026

Cyan Renewables has secured a long-term offshore vessel contract in New Zealand for one of its anchor handling tug supply vessels.

OMV New Zealand awarded the contract for the 2009-built MMA Vision. The agreement covers a period of up to five years and will start immediately after the vessel's current contract ends in July 2026.

The vessel has already been operating in New Zealand waters for several years. Cyan Renewables said the renewal reflects the vessel's strong operating record in the region.

MMA Vision has worked in New Zealand for five years, with Kingston Offshore Services acting as the local manning provider and general ships agent.

hmt-news.com

Noble Reviews Options for Idle Ocean Apex



29, April 2026

Noble Corp. is reviewing next steps for the idle 6,000-ft semisubmersible Ocean Apex.

Company executives said during Noble Corp.'s Q1 2026 conference call on 27 April 2026 that opportunities exist for the rig. The company expects to decide its next move within the next couple of quarters.

The 1976-built Ocean Apex last worked for Chevron in Australia. The rig moved to Malaysia in October 2025 and has remained idle there since.

hmt-news.com

Subsea7 Secures Angola Subsea Contract

Subsea7 has secured a substantial EPCI contract from ExxonMobil for a subsea tie-back tied to the Redevelopment 2.0 Likembe Project in Block 15 offshore Angola, executed via Subsea Integration Alliance.

1, May 2026

Subsea7 has been awarded a substantial engineering, procurement, construction and installation (EPCI) contract by ExxonMobil through Subsea Integration Alliance for a subsea tie-back linked to the Redevelopment 2.0 Likembe Project in Block 15, offshore Angola.

The project will be executed under the integrated delivery framework of Subsea Integration Alliance, combining subsea production systems and subsea umbilicals, risers and flowlines into a coordinated development model. Project management and engineering activities will be handled across Subsea7's offices in Paris, Luanda, Lisbon and Sutton, ensuring multi-location execution aligned with project requirements.

As part of the scope, SLB OneSubsea will deliver the umbilical system from its Center of Excellence in Moss, Norway. This work will be sup-

ported by dedicated project management and engineering teams located in Houston, contributing to the overall integration and execution of the subsea infrastructure.

The contract reflects Subsea7's continued presence in key offshore regions, including West Africa, where the company has maintained a consistent project delivery track record. The award also reinforces ongoing collaboration between Subsea Integration Alliance and ExxonMobil, with both parties applying an integrated approach aimed at optimizing subsea development solutions.

In addition to project execution, the work scope aligns with efforts to support local capability development in Angola, alongside maintaining operational standards across engineering and offshore installation phases.

hmt-news.com

EU ETS Offshore Rules Face Pushback

KBRV says planned EU ETS coverage for offshore vessels from 2027 may not reflect offshore work patterns and could create uneven obligations for similar operations.



Illustration only, Image source: Jan De Nul

1, May 2026

The Royal Belgian Shipowners' Association (KBRV) has warned that the planned inclusion of offshore vessels in the EU Emissions Trading System (EU ETS) from 2027 may not match the way these vessels operate.

EU ETS coverage was introduced for maritime transport in 2024, covering emissions from commercial shipping. The next phase is due to bring offshore vessels above 5,000 tonnes into scope from 1 January 2027.

Ahead of a meeting of the European Commission's European Sustainable Shipping Forum, KBRV said the current rules were developed around standard port-to-port ship-

ping. It argues that offshore work follows different operating patterns and should not be assessed under the same structure without changes.

The group's main concern is the Monitoring, Reporting and Verification (MRV) framework. Celine Audenaerdt, Head of Environmental and Technical Affairs at KBRV, said the system was designed for commercial shipping, not offshore activity.

A key issue is the use of the "port of call" concept. Offshore vessels may spend long periods working at offshore sites, rather than moving between ports in a conventional trading pattern. KBRV said this could lead to uneven treatment of similar operations.

One example cited by the

association involves offshore wind work in the North Sea. A European offshore company sailing from an EU port to install turbines would fall under EU ETS. A non-EU operator carrying out the same job in the same area from a non-EU port, such as the UK, would not face the same obligations.

KBRV is asking policymakers to adjust the framework by using activity-based definitions and a "virtual port of call" approach to better reflect offshore operations.

Offshore vessels between 400 tonnes and 5,000 tonnes will be reviewed by December for possible inclusion at a later stage.

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BP Signs Venezuela Gas MOU

BP has signed an MOU with Venezuela covering Cocuina-Manakin development and possible Loran cooperation, with gas potentially moving to Trinidad for LNG export.



Illustration only. (Image source: Shutterstock / ID2200413725)

30, April 2026

BP has signed a memorandum of understanding with Venezuela covering the Cocuina-Manakin offshore gas field and potential cooperation at Loran.

Cocuina-Manakin sits across the maritime border between Venezuela and Trinidad and Tobago. Cocuina is part of Venezuela's inactive Deltana Platform project, while the field extends into Trinidad, where a BP subsidi-

ary operates Block 5b.

The MOU formalizes the start of gas development at Cocuina-Manakin, according to Venezuela. It also covers possible work linked to Loran exploration and gas commercialization. BP executive William Lin said the company was pleased to work with Venezuela on Loran and other gas projects. Shell has also expressed interest in Loran.

Venezuela described the agreement as a milestone for its energy industry and as a

reactivation of BP's presence in key parts of the Deltana Platform. The deal follows recent Venezuelan agreements with international producers, including Eni and Repsol.

In February, BP said it was seeking U.S. government authorization to develop Manakin-Cocuina. The company wants to move more than 1 trillion cubic feet of gas to Trinidad, where it could be converted into LNG for export.

hmt-news.com

US Pays \$900 Million to End Two Wind Leases

The Trump administration will reimburse Bluepoint Wind and Golden State Wind nearly \$900 million to cancel two US offshore wind leases.

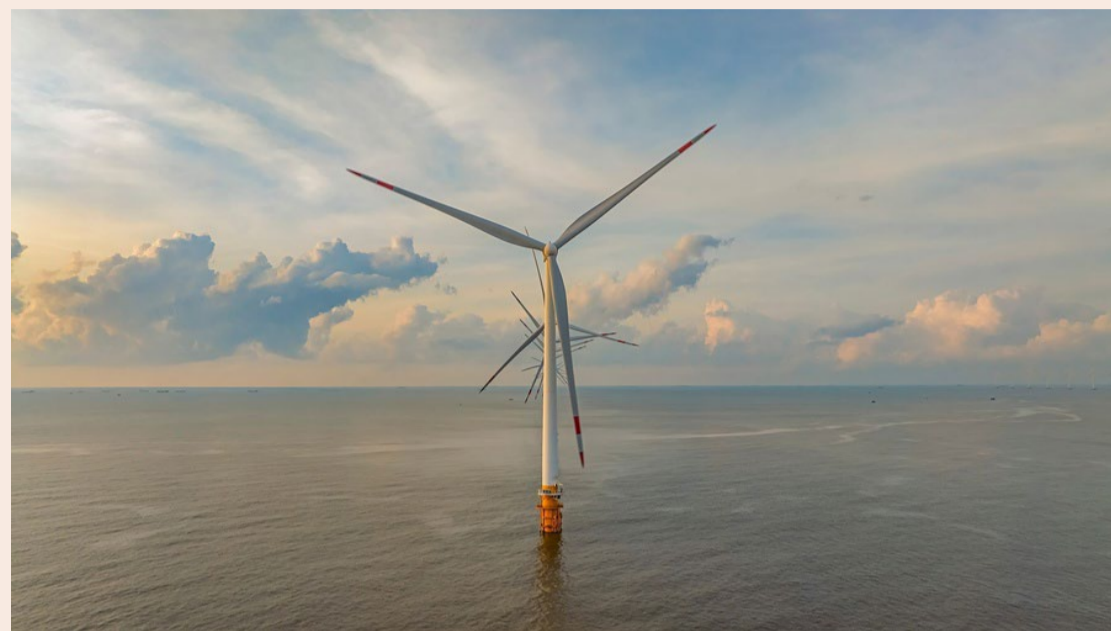


Image source: Shutterstock / ID2482200537

28, April 2026

The Trump administration has reached agreements to cancel two US offshore wind projects, with Bluepoint Wind and Golden

State Wind set to receive nearly \$900 million combined for ending their leases.

Under the deals, both companies will stop their current offshore wind plans and end any plans for future US off-

shore wind projects.

Bluepoint Wind was an early-stage project planned off New Jersey and New York. Golden State Wind was designed as a floating offshore wind project off California's

central coast.

The US Department of the Interior said the agreements follow the same structure as a recent \$1 billion settlement with TotalEnergies, which exited offshore wind leases near North Carolina and New York in March. Under that deal, TotalEnergies agreed to return the leases and direct the funds toward fossil fuel investments.

Interior Secretary Doug Burgum said the leases depended on large taxpayer support and defended the latest settlements as part of a shift toward energy infrastructure the administration describes as affordable, reliable, and secure.

For Bluepoint Wind, the lease will be cancelled, and the company may be reimbursed up to \$765 million. Global Infrastructure Partners, part of BlackRock and a part-

ner in Bluepoint Wind, has committed to invest the money in a US-based LNG facility.

Golden State Wind may recover around \$120 million in lease fees after investing the same amount in oil and gas assets, related infrastructure, or LNG projects along the Gulf coast.

The two projects had been planned as large offshore wind developments, each with the potential to supply more than 1 million homes. They were also expected to support clean-energy goals in New Jersey, New York, and California.

Associate Attorney General Stanley E. Woodward said the Department of Justice supported the agreements to avoid prolonged litigation and advance the president's energy agenda.

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UK's Largest Offshore Wind Blades Installed at East Anglia Three

ScottishPower and Masdar install the first turbine at East Anglia Three, using 115 m blades, the largest ever deployed in the UK.

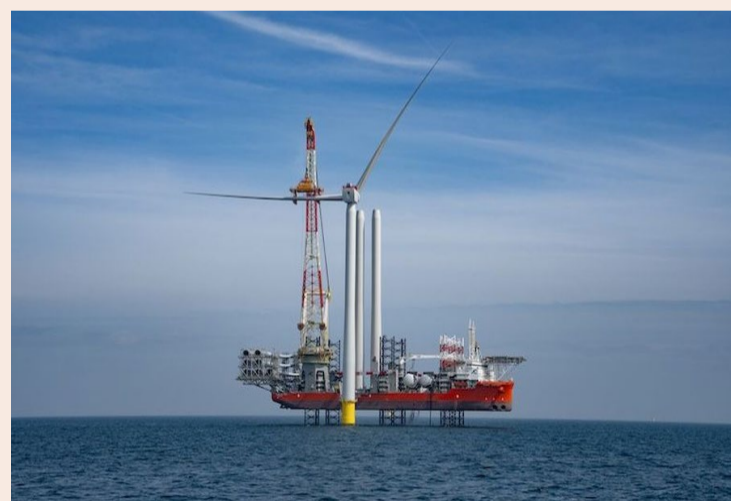


Image credit: Cadeler

28, April 2026

ScottishPower and Masdar have installed the first turbine at the 1.4 GW East Anglia Three offshore

windfarm, marking a UK milestone with the use of 115 m blades, the largest ever deployed in the country.

The offshore wind project will comprise 95 turbines,

each rated at 14 MW. The units will stand about 262 m tall and feature rotor diameters of 236 m. All 285 blades for the project are being manufactured by Siemens Gamesa in Hull.

Located off the Suffolk coast, East Anglia Three is set to become one of the world's largest offshore wind farms and is expected to support the UK's clean energy transition and energy security.

Turbine installation is being carried out by Cadeler using the Wind Osprey installation vessel. Wind Pace is also set to join the campaign to accelerate deployment.

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

HEA Energy Secures Offshore Wind O&M Deal



Image source: HEA Energy via LinkedIn

29, April 2026

HEA Energy has signed an Operations & Maintenance (O&M) contract with a leading offshore wind developer, strengthening its presence in the European offshore wind market and reinforcing its role as a long-term partner across the full lifecycle of offshore wind assets.

The campaign is scheduled to commence in summer 2026. Work will be carried out by the jack-up barge HEA Hercules, which will be mobilized to the North Sea after completing scheduled main-

tenance and upgrade works in Rotterdam.

As the installed base of larger and more advanced turbines continues to expand, demand for safe and reliable component replacement and complex offshore maintenance is increasing. In response, HEA Energy is scaling its capabilities, supported by an expanding and versatile vessel fleet purpose-built for demanding offshore operations.

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

Jan De Nul Completes Cable Installation for Fengmiao I

Jan De Nul has completed installation of export cables for Taiwan's Fengmiao I offshore wind farm, advancing grid connection progress.



Image source: Jan De Nul

28, April 2026

Jan De Nul has completed the installation of two high-voltage submarine export cables for the Fengmiao I offshore wind farm, located off Taichung, Taiwan.

The two cables, measuring 45,000 m and 44,000 m, have a combined weight exceeding 8,000 tonnes. Following installation, they have been positioned and left on the seabed until the offshore substation becomes available,

allowing progress on the project's electrical infrastructure while other offshore works continue.

These export cables will play a key role in transmitting electricity generated offshore to the onshore grid, support-

ing the integration of Fengmiao I's output into Taiwan's power system.

The Fengmiao I offshore wind farm is designed with a capacity of 500 MW, sufficient to supply nearly 500,000 homes. It forms part of a

broader Fengmiao development targeting a total capacity of 1,800 MW in Taiwanese waters.

The next phase of the project involves seabed burial of the installed cables. Jan De Nul will carry out this work using its PT 1 trencher, a process aimed at protecting the subsea infrastructure and ensuring long-term operational stability.

Once the offshore substation is ready, the installed cables will be connected to complete the electrical system and enable integration with Taiwan's grid and associated onshore infrastructure.

For transport, installation, and protection activities, Jan De Nul deployed its cable-laying vessel Willem de Vlamingh, designed for complex subsea cable operations and capable of supporting multiple installation phases.

The project site is located approximately 35,000 m offshore Taichung. With the completion of this installation stage, Fengmiao I advances toward full grid connection and contributes to Taiwan's offshore wind expansion.

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EIB Backs Gennaker Offshore Wind Farm

European Investment Bank has approved up to EUR 700 million for Skyborn Renewables' Gennaker offshore wind farm in Germany.

28, April 2026

European Investment Bank has approved financing of up to EUR 700 million for the Gennaker offshore wind farm in Germany, developed by Skyborn Renewables.

The project is expected to cost around EUR 3.1 billion and will be built in German territorial waters, within the 12-nautical-mile zone off the Fischland-Darß-Zingst peninsula.

Gennaker is the first offshore wind farm to receive grid connection rights under Germany's territorial waters regulation. The framework allows operators to secure grid connection approval through

the Federal Immission Control Act, known as BImSchG.

Skyborn Renewables received its first BImSchG permit in 2019 for a 103-turbine project using Siemens Gamesa 8.4 MW turbines. The company later applied for changes as turbine technology advanced. The project was re-approved in 2024 for 9 MW turbines and is now planned with 63 Siemens Gamesa turbines of up to 15.5 MW each, giving Gennaker a maximum capacity of 976.5 MW.

The state of Mecklenburg-Western Pomerania granted full approval in December last year. Turbine installation is scheduled to start in late summer 2027.

Earlier this year, Skyborn

Renewables and German transmission system operator 50Hertz signed an agreement to enable full project commissioning by mid-2028. 50Hertz is developing the OST-6-1 grid connection.

The two offshore grid connection platforms are being built by HSI Joint Venture, comprising HSM Offshore Energy, Smulders, and Iv. Their fabrication is nearing completion.

Skyborn Renewables signed preferred supplier agreements in September last year for foundations, inter-array cables, and installation work. Suppliers have since started moving these agreements into firm contracts.

EEW Special Pipe Con-



Image source: Shutterstock / ID2499481067

struction was selected for monopiles, Dajin Heavy Industry for transition pieces, Seaway7 for foundation installation, and a TKF and Boskalis

consortium for inter-array cable supply and installation.

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

Japan Advances 1 GW Floating Wind Plan

Japan is advancing a 1 GW floating offshore wind project near the Izu islands to supply Tokyo and support national renewable energy targets by 2035.

29, April 2026

Japan is progressing plans to develop a large-scale floating offshore wind farm near the Izu island chain, targeting at least 1 GW of installed capacity by 2035.

The project is intended to supply electricity to both the island communities and the Tokyo mainland. While its installed capacity would be comparable to a single nuclear reactor, actual output would vary due to wind conditions and lower capacity factors typical of offshore wind.

If realized, the development would become the largest floating offshore wind farm globally, significantly exceeding Norway's current leading project, which operates below 100 MW.

Since fiscal 2025, the Tokyo Metropolitan Government has been engaging with residents, fisheries and shipping stakeholders across key island municipalities, including Oshima, Nijima, Kozushima, Miyake and Hachijo.

To advance the next phase, the fiscal 2026 budget has been increased to ¥2.7 billion (\$17 million). The funding will be allocated to wind resource



Image source: Shutterstock / ID2314470703

assessments, seabed soil investigations and subsea cable routing studies.

Upcoming field surveys will focus on seabed conditions, weather patterns and marine environments, forming the basis for future commercial tendering.

Floating offshore wind turbines are installed on buoyant platforms secured by mooring systems rather than fixed

foundations. This approach enables deployment in deeper waters, such as the 100 m to 200 m depths identified in the project area. It may also reduce seabed disruption compared to conventional bottom-fixed installation methods.

Electricity generated offshore would be transmitted via high-voltage subsea cables, linking the offshore site

with island grids and the Tokyo mainland network.

The initiative supports Japan's broader target of achieving 45 GW of offshore wind capacity by 2040 and its net-zero emissions goal by 2050. Strong wind conditions in the Izu region are considered favorable for long-term generation.

However, the project remains at an early devel-

opment stage. The Izu area is currently classified as a preparation zone, and some analysts have raised concerns over the feasibility of the 2035 timeline, noting that offshore wind developments often require more than a decade to reach operation.

Investment risk is another factor. In 2025, Mitsubishi Corp. withdrew from major offshore wind projects in northern Japan, citing increased material costs and currency pressures.

Technical challenges are also significant. Turbines and floating platforms must be engineered to withstand typhoons, strong ocean currents and seismic activity. Grid integration, variability management, environmental impact and access to fishing areas are also under review.

Government estimates indicate the project could supply electricity to approximately 850,000 households. In addition, platform fabrication is expected to provide opportunities for Japanese shipyards and support employment in coastal regions.

hmt-news.com

Final Turbine Installed at Yeu-Noirmoutier Wind Farm

OW Ocean Winds has completed the final turbine installation at the 500 MW Yeu-Noirmoutier offshore wind farm, bringing its first French project into full operation.



Image source: OW Ocean Wind / Credit: Christophe Beyssier

29, April 2026

OW Ocean Winds has completed the installation of the final turbine at its 500 MW Yeu-Noirmoutier offshore wind project in France, marking the end of construction and the start of full operations for the company's first offshore wind farm in the country.

The project was completed in under three years of offshore construction, despite a complex industrial context and challenging weather conditions. OW Ocean Winds credited its teams, including Les Éoliennes en Mer Services, and partners Sumitomo Corporation, Allianz, Banque

des Territoires, and Vendée Energie for the delivery of the project.

Since June 2025, the wind farm has been progressively generating clean electricity for France, with turbines brought online step by step as installation advanced.

The 61 turbines, located in the Atlantic Ocean off the Vendée coast, will generate around 1,900 GWh of renewable energy per year over the next 25 years. The output is equivalent to the annual electricity consumption of nearly 800,000 homes and will support France's energy transition and energy sovereignty.

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South Korea Maps Offshore Wind Growth

South Korea is organizing more than 11 GW of offshore wind potential across key coastal zones through coordinated planning and local government action.



29, April 2026

The Global Wind Energy Council has released a map showing how South Korea is organizing offshore wind development across several major coastal areas.

The selected zones hold more than 11 GW of possible generation capacity. Together, they represent a large offshore wind development pipeline in the Asia-Pacific region. The map shows a planning

model shaped mainly by local governments. Regional authorities have moved early to identify suitable offshore sites and prepare development areas for future projects.

Public consultation has also been part of the process. Hearings and discussions with local communities and other stakeholders have supported acceptance of offshore wind development in coastal areas.

The zones are intended to secure long-term space for

offshore wind projects. This is expected to give investors and developers clearer visibility as they assess future opportunities.

As offshore wind expands across the Asia-Pacific, coordinated planning will remain important. Policy, grid capacity, and supply chains will need to move together if large projects are to be delivered at scale.

hmt-news.com

30, April 2026

Norwind Offshore has acquired six high-speed commissioning service operation vessels from Edda Wind, doubling its fleet and strength-

ening its offshore wind vessel capacity.

The transaction was completed with Navigare Capital Partners and forms part of Norwind Offshore's growth strategy in offshore wind. The

vessels have either been delivered within the past year or are in the final stage of delivery.

The CSOVs use Vard 4 25 and SALT 0217 designs and are built to support offshore

Cadeler Advances Hornsea 3 Mobilisation

Cadeler has completed mobilisation of Wind Ally and Wind Orca for Hornsea 3, advancing foundation transport and installation work for the 2.9 GW offshore wind project.



Image source: Cadeler via LinkedIn

29, April 2026

Cadeler has completed mobilisation of Wind Ally and Wind Orca for the Hornsea 3 offshore wind farm, marking a key step toward the next phase of offshore foundation installation.

Wind Ally completed mobilisation at Port of Rotterdam and arrived at Steel River Quay in Teesside, where monopile loading has started. The project is the vessel's first assignment since delivery.

Wind Orca has completed a maintenance period and project mobilization through

Port Esbjerg, Odense Port, and Port of Tyne. Port of Tyne will serve as the loadout port for secondary steel.

Over the coming year, Cadeler will deliver the full foundation transportation and installation (T&I) scope for Hornsea 3. The offshore wind farm, developed by Ørsted, will have a capacity of 2.9 GW

and is expected to become the world's largest offshore wind farm, supplying renewable power for more than 3.3 million UK homes.

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Norwind Offshore Doubles CSOV Fleet



Illustration only (Image source: Norwind Offshore)

wind projects worldwide. A skilled crew team will also transfer with the vessels, supporting a smooth handover and continued operational performance.

Svein Leon Aure, Chief Executive Officer of Norwind Offshore, said the deal improves the company's readiness and strengthens its ability

to serve customers and the wider offshore wind market.

Stig Duus Enslev, founding partner of Navigare Capital, said the acquisition is the largest transaction completed by the firm and reflects its continued confidence in offshore wind.

hmt-news.com

Massachusetts Secures 20-Year Pricing for Vineyard Wind

Massachusetts has activated 20-year contracts for Vineyard Wind 1, securing fixed offshore wind power pricing and delivering \$ 1.4 billion in projected customer savings.



Image source: Shutterstock / ID2236642617

1. May 2026

Massachusetts has activated long-term power purchase agreements for the Vineyard Wind 1 offshore wind project, fixing electricity prices for a 20-year period.

The Healey-Driscoll administration announced the con-

tracts on 27 April. According to the state government, the agreements are expected to deliver \$ 1.4 billion, or about € 1.2 billion, in savings for customers over the contract term.

The state said the contracts would lower electricity bills by an average of 1.4 cents/kWh. These reductions are in addition to cost benefits

linked to the project's participation in wholesale electricity markets.

The 806 MW offshore wind farm is located around 24 km south of Nantucket. Construction began in late 2022, followed by the installation of the first GE Haliade-X turbines in 2023. The project started generating electricity in Jan-

uary 2024, with construction completed in March.

Massachusetts said the project contributed to lower electricity prices during the recent winter by supplying power at rates below other generation sources. It also supported grid reliability during periods of high demand.

The wind farm is expected to cut carbon emissions by more than 1.6 million tonnes annually. The administration added that the project has supported nearly 4,000 jobs and generated \$ 1.9 billion, or about € 1.7 billion, in economic output.

The project is jointly owned by Avangrid and Copenhagen Infrastructure Partners (CIP) on a 50-50 basis.

During construction and commissioning, the project experienced several setbacks. In 2024, a turbine blade failure linked to a manufacturing defect led to a halt in operations and construction. This was followed by inspections, blade replacements and a temporary suspension of power generation.

More recently, Vineyard Wind has been involved in a legal dispute with turbine supplier GE Vernova. The developer filed a lawsuit to prevent GE Vernova from terminating its turbine supply and service agreement. A US court has issued a preliminary injunction requiring GE Vernova to continue its work while the dispute is under review.

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

OBANA Starts North Sea Jacket Removal

30. April 2026

Discover more shipping communication Shipping & Logistics Communications Communications & Media Studies Petrodec has deployed its jackup unit OBANA for a new decommissioning campaign in the UK Southern North Sea under work for Perenco UK.

The vessel has reached the Pickerill field, where it will carry out jacket removal work on the Pickerill A and Pickerill B platforms. After that scope is completed, OBANA is due to move back to the Amethyst field to remove the Amethyst A1D jacket within the same program.

The campaign is the second major offshore assignment for OBANA since the

unit entered service earlier this year. The jackup was developed for heavy-lift and multi-structure removal work, with a 2,000-tonne crane and capacity to manage large modules during a single offshore campaign.

Offshore activities are expected to continue until the end of June. The unit will then return to shore for offloading and dismantling.

OBANA was built using repurposed drilling rigs and a new mid-section. It is designed for decommissioning operations in water depths of up to 65 m, supporting the wider removal of aging offshore infrastructure in the North Sea.

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



Obana jack-up (Photo courtesy of Petrodec)

HD Hyundai Pushes Digital Shipbuilding

HD Hyundai is advancing digital twins, autonomous navigation and AI robotics to improve shipbuilding productivity and shipyard efficiency.

24. April 2026

HD Hyundai is strengthening its future growth strategy by applying digital technologies across shipbuilding, shipping and robotics. The group is focusing on artificial intelligence, digital twins, big data and robots to improve production efficiency, vessel operations and industrial automation.

A central part of this strategy is the Future of Shipyard (FOS) project, scheduled for completion in 2030. The initiative is designed to enhance productivity and reduce construction timelines by integrating digital systems across shipyard operations.

Following the completion of the first stage, known as a visible shipyard, in 2023, HD Hyundai is advancing the second phase. This stage connects equipment, processes, and operational data to enable prediction and optimization. Once fully implemented, the company expects productivity to increase by 30% and shipbuilding lead times to decrease by 30%.



Image courtesy of HD Hyundai

The group is also collaborating with Nvidia and Siemens to develop a digital twin system based on Blackwell GPU technology at HD Hyundai Samho. Since 2021, it has been working on a next-generation production and design platform that integrates ship design and production data

and applies AI for optimization. The platform is targeted for completion by 2028.

In autonomous shipping, Avikus, a subsidiary of HD Hyundai, signed a supply agreement with HMM in December last year for its HiNAS Control system. The solution will be deployed on

40 vessels operated by HMM. To date, Avikus has supplied autonomous navigation solutions to around 350 vessels, with HiNAS Control applied to more than 100 large retrofitted ships.

HiNAS Control obtained type approval from DNV in April this year. This certifica-

tion allows the system to be installed without additional verification, as it is approved for general application rather than being limited to a specific vessel or project.

In robotics, HD Hyundai Robotics is advancing AI-based industrial robot technologies. The company is focusing on physical AI systems that enable robots to perceive, decide and act in real time within changing work environments.

It plans to launch a welding automation solution for shipyards by 2026 and expand AI robot applications into machining, assembly, inspection, manufacturing and logistics by 2030.

HD Korea Shipbuilding & Offshore Engineering and Persona AI signed an MOU to develop Korea's first welding humanoid. In addition, HD Hyundai Robotics and HD Hyundai Samho signed an MOU with Neura Robotics to develop and demonstrate a quadruped humanoid robot for shipbuilding work sites.

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Seatrium Settles Brazil Probe for \$110m

Seatrium avoids prosecution in Singapore after court approval of a \$110m DPA linked to Brazil's Operation Car Wash probe.



Image source: Seatrium

28. April 2026

Singapore-listed offshore and marine group Seatrium has avoided

criminal prosecution in Singapore after the High Court approved a deferred prosecution agreement linked to Brazil's Operation Car Wash investi-

gation.

The agreement was signed with Singapore's Public Prosecutor in July 2025 and was approved this month without changes. Under the settlement, Seatrium will pay \$140.3 million, or about \$110 million.

Payments already made to Brazilian authorities, capped at \$53 million, will be offset against the total amount. This leaves about \$57 million to be paid in Singapore.

Seatrium said the settlement has already been provided for in its 2025 accounts. The company therefore does not expect a material impact on its 2026 earnings or balance sheet.

The DPA suspends prosecution as long as the compa-

ny meets agreed conditions, including payment of the penalty and compliance improvements. If the terms are breached, prosecutors may revive criminal proceedings.

The case arose from Brazil's Operation Car Wash probe, which exposed bribery linked to contracts with state oil company Petrobras. Seatrium, formerly Sembcorp Marine, became involved over allegations of improper payments connected to Brazilian project awards.

The matter was investigated in both Singapore and Brazil. Seatrium had earlier reached a leniency agreement with Brazilian prosecutors as part of the broader resolution.

Singapore's Corrupt Practices Investigation Bureau

also reviewed the case. A separate investigation by the Monetary Authority of Singapore and the Commercial Affairs Department into possible securities law breaches ended with no action against the company or its officers.

In March 2024, two former executives linked to the business were charged in Singapore over alleged bribery payments tied to Brazilian contracts.

The court approval brings the company closer to resolving a legal issue that had remained open for several years.

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

VARD Launches First Windward Offshore CSOV

VARD has launched the first CSOV for Windward Offshore, featuring battery-hybrid propulsion and green methanol readiness for offshore wind operations.



Image credit: Fincantieri

28, April 2026

Fincantieri's subsidiary VARD has launched the first of four commissioning service operation vessels (CSOVs) ordered by Windward Offshore at its Vard Vung Tau yard in Vietnam.

The vessel, identified as NB 972, is based on the VARD 4 19 design, a platform developed for offshore wind support operations. The design emphasizes operational flexibility for commissioning and maintenance activities in offshore wind farms.

According to the company, the CSOV is equipped with battery-hybrid propulsion and is prepared for future use of green methanol, supporting lower-emission vessel operations.

The launch was announced on 27 April 2026, with Fincantieri noting the project as part of its broader focus on sustainable solutions within the offshore wind segment.

VARD, headquartered in Norway, operates as Fincantieri's specialized unit for offshore and advanced vessel construction.

The CSOV program forms part of a four-vessel order for Windward Offshore, with three further vessels included under the same design.

Separately, Fincantieri has progressed with other low-emission vessel developments, including the keel laying of Viking Astrea, the second hydrogen-powered cruise ship in Viking's fleet program.

hmt-news.com

South Korea Links Shipbuilding and Shipping Strategy

South Korea launches a national council to connect shipbuilding and shipping, with LNG cooperation and AI autonomous vessel plans.

29, April 2026

South Korea has launched a national council to bring its shipbuilding and shipping sectors under one coordinated industrial framework.

The Shipbuilding-Shipping Mutual Development Strategy Council was introduced in Seoul on 28 April, with about 100 participants from government, shipyards, shipping companies, and related organizations. Attendees included ministers responsible for oceans, fisheries, trade, industry and energy, as well as executives from HD Hyundai, Hanwha, Samsung Heavy Industries, HMM and Pan Ocean.

The new body will follow the W.A.V.E. strategy, short for World-class Alliance for Vessels Production & Ecosystem. Its work will focus on four areas: advanced vessel technology, stronger cooperation between shipbuilders and carriers, growth of the national fleet and domestic ship construction, and a more balanced industrial ecosystem.

South Korea remains one of the world's leading ship-



Image source: HD Hyundai Heavy Industries

building nations and also holds a major position in global shipping capacity. However, the two industries have often been viewed as operating without enough coordination. Recent geopolitical pressure, including risks to Middle East energy supply routes, has

added urgency to closer cooperation.

Minister of Oceans and Fisheries Hwang Jong-woo said the council would help the two industries work as one public-private team supporting the national economy and import-export logistics.

During the launch event, the three major shipbuilders, Korea Gas Corporation and the Korea Shipowners' Association signed an MOU covering LNG transportation cooperation. The government also confirmed a 600 billion won, or \$407 million, program

to develop AI-based fully autonomous vessel technology. A detailed plan is expected by the end of the year.

hmt-news.com

Hanwha Shipbuilder Deal Faces Longer FTC Limits

South Korea's antitrust regulator extended corrective measures on Hanwha's shipbuilder acquisition until 2029, citing remaining competition risks.

28, April 2026

South Korea's antitrust authority has extended the compliance period attached to Hanwha Group's acquisition of Hanwha Ocean by another three years.

The Korea Fair Trade Commission said on 27 April 2026 that restrictions linked to the 2022 shipbuilder takeover will now remain in place until 2 May 2029. The measures apply to Hanwha Aerospace, Hanwha Systems, and Hanwha Ocean.

The conditions were first imposed in 2023 after Hanwha Aerospace and five affiliated companies acquired a 49.3% stake and management control of Daewoo Shipbuilding & Marine Engineering, which was later renamed Han-

wha Ocean.

Under the extended order, the companies must continue to avoid conduct such as discriminatory pricing for ship components. The FTC said it may extend the measures by up to two more years after reviewing market competition conditions and any legal changes.

This is the first time the regulator has lengthened the enforcement period of merger-related corrective measures.

The FTC said competition risks remain, including possible discriminatory sharing of information and pricing practices that could disadvantage competing shipbuilders.

The original order covered naval vessels and 10 ship component markets. In the latest decision, the scope was



Hanwha Ocean Okpo Shipyard (Image credit: Hanwha Ocean)

reduced to naval vessels and eight ship component markets.

During its review of the ac-

quisition, the FTC had raised concerns that Hanwha Group could use its strong position in the defense sector to dom-

inate the naval vessel components market.

hmt-news.com

Hanwha Philly Shipyard Targets 10,000 Hires

Hanwha Philly Shipyard plans to hire up to 10,000 workers over five years to expand US shipbuilding capacity.

28, April 2026

Hanwha Philly Shipyard plans to expand its workforce at the Philadelphia Navy Yard, aiming to hire up to 10,000 workers over the next five years.

The recruitment plan forms part of Hanwha's strategy to increase production capacity by more than tenfold. Output is expected to rise from approximately 1.5 ships per year to around 20.

Hanwha Philly Shipyard is one of the largest shipyards in the United States, although the country's shipbuilding output remains significantly below that of major Asian markets. In 2024, China delivered

1,000 ships, while the United States completed eight.

The US federal government is working to reduce this gap. In America's Maritime Action Plan released in February, President Donald Trump called for expanding commercial shipbuilding capacity as part of a broader effort to strengthen the maritime sector.

Philadelphia Mayor Chelle Parker has expressed support for the initiative, highlighting the potential for shipbuilding and maritime industries to play a larger role in the city's economic base and employment.

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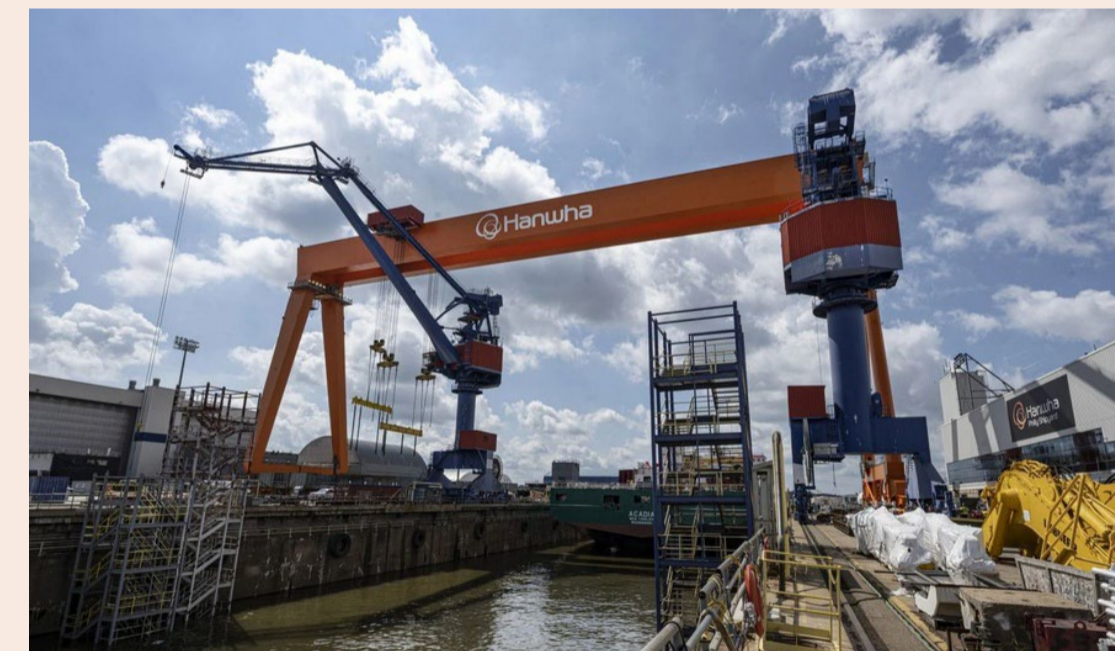


Image source: Hanwha Philly Shipyard

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HMT news

CSSC Offshore and Marine Engineering Q1 Profit Surges on Shipbuilding Gains

CSSC Offshore and Marine Engineering (COMEC) reported strong Q1 2026 results, with revenue rising 56.1% and profit more than doubling, supported by improved efficiency and shipbuilding milestone payments.



Image source: CSSC

30, April 2026

CSSC Offshore and Marine Engineering (COMEC) reported strong financial results for the first quarter of 2026, driven by improved shipbuilding efficiency and higher investment income.

The group recorded operating income of CNY 5.69 billion (\$784.6 million) for the three months ending 31 March, representing a 56.1% increase year-on-year.

Total profit rose to CNY 472.7 million, up 111.4% com-

pared to the same period in 2025. The company attributed the growth to deeper lean production management and shorter construction cycles across its main vessel segments.

Net profit attributable to shareholders reached CNY 396.2 million, marking a 114.8% increase. The performance was supported by higher income from associated companies.

Net cash flow from operating activities increased 262.1% to CNY 1.30 billion, primarily driven by milestone payments

received for shipbuilding projects.

Finance costs stood at CNY 3.5 million, reflecting foreign exchange losses during the quarter. This compares with a net foreign exchange gain recorded in the same period last year.

Total assets were reported at CNY 55.68 billion at the end of the reporting period. Basic earnings per share reached CNY 0.28, up 114.8% year-on-year.

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China Expands LNG Shipbuilding Push

China has added a fifth LNG carrier builder with Celsius Georgetown, intensifying competition with Korean yards as orders rise, prices tighten and technology gaps narrow.



30, April 2026

China has added a fifth LNG carrier builder after China Merchants Heavy Industry delivered Celsius Georgetown, increasing pressure on Korean shipyards in the high-value LNG carrier market.

The 180,000-cubic-meter LNG carrier was delivered on

Monday to Denmark's Celsius Shipping. The 298.8 m vessel is the largest LNG carrier built in China. It is the first of six sister vessels ordered by Celsius Shipping, with the second unit scheduled for delivery within three months.

China leads global shipbuilding by volume, but its strength has mainly been in bulk carriers and container

ships. LNG carriers have remained a Korean stronghold, with Korean shipbuilders holding about 80% of the global market, compared with China's 10%.

That position is changing. Since Hudong-Zhonghua Shipbuilding entered LNG carrier construction in 2008, Jiangnan Shipyard, Dalian Shipbuilding, Yangzijiang

Shipbuilding, and China Merchants Heavy Industry have also won orders, expanding China's LNG carrier base.

LNG carriers are among the most complex commercial vessels because they must transport gas at -163°C. Their design, cargo containment and engineering requirements place them at the high end of shipbuilding technology.

At the naming ceremony earlier this month, China Merchants Group chairman Miao Jianmin said the company had entered the global core group for large LNG carrier construction. He also said China would pursue high-tech, intelligent, eco-friendly and international strategies in ports, shipping and shipbuilding during the 15th Five-Year Plan period.

The competitive shift comes as LNG carrier orders rise sharply. Citing data from Poten & Partners and Drewry, Reuters reported that Korean and Chinese shipbuilders signed contracts for 35 LNG carriers in the first quarter of this year, close to the 37 vessels ordered across all of last

year.

Pricing is becoming a concern for Korea. Chinese yards have secured at least 13 LNG carrier orders so far this year, reportedly at prices around 4% to 8% below the market average. During the same period, Korea's three major shipbuilders won nine LNG carrier orders: five for HD Korea Shipbuilding & Offshore Engineering, two for Hanwha Ocean, and two for Samsung Heavy Industries.

Some analysts expect the short-term impact on Korea to be limited because China still has fewer LNG carrier construction slots. China's annual delivery capacity is estimated at 20 to 25 LNG carriers, while Korea can deliver about 60.

However, the technology gap is narrowing. SCMP said China has already caught up with Korea in several shipbuilding technology areas and that Korea may have only two to three years to maintain its lead unless it develops new technologies.

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US Sanctions on Hengli Refinery Put Sister Shipyard Under Scrutiny

U.S. sanctions on Hengli Petrochemical (Dalian) Refinery have raised compliance questions for Hengli Heavy Industry Group, although the Dalian shipyard has not been directly named as a sanctions target.



Photo source: Hengli Heavy Industry

30, April 2026

U.S. sanctions on Hengli Petrochemical (Da-

lian) Refinery have brought renewed attention to Hengli Heavy Industry Group, the Dalian-based shipbuilder operating under the wider Hengli Group structure.

The refinery unit was designated by the U.S. Treasury over alleged purchases of Iranian oil. OFAC also allowed a short wind-down period for certain transactions involving the refinery and entities it owns by 50% or more.

So far, Hengli Heavy Indus-

try Group has not been publicly named as a direct sanctions target. Shipowners with vessels on order at the Dalian yard have also indicated that current newbuilding projects are not affected.

The issue remains important for maritime compliance teams. Hengli Heavy Industry Group has expanded quickly in tanker, bulk, container ship and gas carrier construction, making the yard a significant counterparty for international

owners.

For shipowners, banks and insurers, the main concern is not limited to whether the yard itself is listed. Payment routes, guarantees, group-level links and supplier exposure may also require review. Existing projects may continue, but future contracts could face closer checks before financing, insurance or delivery-related transactions are approved.

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Poland Launches Floating Dock Modules

Two large floating dock modules have been launched in Szczecin for Gryfia Marine Ship Repair Yard, moving the delayed 240 m Dock No. 8 project toward planned delivery in July 2027.



Image credit: PAP/Marcin Bielecki

30, April 2026

Two large floating dock modules have been launched in Szczecin, Poland, marking a key stage in the construction of a new dock for Gryfia Marine Ship Repair Yard.

The first central module, built at Szczecin Wulkan Shipyard, entered the water on 19 April and was moored on the Oder River. The section weighed 3,600 tonnes and measured 70 m long, more than 46 m wide and 19 m high.

The launch operation used a pontoon brought from Nor-

way, self-propelled modular transporters from Belgium and tugboats. A second module, more than 80 m long, was launched on 22 April.

The full dock will be assembled on the water and is scheduled for delivery in July 2027. Once completed, the structure will be 240 m long and will serve Gryfia Marine Ship Repair Yard, which operates across the Oder from the construction site.

Grzegorz Huszcz of Szczecin Shipyard Wulkan said moving the first module from the quay to the pontoon, lowering it and securing it took

about eight hours. He said even light wind created difficulty because of the size of the structure.

The docking hull will be assembled entirely afloat, a process Huszcz described as the first operation of this scale in Poland. Heavy equipment for the project was brought to Szczecin in dozens of trucks.

The contract was signed in 2020. The original cost estimate was PLN 130 million, around EUR 30 million and \$35 million, later revised to PLN 160 million to PLN 180 million. By 2024, the cost had risen to more than PLN 250

million, while around 30% to 35% of the work had been completed. Industry experts and Deputy Infrastructure Minister Arkadiusz Marchewka have said the final cost could reach around PLN 400 million, about EUR 95 million and \$110 million.

The project and the wider modernization of Gryfia Marine Ship Repair Yard are being financed largely by the state-owned Company Development Fund. The yard employs around 450 people, while companies operating at the Szczecin Wulkan site employ up to 2,500 workers.

Following the second launch, the yard plans to join the module with a third section, whose components have already been prepared and painted. Final assembly will include work above and below the waterline, with a protective tunnel being built to support welding around 1 m below the surface.

The two outer dock sections, each more than 80 m long, will contain major systems including two pumping stations for the ballast system. Two cranes will operate along the dock towers for ship repair work.

When in service, Dock No. 8 will allow Gryfia Marine Ship Repair Yard to inspect and repair vessels more than 230 m long, around 36 m wide and weighing up to 24,000 tonnes. The dock will also be able to handle vessels with unusual weight distribution, including ro-pax ferries, and ships fitted with azimuth thrusters.

Gryfia Marine Ship Repair Yard has already prepared its site for the dock. Works completed last year included a 17 m docking depth in the Oder, new power cables, an upgraded quay and a 57 m pier, at a cost of PLN 140 million.

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Halifax Launches First Coast Guard AOPS

Halifax Shipyard has launched the future CCGS Donjek, the Canadian Coast Guard's first AOPS, supporting fleet renewal, Arctic operations and Canada's National Shipbuilding Strategy.

30. April 2026

Halifax Shipyard has launched the Canadian Coast Guard's first Arctic and Offshore Patrol Ship, the future CCGS Donjek, advancing Canada's National Shipbuilding Strategy and the renewal of the Coast Guard fleet.

The 104.7 m vessel was moved from the yard's land level facility to a submersible barge on 26 April. It was launched in Bedford Basin late on 28 April 2026 and is now alongside at Halifax Shipyard, where work continues ahead of sea trials and delivery to the Canadian Coast Guard later this year.

Halifax Shipyard is also building the second and final Coast Guard AOPS, the future CCGS Sermilik, with work progressing as scheduled.

The Coast Guard AOPS vessels will support fisheries enforcement on Canada's east coast, search and rescue, icebreaking operations and a stronger Arctic presence during the summer. They will serve as the Coast Guard's primary platform for these expanded duties.

Before the Coast Guard variants, Irving Shipbuilding delivered six Harry DeWolf-class AOPS vessels to the Royal Canadian Navy. The company is also progressing Canada's River-class Destroyer program. Full rate production began in April 2025, and keel laying for the first vessel, the future HMCS Fraser, is planned for June 2026.

Since the National Shipbuilding Strategy was launched, Irving Shipbuilding has expanded its workforce, upgraded facilities and built a



Image: Irving Shipbuilding

domestic shipbuilding supply chain. Its current program includes six AOPS delivered to the Royal Canadian Navy, two AOPS for the Canadian Coast

Guard and 15 River-class Destroyers for the Royal Canadian Navy.

Officials said the launch reflects Canada's investment

in domestic shipbuilding capacity, skilled jobs, sovereign capability and fleet renewal.

hmt-news.com

U.S. Cargo Demand Builds Capacity Abroad

U.S. cargo demand continues to support global shipping capacity, but much of the resulting shipbuilding strength is accumulating overseas.



Image source: Shutterstock / ID1640670586

1. May 2026

The United States remains a major source of maritime demand, but much of the capacity supported by that demand is being developed outside the country. Recent discussions at the Sea-Air-Space Conference focused heavily on improving shipyard efficiency, output, and resilience. Yet the broader

question is not only how existing yards perform, but what creates the need for more shipbuilding capacity in the first place.

Commercial cargo is central to that system. Private companies decide how goods move, which carriers receive contracts, and where long-term transport commitments are placed. Those choices influence fleet investment, and

fleet investment eventually shapes shipbuilding activity. Today, China, South Korea, and Japan together account for about 90% of global shipbuilding output, showing where much of that capacity has accumulated.

However, demand alone does not guarantee domestic construction. U.S.-flag cargo demand can still be served by vessels built overseas, where

shipyards often offer stronger cost and scale advantages. This means the United States is not short of cargo demand. The gap lies in its limited ability to direct a consistent share of that demand toward domestic maritime capacity.

Government demand, including cargo preference measures and naval shipbuilding budgets, supports national security needs. But it is smaller than commercial trade, which operates on a much larger scale. As a result, public-sector tools can help sustain parts of the maritime base, but they do not fully reshape how global cargo demand is allocated.

Under stable conditions, the system appears effective. Goods move, carriers provide capacity, and the U.S. benefits from access to global shipping networks. The weakness becomes clearer during disruptions, when cargo is delayed, rerouted, or repriced. In those moments, access depends less on demand itself and more on who controls usable capacity.

Over time, routine pro-

urement decisions by U.S. retailers, manufacturers, and cargo owners have reinforced foreign maritime systems. Long-term contracts with global carriers help support fleet growth and indirectly strengthen the shipyards that supply those fleets. The result is a structural dependence in which American cargo demand supports capacity elsewhere.

Closing that gap would require closer alignment between commercial cargo flows and national maritime goals. Options discussed in the source include long-term cargo commitments, dedicated shipping lanes, and more deliberate use of U.S.-flag, U.S.-built, or U.S.-linked carriers.

The central issue is clear: shipbuilding capacity grows where cargo commitments are captured. Unless more U.S. demand is connected to domestic maritime capability, American cargo will continue to support industrial growth abroad rather than at home.

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Panama Canal Defends Auction Slot System

Panama Canal officials say auction slots are part of the planned transit system, as U.S. energy cargo demand lifts prices and bookings.

25. April 2026

The Panama Canal Authority has rejected claims that auctioned transit slots give vessels an unfair route around the normal scheduling process, as prices climb on stronger demand from energy carriers.

Victor Vial, CFO of the Panama Canal Authority, said auction winners receive space already planned for that day's transit programme. He stressed that vessels using auction slots are not being moved ahead of others outside the system.

Three auction slots are held each day for segments such as LPG and LNG, where short-notice transit needs are common. Canceled reservations can also be placed into the auction pool, leaving three to five auction slots available on some days.

According to the Canal's revenue management team, the auction model was adopted to prioritize and price more transparently, rather than relying on a fixed order or first-come method. Vial said market demand determines both access and price.

Auction prices have risen

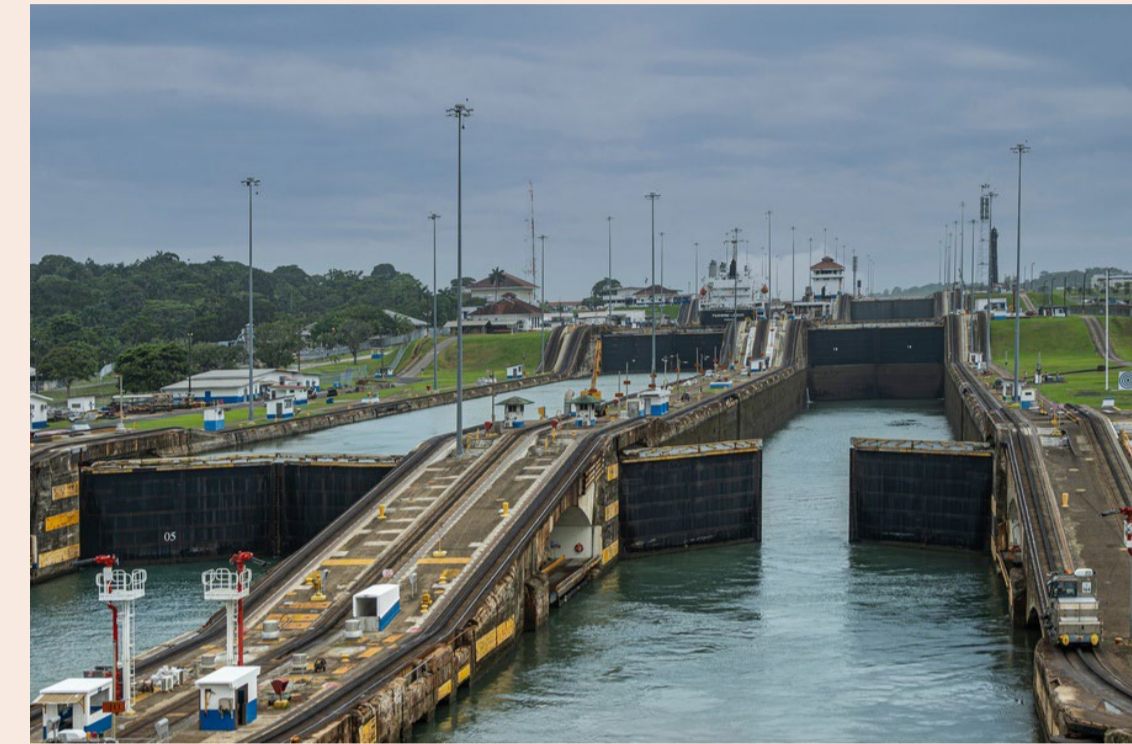


Image source: Shutterstock / ID2426385209

as more tankers carrying U.S. crude, LNG and petroleum products head to the Canal for Asian deliveries. Before the current disruption, auction slots were around \$135,000 to \$140,000. In March and April, prices climbed to about \$385,000. One recent Neopanamax slot reached \$4 million, a level last seen during the November 2023 drought.

Wet weather has helped

the Canal raise transit velocity. Vial said the authority has increased capacity by 15%, supported by water availability and closer management of vessel mix. He added that higher transit volumes could continue for several more months if the rainy season arrives on time and water inventories remain sufficient.

Traffic has strengthened across several vessel groups.

LPG and dry bulk have recovered, containerships remain steady, and chemical and oil tanker movements began increasing from 28 February and 1 March. Tankers have risen from seven daily transits before the current disruption to about 12 per day in the Panamax lane, with some also using the Neopanamax lane.

LNG traffic has increased from about five vessels a

month to around 15. The authority had expected tariffs to reduce daily transits this year, with early projections near 32 vessels per day. Current volumes are higher, with 40 to 41 vessels transiting daily.

The Canal said 75% to 80% of Panamax and Neopanamax bookings are filled for the next 30 days, reflecting earlier reservations by operators seeking schedule certainty.

After the 2024 drought, the Canal amended its first-come system and shifted toward advance reservations through the Long-Term Slot Allocation system and an LNG-specific booking mechanism. Vessels are now required to hold a reservation before transit, while last-minute reservations and auctions remain available.

LoTSA 2.5 will open on 28 April for slots transiting on 5 July. The revised system will give LPG and LNG users Transit in Advance and Change Day Policy options, allowing more flexibility when voyage disruptions affect schedules.

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Nauticus to Begin Offshore Archaeological Survey on US East Coast

Nauticus Robotics will carry out an offshore archaeological survey for an unnamed US East Coast offshore wind project using its Comanche ROV systems.



Image credit: Nauticus

24. April 2026

Nauticus Robotics has secured a contract to perform an offshore archaeological survey for an undisclosed offshore wind project on the US East Coast.

The Texas-based ocean robotics company said on 23 April that mobilization is planned for early May, with offshore work expected to begin soon after. The company did not name the client or provide project details.

The contract covers a detailed subsea investigation to locate and record possible cultural and historical resour-

ces on the seabed.

Survey work will be carried out with Nauticus Robotics' Comanche remotely operated vehicle systems. The operation will use dredges, sonar systems, and photogrammetry cameras to inspect, document, and analyze the site.

Steve Walsh, Vice President of Sales at Nauticus Robotics, said the contract shows rising demand for technology-led survey services that support offshore development while considering environmental and cultural responsibilities.

hmt-news.com

Pirates Seize Cargo Ship off Somalia

Pirates hijacked the cargo ship Sward off Somalia, as multiple incidents push regional piracy threat levels higher.



Image source: marinetrac

27, April 2026

A Turkish general cargo ship has been hijacked off Somalia, adding to a series

of piracy-related incidents in the region.

The 8,500-dwt Sward, built in 1998, was seized by armed men on Sunday, according to

maritime security firm Vanguard. The vessel, sailing under the St Kitts and Nevis flag, was later shown by tracking data to be anchored off the

Somali coast.

Most of the vessel's Indian and Syrian crew were reportedly gathered on the bridge, while two mechanics remained in the engine room.

The incident followed an earlier alert from UK Maritime Trade Operations, which reported that an unidentified cargo ship had come under the control of unauthorized persons around six nautical miles north-east of Garacad. The vessel was then directed toward Somali territorial waters.

Security risks in the area have been increasing. A US-led naval coalition in the Indian Ocean has raised the piracy threat level to "substantial" after several recent attacks linked to pirate activity.

Last week, the 3,100-dwt products carrier Honour 25, built in 1988, was hijacked about 45 nautical miles off Mareeyo. The vessel, flagged in Palau, was subsequently

moved around 80 miles south into Somali waters, according to the Combined Maritime Forces. No injuries were reported.

Another incident involved the 10,100-dwt cargo ship Elfriede, built in 2004. Security personnel onboard exchanged fire with armed men on a fishing boat attempting to board the vessel 83 nautical miles south-east of Eyl.

A Somali-flagged fishing boat was also hijacked nearby. Such vessels are commonly used by pirate groups as mother ships to approach larger commercial targets.

The recent incidents highlight a renewed pattern of piracy activity off Somalia.

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LR, Orca AI Advance AI Navigation Validation

LR and Orca AI completed a live vessel trial demonstrating AI-powered navigation performance, achieving high detection accuracy in real conditions.

27, April 2026

Lloyd's Register (LR) has completed a live vessel trial of an AI-based navigation platform developed by Orca AI, marking further progress in validating computer vision systems for maritime operations.

The five-day trial was conducted onboard a feeder containership sailing 828 nautical miles from Gioia Tauro, Italy, to Marsaxlokk, Malta, via Bar. The route included high-traffic areas such as the Strait of Messina and tested performance in congested waters, port approaches and reduced visibility conditions.

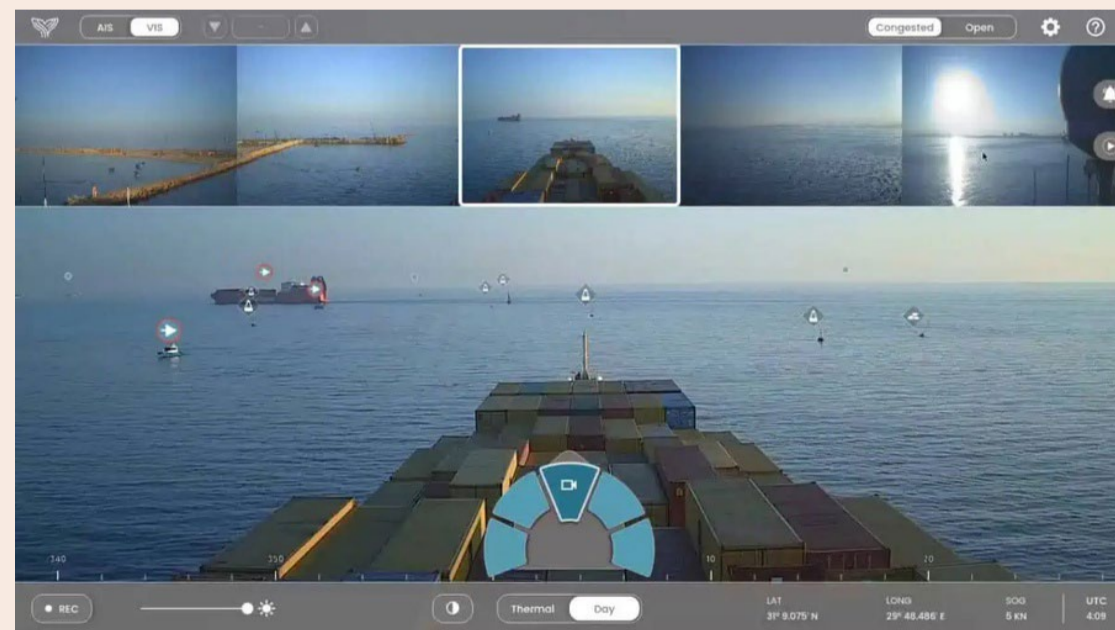
During the voyage, the system operated alongside Radar, AIS and traditional visual watchkeeping. The platform demonstrated the ability to detect close-range and low-signature targets, includ-

ing small or non-AIS vessels, which were not consistently identified by conventional systems.

The trial was assessed onboard by LR's ship performance specialist Han Beng Koe, who monitored usability and system performance against established navigation benchmarks. The evaluation combined operational data with structured feedback from bridge teams.

According to LR, the project introduced a structured methodology for assessing situational awareness technologies, using precision and recall metrics together with crew input to reflect real operational conditions.

The system recorded 739 relevant targets during the trial, achieving 94% precision and 98.6% recall, while maintaining uninterrupted operation throughout the voyage.



The collaboration also included human factors workshops led by LR, aimed at improving how user feedback is collected and integrated into system development. These sessions focused on ensuring

that AI-enabled tools effectively support bridge teams in demanding environments.

The trial forms part of ongoing efforts to establish practical frameworks for evaluating AI-driven navigation

systems as the maritime sector moves toward increased automation and data-led decision-making.

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

ADNOC LNG Tanker Reportedly Crosses Hormuz

An ADNOC-managed LNG tanker is believed to have crossed the Strait of Hormuz, marking a potential first since the Iran conflict began.



Illustration only. (Image source: Shutterstock / ID2462350441)

28, April 2026

An LNG carrier managed by ADNOC Logistics & Services has reportedly crossed the Strait of Hormuz and is now positioned off India's west coast, according to ship-tracking data.

If verified, this would mark the first loaded LNG tanker to pass through the waterway since the Iran conflict began on 28 February. ADNOC had not issued an official confirmation at the time of reporting.

The vessel, with a capacity of 136,357 cubic meters, was

last recorded in the Gulf on 30 March. Recent tracking data from ICIS LNG Edge, MarineTraffic, and LSEG indicate its reappearance near India, suggesting a possible transit after a prolonged signal gap.

Maritime data has shown that vessels operating in the region have increasingly adopted evasive measures, including disabling tracking systems or transmitting incorrect identification signals, to reduce exposure to potential threats or detention.

Alex Froley, LNG analyst at ICIS, noted that while data irregularities can occur due

to signal errors or identity masking, the vessel's reported position does not immediately indicate such anomalies. He added that a confirmed transit could signal cautious optimism for LNG flows, though it would not guarantee broader resumption of traffic given the volatile situation.

Attempts by several Qatari LNG carriers to pass through the strait in April were unsuccessful, while an empty Omani LNG vessel managed to transit earlier in the month.

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

Bilbao Terminal Adds 83-Tonne Megacrane

CSP Iberian Bilbao Terminal has received an 83-tonne Super Post-Panamax crane to boost container handling capacity at the Port of Bilbao.

28, April 2026

CSP Iberian Bilbao Terminal has received a new Super Post-Panamax ship-to-shore crane at the Port of Bilbao, strengthening container handling capacity at the northern Spanish gateway.

The crane is scheduled to enter operation in June. It is expected to improve berth productivity and shorten vessel turnaround times as Atlantic Arc terminals adapt to larger container ships and tighter service schedules.

The new unit can lift up to 83 tonnes under wire rope and 65 tonnes in twin-lift mode,

allowing two containers to be handled at the same time. It has a 20-row outreach and a lifting height of 56 m, making it suitable for wide-beam container vessels.

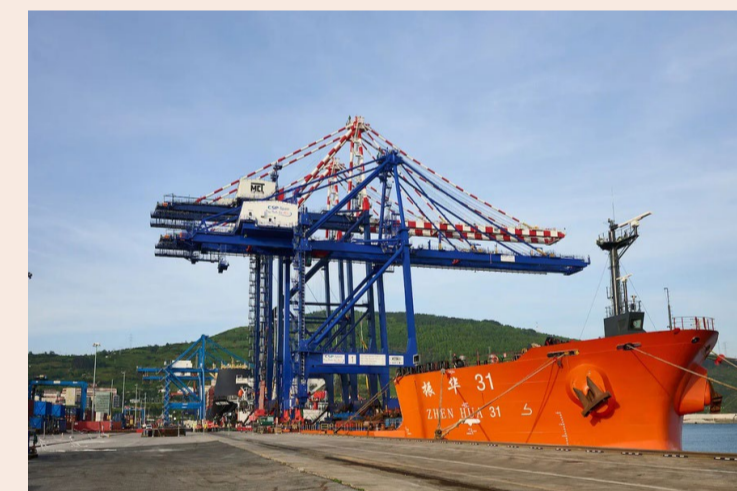
The crane weighs around 1,300 tonnes and is described by the terminal operator as the largest of its type on the Atlantic Arc. It is fitted with gantry and jib anti-collision systems, as well as camera systems designed to support safer and more accurate container handling.

The equipment was manufactured by ZPMC and represents an investment of about EUR 10 million. Procure-

ment was completed in October 2024 as part of a wider capital investment program launched in 2016.

The latest delivery follows a EUR 12.6 million investment in 2023, when CSP Iberian Bilbao Terminal added six hybrid rubber-tired gantry cranes to improve yard operations. Together, the quay and yard upgrades form part of a phased plan to increase terminal capacity under a concession running until 2049.

The new crane also includes energy-efficient systems intended to reduce operating emissions. With the additional lifting capacity, CSP



Iberian Bilbao Terminal aims to support faster port calls and strengthen Bilbao's role in Atlantic container flows linking

Iberia with northern Europe.

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Japan-linked crude tanker Clears Hormuz Strait

Idemitsu Maru appears to have completed a rare Strait of Hormuz transit as Gulf tanker traffic remains constrained.



Illustration only (Photo source: Shutterstock)

29, April 2026

A Japan-linked crude tanker appears to have

completed a rare outbound passage through the Strait of Hormuz, as tanker traffic in the Persian Gulf remains heavily

restricted.

The laden VLCC Idemitsu Maru started moving late Monday from an area north-west of Abu Dhabi after remaining idle for more than a week. Tracking data cited in the source shows the vessel used a northern route near Qeshm and Larak islands and cleared the strait on Tuesday.

The Panama-flagged tanker, built in 2007, is carrying 2 MMbbl of crude loaded at Saudi Arabia's Juaymah terminal in early March. It is listed as operated by the tanker unit of Japanese energy group Idemitsu Kosan Co. and is currently showing Nagoya, Japan, as its destination, with arrival expected on 18 May.

The passage is significant because Japanese refiners and shipowners have taken a cautious approach since the Iran war began. The vessel had entered the Persian Gulf shortly before attacks on Iran by the U.S. and Israel in late February.

A spokesperson for Idemitsu Kosan Co. said the company would not discuss individual vessel movements for safety reasons.

The source noted that vessel-tracking data in the Strait of Hormuz may be incomplete, as some ships switch off transponders and signals in the area can be disrupted.

If confirmed, the transit would mark a change in Ja-

pan-linked tanker activity. Gulf shipping has remained limited, with traffic through the strait near zero since the U.S. began blocking Iranian ships two weeks ago.

Japan remains highly dependent on Middle East crude, but its operators have used other options during the conflict. These include ship-to-ship transfers outside the Persian Gulf and purchases of U.S. crude moved on smaller tankers. Some Japan-linked vessels have transited the strait during the war, but those voyages involved other commodities, not crude oil.

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Second Maersk Tankers MR Tanker Gets eSAILS

Maersk Tahiti has become the second Maersk Tankers MR tanker fitted with Spanish-made eSAIL suction sails under a five-vessel programme.



Maersk Tahiti (Image credit: bound4blue)

1, May 2026

Maersk Tankers has completed wind-assisted propulsion work on a

second medium-range tanker under its five-vessel plan with Spanish technology company bound4blue.

The 29,445 gwt Maersk Ta-

hiti received four 24 m eSAIL suction sails at Chengxi Shipyard in Jiangyin, China. The installation follows the first retrofit on Maersk Trieste, which

was completed in January.

Across the program, bound4blue will supply 20 eSAIL units for five Maersk Tankers MR tankers. The company

said the contract is its largest single agreement to date.

The eSAIL system is designed as a plug-and-play, automated wind-assisted propulsion solution. According to bound4blue, the technology can reduce engine load, support double-digit fuel savings, cut CO₂ emissions and help improve Carbon Intensity Indicator ratings.

bound4blue said its suction sail technology works by pulling air across an optimized aerodynamic surface, creating lift up to seven times higher than conventional rigid sails of similar size.

José Miguel Bermúdez, CEO and Co-Founder of bound4blue, said the agreement with Maersk Tankers shows broader industry uptake of wind propulsion. He said the technology offers environmental and commercial benefits while helping shipowners respond to a more complex regulatory and operating landscape.

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Tharsis Wins EU Backing for Zero Emission Rhine-UK Vessels

Tharsis Ship Management has secured EU Innovation Fund support for two zero emission sea-river container vessels planned for the Rhine Valley to United Kingdom route, using swappable ISO energy containers.

28, April 2026

Tharsis Ship Management has secured support from the EU Innovation Fund for its eSeaRiverBarge project, advancing plans for zero-emission sea-river operations between the Rhine Valley and the United Kingdom.

The funding will support the development and construction of two sea-river container vessels. The ships are designed to operate without emissions on inland legs while retaining seagoing capability. Construction is scheduled to start in early 2027, with the first vessel expected to enter service in 2029.

The design is centered on 16 positions for swappable ISO energy containers. These containers can store batteries, hydrogen or ammonia, allowing the vessels to adapt to different energy sources as technology develops.



During the initial phase, the vessels will use ZESpacks supplied by Zero Emission Services under an Energy and Charging as a Service model. The system allows batteries to be exchanged at charging stations, reducing downtime compared with fixed charging

arrangements.

The eSeaRiverBarge concept combines wind-assisted propulsion using non-rotating suction wings, hull air lubrication and a triple electric propulsion system. These technologies are integrated into a hull designed for both sea and

river operations.

That dual capability is important for sea-river shipping, where vessels must operate on shallow inland waterways during low water periods while also maintaining performance in open sea conditions.

The vessels will also in-

clude two biofuel generators as backup power, supporting operational resilience during the transition toward fully zero-emission operations.

The project targets a specialized but strategically important segment of European shipping. By enabling direct transport between inland terminals and seaports, sea-river vessels can reduce handling steps and avoid road transport.

Tharsis Ship Management aims to demonstrate a fully operational zero-emission liner service in the sea-river segment. The project also highlights the potential for containerized energy systems to support future short sea shipping corridors as battery technology and alternative fuels continue to develop.

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Bencros Cuts Tug Fender Downtime for Boluda

Bencros delivered rapid, custom-fit fender replacements for three Boluda Towage Rotterdam ASD tugs using on-site measurement, 3D scanning and recycling, reducing downtime and eliminating installation risks.



Image courtesy of Bencros

28, April 2026

Boluda Towage Rotterdam has upgraded the fender systems on three ASD tugboats using a rapid on-site replacement service devel-

oped by Bencros.

The project addressed a common fleet maintenance issue: missing or outdated vessel drawings. Without reliable drawings, replacement fenders can fail to fit correctly,

creating the risk of re-welding mounting systems, structural adjustments, higher costs and extended downtime.

Bencros measured the fender mounting arrangements directly on board during

drydock. For one tug, measurements were carried out manually by specialist fender engineer Jakub Bartoň. A second workboat, which had not originally been designed for proper marine fenders, required 3D scanning to create an accurate digital model and CAD drawing for a suitable fender configuration.

The third tug required a long replacement fender that could not be transported by a standard truck. Bencros proposed a three-part fender system that could be joined seamlessly, reducing transport complexity while maintaining full functionality.

Following the measurements, Bencros produced the fenders in three days and delivered the custom-fit fenders within a further four days from its factory in Bošany, Slovakia. The approach avoided modifications to the vessel mounting structures and helped reduce

operational downtime.

The project also included a circular element. Old fenders were removed, returned and recycled, with recovered rubber reused in Bencros production.

Boluda Towage Rotterdam said the service helped avoid the risk of ordering replacement systems that would later require new mounting structures. The company also noted that the recycling element supported Boluda's Net Zero Target.

For Bencros, the project marks a shift from standard fender supply toward a service-driven model based on on-site assessment, tailored engineering, fast production and material reuse.

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