

# HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Vol. 31 | Week 19 of 2026 | 8 May 2026

## DOF Secures \$2 Billion Brazil RSV Contracts

DOF Group ASA secured four 12-year charter and service contracts in Brazil for newbuild RSVs supporting Petrobras deepwater IMR operations, with a total contract value close to \$2.0 billion.

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## Transocean-Valaris Merger Faces US Antitrust Review

Transocean's \$5.8 billion all-stock merger with Valaris is under extended US antitrust review after the Department of Justice requested additional information.

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## Nexans Names Cable Layer in Norway

Nexans has named Nexans Electra at Ulstein Verft in Norway, with the cable laying vessel set to expand subsea installation capacity in 2026.

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# China Deploys World's Biggest Floating Wind Turbine

China has installed Three Gorges Pilot, a 16 MW floating offshore wind turbine off Yangjiang, supported by a semi-submersible platform and new mooring system. [P14](#)



# GPO Sapphire Delivers HEA Hercules to Rotterdam

GPO Sapphire has delivered the jack-up barge HEA Hercules to Rotterdam, where the unit was discharged using a float-off operation.



Image source: Jan Oosterboer / Facebook

6, May 2026

The heavy lift vessel GPO Sapphire from GPO Heavylift has completed the transport of the jack-up barge HEA Hercules owned by HEA Energy to the Port of Rotterdam.

The cargo measured about 127 m in length and more than 40 m in width, making it a large-scale deck transport operation.

After arriving in Rotterdam, HEA Hercules was discharged using the float-off method by submerging GPO Sapphire. Following discharge operations, the jack-up barge continued its voyage with assistance from two tug boats operated by FAIRPLAY TOWAGE Group.

Source: Oudkerk B.V.



## HEAVY MARINE TRANSPORTATION

### CORE SERVICE OFFERING

- Spot, Term & Project Charters
- Technical & Commercial Support
- Market & Financial Due Diligence
- Vessel Candidate Selection
- Turnkey Transportation Solutions
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### KEY VESSEL SEGMENTS

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

### GET IN TOUCH

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# BigLift Completes Dual Heavy Cargo Operations in Italy

BigLift Shipping completes two heavy transport projects in Italy, delivering harbour cranes and LNG tanks using multipurpose vessels.



Image credit: BigLift Shipping

1, May 2026

BigLift Shipping has completed two separate heavy transport projects in Italy, covering mobile harbor cranes and LNG-related cargo.

In the first operation, carried out on behalf of Liebherr, four mobile harbor cranes were transported from Ros-

tock, Germany, to three Italian ports. The shipment was arranged by Kuehne + Nagel (K+N) and delivered to Naples, Bari and Porto Marghera.

The cargo included two LHM 550 cranes, each weighing up to 283 tonnes and measuring 20.7 m x 13.3 m x 35.8 m, along with two LHM 420 units, each weighing up to 244 tonnes and measuring

20.7 m x 14.3 m x 32.1 m.

In a separate assignment, BigLift Shipping handled the transport of two cryogenic tanks intended for the LNG bunker vessel Green Pearl. The tanks weighed 350 tonnes and 335 tonnes, with identical dimensions of 13 m x 39 m x 16 m.

The units arrived by barge from Pisa and were loaded

in Livorno before being discharged in Genoa, where the vessel hull was under outfitting. Using the onboard cranes of Poolgracht, the tanks were installed directly into the vessel's hold.

Due to restricted space and a tight schedule, the operation required detailed planning and close coordination among all involved parties.

To complete its scope, BigLift Shipping deployed Palmgracht, a sister vessel to Poolgracht, to transport a 250-tonne canopy designed to cover the installed tanks.

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## Hornsea 3 Steel Components Move to Final Pre-Installation Hub

Smulders transports first secondary steel sets for Hornsea 3 to Port of Tyne, marking a key step before offshore installation in the UK.



Image source: Smulders

3, May 2026

**T**he first shipment of secondary steel

structures for the Hornsea 3 offshore wind project has reached its final staging location, marking progress toward imminent offshore installation in the UK North Sea.

In March, Smulders completed the load-out of the initial secondary steel sets from its Newcastle facility. The structures were transported to the Port of Tyne, serving as the last stop before offshore installation begins shortly. The project is being developed by Ørsted in the UK North Sea.

Under the project scope, Smulders is responsible for

fabricating 133 units, including boat landings, external ladders, anode cages, and suspended internal platforms (SIP). Production of the secondary steel components was carried out at facilities in Poland, while coating works for the boat landings and ladders were completed at the company's Arendonk site in Belgium.

The Newcastle yard has played a key role in the assembly of anode cages and SIP units. This activity has strengthened local UK involvement while contributing

to regional content and expertise. To date, nearly half of the total scope has already been shipped from the Newcastle yard.

As the project enters its final phase, these deliveries support the upcoming offshore installation works. Upon completion, Hornsea 3 will generate 2.9 GW of renewable energy, supplying power to more than 3.3 million households in the UK.

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

## BLOEMGRACHT Departs Antwerp for Avilés

The BigLift Shipping and Spliethoff multi-purpose vessel BLOEMGRACHT departed Antwerp for Avilés equipped with DP2 capability and dual 500 mt cranes.



Image credit: [maritimephoto.com](http://maritimephoto.com) via LinkedIn

6, May 2026 / HLV Update

**T**he BigLift Shipping B.V. / Spliethoff B-class multi-purpose vessel BLOEMGRACHT has been spotted departing Antwerp for

Avilés.

The 141.30 m vessel is equipped with DP2 capability, allowing it to support offshore cargo supply operations involving large cargo volumes and heavy loads.

Heavy-lift handling on board is supported by two Huisman 500 mt Heavy Lift Mast cranes installed on the port side of the vessel.

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

## Fairlane Delivers Eco Hopper From Italy to Germany

Fairlane has transported a fully assembled 249 t Eco Hopper from Brindisi to Rostock following a voyage through the Kiel Canal.



Image source: Jumbo Maritime

6, May 2026

**T**he heavy lift vessel Fairlane from Jumbo has completed the transport of a 249 t Eco Hopper from Brindisi, Italy, to Rostock, Germany.

The cargo measured 24 m x 17.4 m x 24.8 m and was shipped fully assembled. The Eco Hopper is designed as mobile port equipment for dust-controlled unloading of

dry bulk cargo from vessels.

After loading operations in Brindisi, Fairlane transited the Kiel Canal before safely discharging the unit in Rostock.

Fairlane is one of Jumbo's two vessels of the H-class family. Fitted with two 400t cranes with a combined lifting capacity of 800t.

Source: [Jumbo Maritime](http://Jumbo Maritime)

## Adnoc Drilling Completes MBPS Stake Deal

Adnoc Drilling has completed its \$204 million acquisition of an 80% stake in MB Petroleum Services, expanding operations across four Gulf markets.



Photo: Adnoc

5, May 2026

**A**dnoc Drilling has completed its \$204 million acquisition of an 80% stake in MB Petroleum Services, expanding its drilling services

presence across Oman, Kuwait, Saudi Arabia and Bahrain.

The transaction was completed ahead of its mid-year schedule. Under the joint venture with MB Holding, Adnoc

Drilling holds 80% through a wholly owned subsidiary, while MB Holding keeps the remaining 20%.

The acquired business includes 22 drilling and work-over rigs, production service

units and operations across the four Gulf markets. Adnoc Drilling said the deal is expected to support earnings and cash flow.

Chief Executive Abdulla Al Messabi said the completion of the MB Petroleum Services transaction strengthens the company's regional operating scale and field execution capability. He also said automation, AI, digital systems and data-driven workflows will support safe and consistent delivery.

Adnoc Drilling is the Middle East's largest integrated drilling services company by fleet size. It owned 142 rigs at the end of 2024, with three island rigs on order for this year. The company expects to increase its rig count to at least 148 by the end of this year and 151 by 2028.

The company has been expanding beyond the UAE through regional deals, includ-

ing a joint venture with SLB last May for land drilling rigs in Kuwait and Oman.

In 2025, Adnoc Drilling won more than \$5 billion in new contracts. These included a five-year \$1.6 billion integrated drilling services contract and a \$1.2 billion contract for two jack-up rigs from Adnoc Offshore, as well as an \$800 million integrated hydraulic fracturing services contract from Adnoc Onshore.

The company reported full-year 2025 net profit of \$1.5 billion, up 11%, supported by revenue growth across its businesses.

Adnoc Drilling said the joint venture's 2026 results will be consolidated within its onshore segment from the closing date. Its first full-year contribution is expected in 2027.

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

## Equinor Commits \$1.6 Billion to North Sea Drilling

Equinor commits \$1.6 billion to drilling and well service agreements to sustain production on the Norwegian Continental Shelf.

5, May 2026

**E**quinor has extended a series of drilling and well service agreements worth about NOK 17 billion (\$1.6 billion) to sustain production on the Norwegian Continental Shelf.

The agreements include integrated drilling and well services contracts valued at NOK 8.3 billion, along with framework agreements for specialist services estimated at NOK 4.3 billion per year over a two-year period.

Core contracts were awarded to Baker Hughes Norge AS, Halliburton AS, and SLB Norge AS, covering multiple assets across the shelf. These companies, together with other suppliers, will also support well construction and intervention activities under the specialist service agreements.

Jannicke Nilsson, chief procurement officer at Equinor, said the agreements are among the company's largest and are essential for main-



Illustration (Source: Shutterstock / ID-2704209309)

taining activity levels. She noted that new wells are key to sustaining production and ensuring stable energy supply to Europe.

Equinor stated that drilling and well operations are expected to play an increasing

role in supporting output from the mature North Sea basin. The company indicated that new wells and interventions will account for a larger share of future production.

Rune Nedregard, senior vice president for Wells

at Equinor, said new wells are projected to contribute around 70% of the company's production by 2035. He added that achieving this will require closer collaboration with suppliers, as well as expanded use of technology and stan-

dardisation.

The agreements are expected to support approximately 2,500 jobs and will cover activities on both fixed installations and mobile rigs.

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## Van Oord USV Completes First Offshore Deployment

Van Oord has completed the first multi-day offshore deployment of its unmanned survey vessel VO:X Barentsz at Hollandse Kust West wind farm.



Image: Van Oord

4, May 2026

Dutch offshore contractor Van Oord has completed the first multi-day offshore deployment of its unmanned survey vessel VO:X Barentsz at the Hollandse Kust West offshore wind farm.

The vessel supported monopile and cable installation activities carried out by installation vessels Boreas, Nexus and Subsea Viking, according to the company.

Van Oord stated that the deployment represents a milestone in the implementation of remote and unmanned offshore survey operations.

VO:X Barentsz is the com-

pany's first purpose-built unmanned survey vessel designed specifically for offshore use.

The company noted that unmanned survey technology enables efficient monitoring of critical offshore infrastructure, supports safe operations and reduces environmental impact while maintaining survey standards.

John van der Marel, USV lead at Van Oord, said the deployment demonstrated the vessel's ability to operate remotely over multiple days while delivering high-quality data.

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

## NextGeo Raises Rana Subsea Stake to 82.5%

NextGeo has increased its stake in Rana Subsea to 82.5% after acquiring an additional 7.1% for €7.25 million, strengthening its subsea services footprint.



NextGeo increases stake in Rana Subsea to 82.5% (Image: NextGeo)

4, May 2026

Dutch offshore contractor Van Oord has completed the first multi-day offshore deployment of its unmanned survey vessel VO:X Barentsz at the Hollandse Kust West offshore wind farm.

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## DOF Secures APAC Subsea Contract

DOF Group ASA has secured a substantial APAC subsea commissioning support contract, with Skandi Inventor set for North Australian offshore operations from Q2 2027.



Skandi Inventor. (Image source: DOF)

5, May 2026

DOF Group ASA has been awarded a substantial contract for subsea commissioning support services in the APAC region.

The offshore work will be carried out by Skandi Inventor in North Australian waters, with operations scheduled to start in Q2 2027. The offshore campaign is expected to last between 120 and 180 days.

The scope includes in-house project management and engineering by DOF Group ASA, along with procurement and logistics support services. The contract adds to the company's backlog in the APAC region.

Mons Aase, CEO of DOF Group ASA, said the award recognizes the capabilities of Skandi Inventor and the company's role as a trusted partner in the APAC region.

He added that the contract supports the company's continued delivery of safe and efficient subsea and marine services.

DOF Group ASA defines a substantial contract as one valued between \$25 million and \$50 million.

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## Jadestone Cleared for Montara Wellhead Removal

Jadestone Energy receives NOPSEMA approval for the removal of three Montara wellheads offshore Australia under a five-year environmental plan.

1, May 2026

Jadestone Energy has received approval from Australia's offshore regulator for environmental plans covering wellhead removal work at the Montara oil field.

The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) approved the plan on 22 April 2026. The clearance allows Jadestone Energy to proceed with removal activities for three wellheads, Montara-1, Montara-2, and Montara-3, within production license AC/L7.

The Montara field is located around 690 km west of Darwin in a water depth of about 80 m. It was discovered in 1988 through the Montara-1 exploration well. Montara-2 and Montara-3 were later drilled as appraisal wells in 1991 and 2002.

The three wells had previously been suspended and monitored annually using remotely operated vehicles. In 2021, both primary and secondary barriers were verified, and the wells were confirmed as plugged and abandoned



FPSO Montara Venture (Source: Jadestone Energy)

under the well operations management plan accepted by NOPSEMA. A final abandonment report was submitted in September 2021.

The approved environmental plan covers ROV surveys before and after removal, marine growth cleaning and preparation of the wellhead

areas. Jadestone Energy has included several possible cutting methods, including abrasive water jet cutting, diamond wire saw cutting or equivalent tools, and mechanical internal cutting.

Each wellhead removal is expected to take about two days. However, the plan al-

lows around 14 days overall, including vessel mobilization, seabed surveys, removal work and demobilization, with flexibility for weather or equipment-related delays.

One vessel will be used for the operation and must be able to recover the subsea infrastructure to the deck. Dis-

mantling and disposal are expected to be completed within 12 months after the wellheads reach the receiving port and waste management facility.

The wellheads are mainly made of mild steel, and most of the material is expected to be recycled or reused. The timing remains open because the work depends on suitable vessel availability. Where practical, Jadestone Energy plans to use a vessel already mobilized to the Montara field for other work.

The removal may take place at any point during the five-year validity period of the accepted environmental plan.

The wider Montara project, operated and owned by Jadestone Energy, includes the Montara, Skua and Swift/Swallow fields in the Timor Sea offshore Australia. Oil from the subsea wells is transported through subsea flowlines to an unmanned wellhead platform and then to the FPSO Montara Venture, which serves as the hub for the fields.

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

## ADES Wins \$92.7 Million Nigeria Jackup Deal

ADES Holding has secured a \$92.7 million Nigeria jackup contract with Seplat Energy for Shelf Drilling Victory, with operations set for 2026.



Heavy lift vessel GPO Sapphire transporting Shelf Drilling Victory and High Island II in April 2025. (Image source: TLC)

4, May 2026

Saudi drilling contractor ADES Holding has secured a new offshore drilling contract in Nigeria for the jackup Shelf Drilling Victory.

The agreement, signed with Seplat Energy, covers a firm period of two years and includes options for two additional one-year extensions.

The contract is valued at approximately SAR347.6 million, equivalent to \$92.7 million. This includes mobilization and demobilization fees, as well as the share allocated to ADES' local partner.

Operations are scheduled to begin in the second half of 2026, following completion of

the rig's current campaign in Nigerian waters.

ADES stated that local support services will be delivered through its domestic partner, in line with local content requirements.

The award adds to ADES' recent activity in Nigeria, which the company has identified as a key market within its international portfolio. The contractor has also recently secured work for three premium jackups in the country, further strengthening its offshore presence in West Africa.

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## Norway Opens 2026 Offshore Licensing

Norway has opened APA 2026 with 70 offshore exploration blocks across the Barents Sea, Norwegian Sea and North Sea, with bids due on 1 September 2026.

6, May 2026

Norway has launched APA 2026, offering 70 offshore exploration blocks for competitive bidding across the Barents Sea, Norwegian Sea and North Sea.

The Awards in Predefined Areas round mainly covers mature exploration areas on the Norwegian continental shelf. The offering includes 38 blocks in the Barents Sea, 10 blocks in the Norwegian Sea and 22 blocks in the North Sea.

Bids are due on 1 September 2026, and the government aims to award the blocks in early 2027.

Prime Minister Jonas Gahr Store said Norway's oil and gas industry remains important to Norway and Europe. He said the new APA acreage



Illustration only. (Photo: ODFJELL DRILLING)

is intended to support petroleum development, national employment, public welfare and Europe's energy security.

The 2026 APA round also includes acreage nominated last autumn by oil and gas companies for the planned 26th licensing round. That round is more focused on frontier areas than APA, but the government said it will not be held in 2026.

Minister of Energy Terje Aasland said annual licensing rounds and stable, predictable framework conditions are important for Norway's petroleum policy. He said the APA expansion should support both larger new opportunities and continued exploration near existing infrastructure.

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

## Viking Supply Ships CEO to Step Down in August 2026

Viking Supply Ships CEO Trond Myklebust will step down on 1 August 2026 as the offshore vessel owner continues to strengthen its AHTS fleet.



Trond Myklebust (Image source: Viking Supply Ships)

5, May 2026

Viking Supply Ships is set for a management change after chief executive Trond Myklebust submitted his resignation at his own request.

Myklebust will remain in the role until 1 August 2026, giving the Nasdaq Stockholm-listed offshore vessel owner time to appoint a new chief executive.

Chairman Bengt Rem thanked Myklebust for his work over the past decade, citing his role during the company's restructuring and the improvement in offshore market conditions.

Myklebust joined Viking Supply Ships in 2017. Before that, he held senior management posts, including chief executive roles at Bourbon Norway, Kongsberg Evotec

and Fjord Shipping.

The leadership change comes as Viking Supply Ships continues to strengthen its fleet. Earlier this year, the company acquired the 2019-built AHTS vessel Maersk Maker, which has been delivered and renamed Tor Viking.

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

## Valaris Sells DPS-1 for Recycling

Valaris has sold Valaris DPS-1 for recycling after the 10,000-ft semisubmersible was stacked in Malaysia following its release from work offshore Australia.



Valaris DPS-1 semi-submersible rig. (Image credit: Valaris)

6, May 2026

Valaris has sold its 10,000-ft semisubmersible Valaris DPS-1 for recycling after the rig was placed for sale in February 2026.

The unit is an F&G ExD design semisubmersible delivered by Jurong Shipyard in 2012. It had been stacked in Malaysia after Woodside released the rig from work offshore Australia in late 2025.

With Valaris DPS-1 sold, Valaris now has one semisubmersible remaining in its fleet. The remaining unit, Valaris MS-1, is also stacked in Malaysia.

Market sources indicate that Valaris is also considering retiring Valaris MS-1. No further details on the possible retirement were included in the source.

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

## Aker Solutions Secures FEED Role for Atlantis Tie-Back

Aker Solutions has secured a FEED contract from Equinor to prepare Kvitebjørn for the Atlantis subsea tie-back project.



The Kvitebjørn platform in the North Sea. (Photo: Harald Pettersen / Equinor ASA)

5, May 2026

Aker Solutions has received a front-end engineering and design (FEED) contract from Equinor for a gas condensate subsea tie-in

development in the Norwegian North Sea.

The work will prepare the Kvitebjørn platform to handle production from the Atlantis discovery, located about 35,000 m southeast of the

Gullfaks field. The development is expected to include three production wells using a pressure depletion recovery strategy.

Under the contract, Aker Solutions will prepare topside

facilities on Kvitebjørn for output from Atlantis by using existing infrastructure. The FEED scope also includes an option for engineering, procurement, construction, installation and commissioning assistance.

Paal Eikeseth, Executive Vice President and head of the Life Cycle segment at Aker Solutions, said the project is intended to show how simplified execution can reduce complexity and cost. He added that AI, digitalization, and productivity improvements will be embedded into the work.

Atlantis is one of more than 100 tie-backs expected to be developed on the Norwegian Continental Shelf in the coming years, according to Aker Solutions. The company said such projects are important for supporting Europe's energy security.

The FEED work will start immediately. Project management and detailed engineering will be handled from Bergen, with support from Mumbai. The EPCIC option is expected to be exercised at the beginning of 2027.

In January 2026, Aker Solutions signed a maintenance and modifications frame agreement with Equinor, including expanded responsibilities for Kvitebjørn. The company expects this to create operational synergies for the Atlantis tie-in work.

Separately, Aker Solutions, Knutsen NYK Carbon Carriers and Vår Energi CCS recently signed a memorandum of understanding for the Trudvang CO2 transportation and storage project.

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

## Eirin Adds New Gas Flow to Europe

Equinor starts Eirin field production in the North Sea, adding gas supply to Europe through Gina Krog and Sleipner A infrastructure.

5, May 2026

Norway's Equinor has started production from the Eirin field in the North Sea, adding new gas volumes to the European market through existing offshore infrastructure.

The field is operated by Equinor, which holds 58.7%, with Orlen Upstream Norway holding 41.3%. Eirin was discovered in 1978 but remained undeveloped for decades because the project was not commercially viable at the time.

The development was reassessed in 2023 after Norwegian gas gained greater importance for Europe following Russia's full-scale invasion of Ukraine. Eirin has now been developed as a subsea tie-back to the Gina Krog platform, while gas is sent onward through Sleipner A.

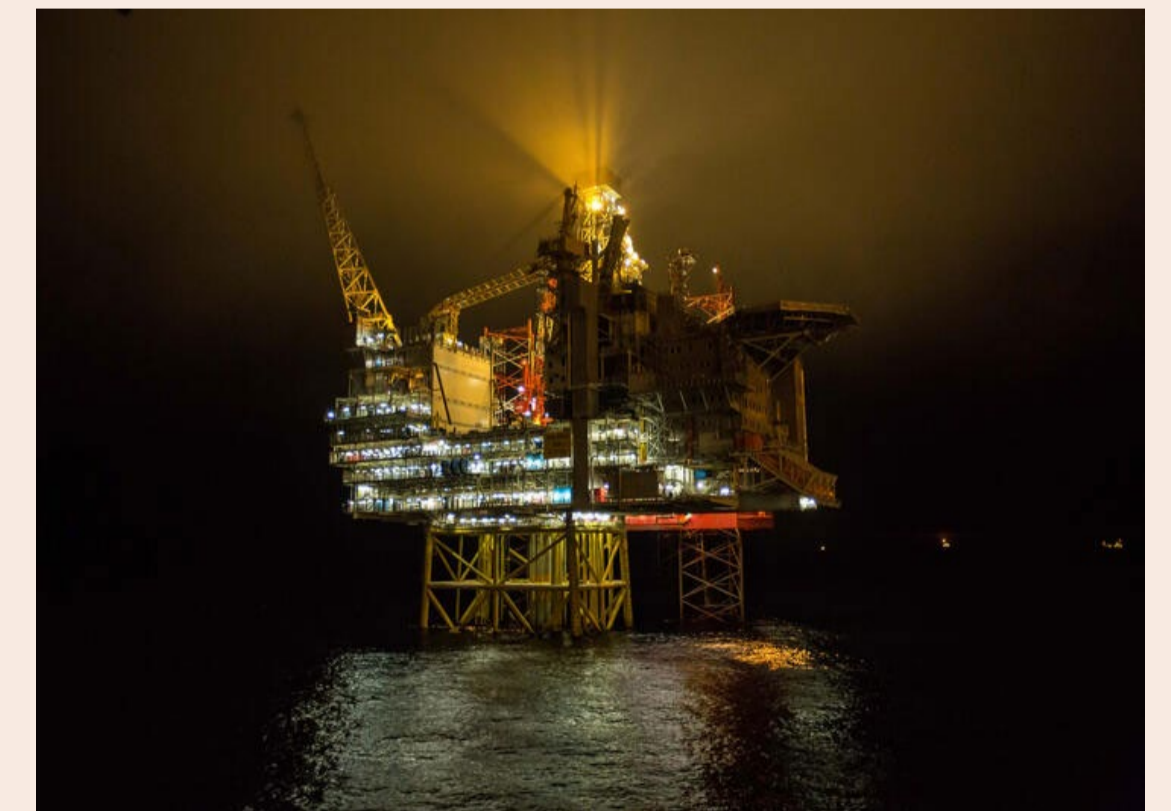
The field contains expect-

ed recoverable resources of about 27.6 million barrels of oil equivalent, mainly gas. Total investment is estimated at NOK 4.5 billion, or about \$463 million.

Eirin is also expected to support longer use of the Gina Krog platform. Its economic life is now extended from 2029 to 2036, adding seven years of production.

The project is located about 250 km west of Stavanger in around 120 m of water. The reservoir lies about 4,000 m below the seabed. From project establishment in January 2023 to first production, the development took three years. The investment decision was matured in 4.5 months.

Equinor said the project used mature technology, standardized solutions and early cooperation to deliver a fast and cost-effective development. Gina Krog was elec-



Gina Krog field (Image source: Øglænd system)

trified in 2023, helping keep Eirin's emissions at around 3 kg of CO<sub>2</sub> per barrel of oil equivalent.

The company said the project provides lessons for developing marginal discoveries quickly and profitably on

the Norwegian shelf.

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

## Shell and Kosmos Plan 2027 Gulf Drilling

Kosmos Energy and Shell plan to drill the Trailblazer prospect in the Gulf of America in 2027, targeting about 200 million boe gross.

6, May 2026

**K**osmos Energy and Shell plan to drill the Trailblazer prospect in the Gulf of America, also known as the U.S. Gulf of Mexico, in the first half of 2027.

The plan follows a strategic alliance signed in February 2026 across the Norphlet trend. The alliance expanded Kosmos Energy's future exploration opportunities under its infrastructure-led exploration strategy in the Gulf.

The partners are aligned across ten blocks in the U.S. Gulf and are targeting several high-potential prospects. Trailblazer is estimated to hold about 200 million barrels of oil equivalent gross.

If drilling is successful, the prospect could be tied back

to Shell's nearby Appomattox platform. Kosmos Energy has been designated as the development operator.

During the first quarter of 2026, Kosmos Energy's Gulf of America production averaged about 16,800 boepd net, with oil representing around 84%. The company reported strong output from its operated Odd Job and Kodiak fields.

Early in the second quarter, the Winterfell-2 well was shut in pending future intervention.

In March 2026, Kosmos Energy and Occidental reached a final investment decision for Tiberius in the outboard Wilcox play. Kosmos Energy operates the project with a 50% working interest, while Occidental holds the remaining 50%.

Tiberius is targeting first



Appomattox (Image: Shell)

oil in the second half of 2028. Long-lead items have already been secured, and most capital spending is expected in

2027 and 2028. Kosmos Energy has started a farm-down process to reduce its working interest to about 33%, with

closing expected later this year.

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

## Vår Energi Extends COSL Pioneer Rig Work

Vår Energi has exercised a second option for the COSL Pioneer semi-submersible drilling rig operated by COSL Drilling Europe.



COSL Pioneer (Image source: COSL)

6, May 2026

**V**år Energi has exercised a second option for the COSL Drilling Europe semi-submersible drilling rig COSL Pioneer.

The extension continues existing drilling operations and reflects ongoing cooperation between the two companies.

COSL Pioneer is designed

for operations in water depths of up to 750m. The semi-submersible rig is based on the GM4000 design and is intended for harsh-environment work, including operations in the North Sea and Norwegian Sea.

The rig maintains station keeping through an eight-line mooring system or by dynamic positioning supported by

six fixed-pitch, variable-speed thrusters.

Frank Tollefsen, CEO and President of COSL Drilling Europe, said the option exercise reflects cooperation between the companies and the operational efforts delivered by their teams.

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

## RWE Offshore Wind Names New CEO

RWE Offshore Wind CEO Sven Utermöhlen will step down on 30 September 2026, with Tobias Keitel taking over from 1 October.



Dr. Tobias Keitel (Image source: RWE)

6, May 2026

**R**WE Offshore Wind chief executive Sven Utermöhlen will step down on 30 September 2026, with Tobias Keitel appointed to succeed him from 1 October 2026.

The company said Utermöhlen will not renew his contract but will continue to advise the offshore wind business for six to twelve months after leaving the CEO role.

RWE confirmed that Keitel, currently chief technology officer, will become CEO, while Julian Garnsey will take over as CTO from the same date.

RWE AG chief executive

Markus Krebber said Utermöhlen had helped expand the company's offshore wind portfolio through his wind energy experience and long-term commitment.

The management board under Keitel will continue to include chief financial officer Gunhild Grieve, chief commercial officer Ulf Kerstin and chief operating officer Thomas Michel.

Krebber said Keitel's strategic and operational leadership experience would support RWE's offshore wind operations and development. He also said Garnsey brings extensive experience in building large offshore wind farms.

Garnsey has led RWE's offshore wind construction and project delivery activities since 2023.

RWE is currently building four offshore wind projects with a combined capacity of 4.8GW, including 3.1GW attributable to the company.

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

## Valaris Backlog Reaches \$4.9 billion

Valaris added about \$560 million through new rig contracts and extensions, raising total backlog to around \$4.9 billion after recent drillship and jack-up awards.



Valaris 123 jack-up rig (Image credit: Valaris)

6, May 2026

**V**alaris has secured new contracts and ex-

tensions, adding about \$560 million to its backlog since its previous fleet status report on 17 February 2026.

The latest awards increased total contract backlog to around \$4.9 billion, compared with about \$4.7

billion as of 17 February 2026. The backlog figure does not include lump-sum payments such as mobilization fees or capital reimbursements.

The largest addition came from a 1,064-day extension for Valaris DS-4 with Petrobras offshore Brazil. The extension is expected to begin in November 2027, directly after the current program, and will add about \$447 million to the backlog. A day rate adjustment on the remaining existing term will reduce backlog by about \$21 million from 1 April 2026 to November 2027.

Chief Executive Officer Anton Dibowitz said Valaris achieved 98% revenue efficiency in the first quarter. He also said the company expects stronger financial results through 2026, supported by project delivery and operations. Valaris DS-12 has returned to work ahead of schedule, while three more active-fleet drillships remain on track to restart later this year.

In the jack-up segment,

Valaris 115 won a two-year extension with Brunei Shell Petroleum. The work is expected to start in April 2027 as a direct continuation of the current program and adds about \$78 million to the backlog.

Valaris 106 began a one-well contract with Medco Energi offshore Indonesia in April 2026. The contract has a minimum term of 45 days and an estimated value of about \$5.4 million.

In the UK North Sea, Valaris 122 started a 123-day extension with Adura in May 2026 for accommodation support services, adding about \$14 million to the backlog.

Valaris 122 is also scheduled to start a two-well contract with Ineos in September 2026. The work is expected to last 162 days at an operating day rate of \$115,000. The contract includes options with an estimated total duration of 825 days for work in the UK and Danish North Sea.

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## Nexans Names Cable Layer in Norway

Nexans has named Nexans Electra at Ulstein Verft in Norway, with the cable laying vessel set to expand subsea installation capacity in 2026.



Image credit: Skipsteknisk AS

5, May 2026

**N**exans has named its newest cable laying vessel, Nexans Electra, at Ulstein Verft in Ulsteinvik, Norway, as the ship moves toward

planned delivery later in 2026.

The vessel will become the third cable laying ship in the Nexans fleet, joining Nexans Aurora and Nexans Skagerak. Its arrival will expand the company's subsea installation

capacity as offshore wind and interconnector projects continue to support demand in the North Sea and other markets.

Nexans Electra is 155.2 m long and 31 m wide. The vessel is being built to the Skipsteknisk ST 297 design as yard number 317 at Ulstein Verft. It can carry up to 13,500 tonnes of cable using a split deck turntable system, an under-deck turntable and a separate fibre optic cable tank.

The vessel is designed to install up to four cables at the same time and will handle HVDC and HVAC export and inter-array cables. It will also carry subsea burial equipment, including jetting and ploughing tools, for large-scale engineering, procurement, construction and instal-

lation work.

Construction began with steel cutting in January 2024, followed by keel laying in April 2024. The hull was launched from Ulstein Verft's covered dock hall on 13 November 2025, allowing most onboard systems to be installed under roof before the vessel moved to the outfitting quay.

The late-April naming ceremony, attended by three godmothers, marks the start of final commissioning, testing and sea trials. Ulstein Verft and Nexans said delivery remains scheduled for 2026.

Several suppliers are supporting the vessel's capability. Palfinger is providing deck handling systems, Remacut, a NOV brand, is supplying the primary cable lay spread, and Red Rock is delivering an

upgraded crane package. Hydroniq Coolers has supplied seawater cooling systems, while Ulstein Design & Solutions provided the power and propulsion package.

The vessel will enter a market where subsea cable installation capacity remains tight. Ulstein Verft's orderbook also includes two additional cable laying vessels for OMS Group, scheduled for delivery in 2028.

Nexans has described Nexans Electra as a next-generation vessel intended to support the growing global pipeline of large-capacity subsea cable projects.

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# Transocean-Valaris Merger Faces US Antitrust Review

Transocean's \$5.8 billion all-stock merger with Valaris is under extended US antitrust review after the Department of Justice requested additional information.



Illustration only. (Image: Transocean)

6, May 2026

**T**ransocean's planned \$5.8 billion all-stock merger with Valaris is facing an extended antitrust review

in the United States after regulators requested additional information from both offshore drilling companies.

The two rig owners signed a definitive agreement in February 2026 for Transocean to acquire Valaris. The deal is intended to create a combined offshore drilling company with 73 rigs, including 33 ultra-deepwater drillships, nine semi-submersibles and 31 modern jack-ups.

Completion of the transaction remains subject to several conditions, including clearance under the Hart-Scott-Rodino Antitrust Improvements Act of 1976.

Both companies submitted HSR Act notifications to the Federal Trade Commission and the Antitrust Division of the US Department of Justice on 2 March 2026. Transocean withdrew its filing on 1 April 2026 and refiled it on 3 April

2026.

On 4 May 2026, both companies received a second request from the Department of Justice for additional information and documents related to the proposed transaction.

According to Transocean, the request extends the HSR Act waiting period until 30 days after both companies substantially comply, unless the period is voluntarily extended or ended earlier by the Department of Justice.

Transocean said the parties are continuing to cooperate with the Department of Justice as the review continues.

If completed, Transocean shareholders will own 53% of the combined company on a fully diluted basis, while Valaris shareholders will hold 47%.

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

# Talos Pushes Ahead With Gulf Drilling Plans

Talos Energy is advancing offshore activity in the Gulf of America with drilling work underway at Monument and an appraisal well planned at Daenerys in 2026.



FPSO Shenandoah (Source: COSCO Shipping)

7, May 2026

**T**alos Energy continued advancing offshore oil and gas activity in the Gulf of America, with drilling work progressing at the Monument development and appraisal operations scheduled at the Daenerys discovery in 2026.

At Monument, drilling and well completion activities are underway and are expected to continue through 2026. Initial production from the Wilcox

discovery remains targeted for late 2026. The company stated expected gross output is estimated at 20–30 million boe per day.

The project covers Walker Ridge blocks 271, 272, 315, and 316. Beacon Offshore Energy operates the field with a 41.7% stake, while Talos Energy holds 29.7% and Navitas Petroleum owns 28.6%.

Monument is being developed as a subsea tie-back to the Shenandoah production

facility in Walker Ridge. The development includes a committed capacity of 20 million bbl/d. Talos also identified an additional drilling target that could expand the project's resource potential.

The company expects drilling operations for the Daenerys appraisal well to begin in late Q2 2026. The well is intended to further evaluate the discovered resource across Walker Ridge blocks 106, 107, 150, and 151.

The initial Daenerys discovery well reached a total vertical depth of approximately 10,128 m using the West Vela drillship. The operation encountered oil-bearing intervals within several high-quality sub-salt Miocene reservoirs.

Talos Energy operates the project with a 27% interest alongside Shell Offshore (22.5%), Red Willow (22.5%), Houston Energy (10%), HEQ II Daenerys (9%), and Cathexis (9%).

The discovery well was temporarily suspended to preserve future operational options. According to the company, the drilling results supported its geological and geophysical interpretation of the prospect area.

Separately, Talos completed drilling activities at the Cardona well in late 2025, with production starting in early 2026 through the company-owned Pompano facility. Talos Energy holds a 65% operated interest, while an entity managed by Ridgewood owns the remaining 35%.

The company also finalized completion work at the CPN well during the first quarter of 2026. Start-up from the well is expected in the third quarter of 2026. Talos Energy operates the asset with a 65% stake, while Walter Oil and Gas holds 25% and Houston Energy owns 10%.

In Mexico, Talos completed the sale of a 30.1% interest in

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

# DOF Secures \$2 Billion Brazil RSV Contracts

DOF Group ASA secured four 12-year charter and service contracts in Brazil for newbuild RSVs supporting Petrobras deepwater IMR operations, with a total contract value close to \$2.0 billion.

6, May 2026

**D**OF Group ASA has secured four long-term charter and service agreements in Brazil for newbuild ROV Support Vessels (RSVs), strengthening its position in the country's offshore subsea market.

The contracts, awarded after a competitive tender process, each carry a duration of 12 years and will support subsea inspection, maintenance and repair (IMR) operations for Petrobras' deepwater fields. Contract commencement is expected from 2030.

The agreements will lead to the construction of four new

RSVs in Brazil. The Navship yard is expected to build the vessels, with delivery of the first two units planned within four years after contract signing to align with the operational start schedule.

The vessels are planned as DP2 units measuring about 98 m in length, 20 m in beam and 6.3 m in draft. Each vessel will feature an offshore subsea crane, accommodation capacity for up to 58 personnel and two work-class remotely operated vehicles (WROVs). The RSVs will also carry ABS classification.

According to DOF, the newbuildings are designed as "green vessels" using hybrid

propulsion arrangements combining ethanol, diesel and battery packs.

Mons S. Aase, CEO of DOF Group ASA, said the awards support low-risk fleet growth while renewing the company's subsea fleet with environmentally focused tonnage.

He added that the contracts underline the long-term strength of Brazil's offshore oil and gas sector and reinforce the company's position in one of the world's most attractive subsea markets.

The total contract value is close to \$2.0 billion.

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Image source: DOF

# Murphy Oil Moves Ahead in US Gulf and Vietnam

Murphy Oil is advancing offshore developments in the U.S. Gulf of Mexico, Vietnam and Côte d'Ivoire, with Chinook and Lac Da Vang targeting first oil in 2026 as appraisal and infrastructure work continue.



Illustration (Source: Shutterstock / ID-2028726731)

7, May 2026

**H**ouston-based Murphy Oil is advancing several exploration and production projects across the Americas, Africa and Asia, with two offshore developments targeting first oil in 2026.

In the Gulf of America, also known as the U.S. Gulf of Mexico, Murphy Oil spud the Chinook #8 development well. First oil from the well is targeted for the second half of 2026, with gross initial production expected at 15,000 boepd.

The company also spud

Bubale-1X, its third exploration well in Côte d'Ivoire.

In the deepwater U.S. Gulf, Murphy Oil approved development of the Banjo and Cello fields. First production is planned for the fourth quarter of 2027. The fields are in the Mississippi Canyon area,

about 10 miles from Murphy Oil's Delta House floating production system.

In Vietnam, Murphy Oil progressed the Hai Su Vang-3X appraisal well at the Hai Su Vang, or Golden Sea Lion, field. Results from the full appraisal program are expected in the third quarter of 2026. Earlier in 2026, the company announced another successful appraisal of the oil discovery in the Cuu Long Basin offshore Vietnam.

Murphy Cuu Long Tay Oil operates Block 15-2/17, while Murphy Cuu Long Bac Oil operates Block 15-1/05. Each subsidiary holds a 40% working interest in its block. PetroVietnam Exploration Production Corporation holds 35%, and SK Earthon owns the remaining 25%.

The company is also progressing the Lac Da Vang, or Golden Camel, field development in Block 15-1/05. Construction of the project's floating storage and offloading vessel in Vietnam has advanced, with the FSO ready for launch and scheduled for delivery to the field in the third quarter of 2026.

Murphy Oil decided to proceed with the Lac Da Vang project in the third quarter of 2023. In December 2024, the company hired PTSC Asia Pacific, a joint venture between Yinson Production and Petro-Vietnam Technical Services Corporation, to provide, charter, operate and maintain the FSO unit.

In September 2025, PTSC Mechanical & Construction completed the load-out of the Lac Da Vang – A platform jacket and piles.

First oil from Lac Da Vang remains scheduled for the fourth quarter of 2026, while development activities are expected to continue through financial year 2029.

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## China Installs 16 MW Floating Wind Turbine

China has installed Three Gorges Pilot, a 16 MW floating offshore wind turbine off Yangjiang, supported by a semi-submersible platform and new mooring system.



Floating offshore wind turbine deployed in waters near Yangjiang, Guangdong

4, May 2026

China has completed the offshore installation of Three Gorges Pilot, a 16 MW floating offshore

wind turbine described in the source as the world's largest single-unit floating turbine.

The unit was installed on Saturday in waters off Yangjiang, Guangdong Province.

It combines a 16 MW wind turbine, a semi-submersible floating platform and a newly developed mooring arrangement.

The turbine has a maximum blade-tip height of more than 270 m. Its rotor diameter reaches 252 m, covering a swept area comparable to seven standard football fields.

Unlike fixed-bottom offshore turbines, Three Gorges Pilot is supported by a floating semi-submersible platform. The structure measures 80.82 m in length and 91 m in width, with a displacement of 24,100 tonnes.

The floating platform is

held in position by nine suction anchors. The mooring system also uses domestically produced high-performance polyester fiber cables and anchor chains for seabed connection and positioning.

Pan Hongguan, an offshore wind power engineer from the Guangdong Branch of China Three Gorges Corporation, said the project applied a new mooring system, dynamic monitoring system, active ballast system and 66 kV dynamic submarine cables for the first time in China. He said the polyester cable and anchor chain configuration improves mechanical performance by

adding spring-like flexibility to the system.

Before installation, Three Gorges Pilot completed integrated assembly at Tieshan Port in Beihai, Guangxi Zhuang Autonomous Region. It was then towed across the Qiongzhou Strait to its target site, more than 70 km off Yangjiang.

Once operational, the turbine is expected to produce about 44.7 million kWh of clean electricity each year, enough to meet annual power demand for 24,000 households.

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

## Ocean Winds Starts Power at French Floating Wind Farm

Ocean Winds has started power production at its 30 MW floating wind farm off Port-La Nouvelle, marking its first project in France.



Image source: Ocean Winds

4, May 2026

Ocean Winds has begun electricity generation at the 30 MW Éoliennes Flottantes du Golfe du Lion floating offshore wind project, located off Port-La Nouvelle in southern France.

The company confirmed the project marks its second operating floating wind farm and its first in France, supplying renewable energy to homes and businesses in the region.

Developed in partnership with Banque des Territoires, the wind farm comprises three 10 MW turbines installed on

floating foundations about 16 km offshore.

The pilot facility is expected to generate around 110,000 MWh annually, enough to meet the electricity needs of about 50,000 inhabitants over a 20-year period.

Ocean Winds stated that around 85% of its direct suppliers are French or France-based, while more than 99% are located within Europe. Around 60% of these suppliers are small and medium-sized enterprises.

The project also supports more than 20 operational jobs at Port-La Nouvelle.

Craig Windram, chief exec-

utive of Ocean Winds, said the start of electricity production reflects the company's experience in floating offshore wind and its capability to deliver and operate offshore wind technologies.

Marc Hirt, country manager for France at Ocean Winds, said the milestone is important for France's energy sovereignty and for floating wind development, highlighting the role of European and French industry participants.

The company said the project serves as a pilot for larger developments, including the 250 MW Eoliennes Flottantes d'Occitanie project awarded in late 2024 with Banque des Territoires.

The wind farm also includes artificial marine habitats designed by Ecocean to support biodiversity as part of a nature-inclusive approach.

Ocean Winds added that the project builds on its Wind-Float Atlantic floating wind farm and supports the wider scale-up of floating offshore wind technology.

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## German Offshore Wind Seeks Policy Clarity

Germany's offshore wind sector is seeking clearer policy commitments, tender reform, port investment and stronger security rules for future growth.

5, May 2026

Discover more Generators wind power Wind Power shipping Shipping & Logistics Shipping wind turbine Wind Turbines Wind Farm Germany's offshore wind sector is calling for clearer political commitments and a binding roadmap to support future expansion.

The German Offshore Wind Energy Association, BWO, issued the appeal ahead of the National Maritime Conference, held from 29 to 30 April in Emden. The association said offshore wind growth depends on efficient ports, reliable offshore rescue infrastructure and a coherent security framework for critical maritime assets.

BWO Managing Director Stefan Thimm said the conference was an opportunity to set clear commitments and define a binding roadmap for key industrial policy decisions.

The association is seeking faster amendments to the Offshore Wind Energy Act to improve investment certainty. Its requests include an auction framework using two-sided contracts for differences and a firm commitment to Germany's offshore wind target of at

least 70 GW by 2045.

The appeal follows a failed auction last year and a suspended tender in 2026, which BWO said have increased investor uncertainty. Earlier this year, BWO and other industry groups also urged the federal government to reform the tendering system, saying the failed auction and slow grid connections in 2025 showed Germany would miss its 2030 offshore wind target.

Port infrastructure is another focus. On 28 April, BWO said larger turbines and rising logistics requirements are moving beyond Germany's current port capacity. Ports including Esbjerg, Rønne and Eemshaven are increasingly handling offshore wind activity. BWO is calling for a binding funding agreement between federal and state governments, supported by targeted investment in port expansion.

The association also wants a dedicated security framework for offshore wind farms, offshore substations and grid connections. It also called for a centralized offshore rescue system with a clear financing mechanism by the end of 2026.

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## Equinor Secures North Sea Drilling Approval

Equinor has secured approval to drill the Rav Beta exploration well in Norway's North Sea using the COSL Innovator semi-submersible rig.



COSL Innovator (Photo: COSL)

7, May 2026

Norwegian state-owned energy company Equinor has received regulatory approval to begin exploration drilling operations in the North Sea offshore Norway using a semi-submersible rig operated by COSL Drilling Europe.

The Norwegian Ocean Industry Authority granted consent for drilling activities in block 34/10. The campaign includes the 34/10-56 exploration well, known as the Rav Beta prospect, within production license 050HS.

The license is valid from 11 April 2012 until 10 September 2031. Equinor holds a 70% operating interest in the license, while Petoro owns the remain-

ing 30%.

The well is located in waters approximately 132 m deep and will be drilled by the COSL Innovator semi-submersible rig.

In August 2023, Equinor awarded the rig a two-year contract scheduled to begin in the second quarter of 2025. The agreement also contains options for up to three additional years.

Built in 2012, the semi-submersible rig is designed for operations in water depths of up to 750 m.

Earlier in January 2026, Equinor reported an oil discovery in the Norwegian Sea using the same rig.

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## Solstad's Largest CSV Secures Global Lol

Solstad Offshore's largest vessel, Normand Maximus, has secured a worldwide subsea Lol from Q1 2027 to Q1 2029, with an option to Q1 2030.



Normand Maximus (Image source: Solstad)

7, May 2026

Norwegian offshore vessel owner Solstad Offshore has received a letter of intent for a two-year worldwide assignment for its largest vessel, the Normand Maximus.

The contract is set to begin in the first quarter of 2027 and continue until the first quarter of 2029. It also includes an option to extend the charter to the first quarter of 2030.

Solstad Offshore said the vessel will be employed by an international subsea contractor, although the client was not named.

Under the charter party, Solstad Offshore will provide two work-class remotely operated vehicles with full crews, supported by Omega Subsea. Tooling and survey services are also included in the scope.

Built in 2016, Normand Maximus is 178 m long and can accommodate up to 180

people. The construction support vessel is fitted with a 900 t AHC crane and a 550 t VLS.

The vessel is currently working for an undisclosed client on a one-year assignment and remains fully committed until December 2026.

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## Bouri Gas Modules Sail for Libya Offshore Installation



Image source: Rosetti Marino Group of Companies

7, May 2026

The offshore modules built for the Bouri Gas Utilization Project have de-

parted the Piomboni yard in Marina di Ravenna after load-out operations that began on 21 April were completed.

The shipment includes the Gas Recovery Module and two subsea connection modules prepared for offshore installation at Libya's Bouri field in the Mediterranean Sea. The structures were constructed for Saipem, the main contractor for the BGUP development, commissioned by

MOG Energy, a joint venture between Eni and NOC.

The Gas Recovery Module is designed to support the recovery and use of associated gas produced at the field. The project aims to reduce emissions and improve the efficiency of the existing production system by upgrading current infrastructure.

The departure of the modules closes the onshore construction phase at the

Ravenna fabrication yard. The project will now continue with offshore activities.

Construction work on the industrial structures started in 2023 and involved engineering, fabrication, and logistics activities across the supply chain. The shipment marks a key delivery milestone for the project.

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## Military Permit Delays Anma Offshore Wind

South Korea's 532 MW Anma offshore wind project faces delays after a military permit issue disrupted key pre-construction approval.



Offshore wind farm (Source: Shutterstock)

5, May 2026

South Korea's 532 MW Anma offshore wind project is facing a serious delay after a military-related permit issue blocked a key pre-construction approval.

The \$3.5 billion project is planned about 24 miles west of South Korea's southwestern coast. It was selected in the 2024 fixed-price wind power auction and had been moving toward completion in 2029. The wind farm is expected to use 38 turbines, each rated at 14 MW, supplied by Siemens Gamesa.

The project area reportedly overlaps with a maritime zone used by the Agency for Defense Development for weapons testing. As a result, Anma has not secured the public waters occupation and use permit required before construction. The permit is approved through the Ministry of National Defense.

The delay has affected major supply contracts. SK Oceanplant suspended its \$273 million contract to supply 38 jacket foundations. Local media reports said the suspension was made at the client's request.

LS Cable & System also terminated its \$110 million contract with Anma. The deal covered the supply and installation of onshore and offshore export cables and was scheduled from July 2025 to 1 May 2028. CS Wind has also withdrawn from the project.

The ownership structure may change as well. Singapore-based Equis, which holds a 78% stake, is reportedly offering to sell its interest to Copenhagen Infrastructure Partners. The remaining shares are held by South Korean companies, including Korea Development Bank, CS Wind and Hoban Industries. Industry analysts cited in the source expect a local company may be more likely to take the stake because of the approval uncertainty.

The Anma setback comes as foreign offshore wind developers reduce their presence in South Korea. Corio Generation recently completed its exit from Korea after earlier leaving joint offshore wind projects in Busan and Ulsan. RWE also exited the 495 MW West Sea Offshore wind farm and the 510 MW Neulsaemui offshore wind farm earlier this year.

The source points to South Korea's complex regulatory process as a factor behind these exits. The government has moved to address the issue through the Offshore Wind Power Special Act, enacted last month. The law integrates permitting and licensing procedures into a one-stop approval system. Previously, developers needed 28 separate licenses, but the new framework requires approval from the Ministry of Trade, Industry and Energy.

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## Ørsted Offshore EBITDA Rises in Q1

Ørsted reported higher offshore EBITDA in Q1 2026 as it advanced offshore wind projects in the US, Europe, and Taiwan while maintaining full-year guidance.



Image source: Ørsted

6, May 2026

Ørsted reported stronger offshore earnings in the first quarter of 2026 while continuing construction work across major offshore wind projects in the US, Europe, and Taiwan.

EBITDA from the offshore business increased by €160m

DKK 1.2 billion year-on-year to €1bn / DKK 7.5 billion. Net profit for the period was €340m / DKK 2.6 billion, affected by non-cash tax effects and impairments linked to higher long-dated US interest rates.

The company maintained its full-year EBITDA guidance. During the quarter, Ørsted

continued progress across its 8.1GW offshore wind construction portfolio. In the US, Revolution Wind delivered its first power, while the first wind turbines were installed at Sunrise Wind off New York.

In Europe, monopile foundation installation started at Hornsea 3 in the UK and Baltica 2 in Poland. In Taiwan, commissioning at Greater Changhua 2b and 4 remains on schedule for the third quarter of 2026.

Rasmus Errboe, group president and chief executive of Ørsted, said the company delivered strong operational performance in the quarter. He also said Ørsted produced more renewable energy than ever before during the period.

Errboe added that events in the Middle East showed the need to accelerate Europe's energy transition and reduce dependence on fossil fuel imports.

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

## Ørsted Delays Hornsea 3 and Borkum Riffgrund 3 Timelines

Ørsted has revised commissioning timelines for Hornsea 3 and Borkum Riffgrund 3 due to grid operator delays and outages in the UK and Germany.



6, May 2026

Ørsted has revised commissioning schedules for the 2,852 MW Hornsea 3 offshore wind project in the UK and the 913 MW Borkum Riffgrund 3 project in Germany due to grid operator delays and grid outages.

Chief executive Rasmus Errboe said the hold-ups were linked to grid operators in the UK and Germany.

For Hornsea 3, National Grid informed Ørsted that the onshore connection would be delayed by two months. The company has moved the expected commercial operation date from the second half of 2027 to the fourth quarter of 2027 or the first quarter of 2028.

Errboe said Ørsted is taking a cautious approach to the new schedule, but does not expect a meaningful financial impact on the project.

At Borkum Riffgrund 3, turbine commissioning is progressing more slowly than expected, mainly due to curtailment and unplanned outages on the German grid.

Full commissioning has been pushed back by at least

four months, from May 2026 to August–September 2026.

Errboe said the revised schedule is not expected to have a meaningful effect on Ørsted's figures or EBITDA, citing current power prices in Germany.

The German project has commissioned 64 of its 83 turbines.

Errboe said the delays show the need for grid upgrades across Europe as more renewable energy capacity is added.

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

## Sefine Shipyard Delivers Cecon Vigor to Agalas

Agalas has taken delivery of the 100 m cable laying support vessel Cecon Vigor from Türkiye's Sefine Shipyard for offshore wind and subsea operations.



Image source: Agalas via LinkedIn

6, May 2026

Norwegian company Agalas has taken

delivery of the cable laying support and light construction vessel Cecon Vigor, built by Sefine Shipyard in Türkiye.

The vessel was launched in April 2025 and officially delivered on 5 May. Following delivery, Cecon Vigor is now sailing under the Norwegian flag and is expected to operate with offshore contractor Cecon Contracting.

Designed by NSK Ship Design, the 100 m vessel is prepared for cable installation support, offshore wind operations, light construction work and cable repair services. The ship can also operate in other offshore segments when not

engaged in cable projects.

The vessel features a dual-fuel diesel/methanol-electric propulsion system combined with an optimized battery package.

Cecon Vigor has a cable cargo hold capacity of 2,800 tonnes, an open deck area of 1,020 sq m and a 70 t 3D active heave compensated crane. The vessel also includes SPS accommodation for up to 100 personnel.

In addition to Cecon Vigor, Agalas has two construction

support vessels under construction at Sefine Shipyard. One vessel is jointly owned with Eidesvik, while the second is jointly owned with Eidesvik and Reach Subsea.

The first construction support vessel is scheduled for delivery in the third quarter of 2026, while the second is planned for spring 2027.

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## Haizea Completes Towers for Dieppe-Le Tréport

Haizea Wind Group has completed 186 tower sections for 62 Siemens Gamesa turbines bound for the 496 MW Dieppe-Le Tréport offshore wind farm in France.



Image source: Haizea Wind Group via LinkedIn

6, May 2026

Haizea Wind Group has completed 186 tower sections for 62 Siemens Gamesa offshore wind turbines to be installed at the Dieppe-Le Tréport offshore wind farm in France.

The sections were produced at Haizea Wind Group's Bilbao factory in Spain. The final shipment has departed the Port of Bilbao for Haizea Breizh in France, where internal components will be completed before offshore installation.

The project is being built 15 km off Le Tréport and 17 km off Dieppe. More than half of the 62 jacket foundations have already been installed. DEME is carrying out the jacket installation, while the

foundations were delivered by Navantia Seanergies and Windar Renovables.

The 496 MW wind farm will use 62 Siemens Gamesa 8 MW turbines produced at Le Havre. Turbine installation is scheduled for 2026 by Jan De Nul Group.

The project is owned by Eoliennes en Mer Dieppe Le Tréport, a joint venture between Ocean Winds, Sumitomo and Banque des Territoires.

Dieppe-Le Tréport will be Ocean Winds' third offshore wind farm in France, after the 488 MW Îles d'Yeu and Noirmoutier project and the 30 MW Éoliennes Flottantes du Golfe du Lion floating wind pilot project.

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## Coastal Virginia Offshore Wind Reaches 50%

Dominion Energy said the 2.6GW Coastal Virginia Offshore Wind project is about 50% complete and remains on track for completion at the end of 2026.



Illustration only. (Image source: Dominion Energy)

7, May 2026

Dominion Energy said its Coastal Virginia Offshore Wind project is approximately 50% complete and remains on schedule for completion at the end of 2026.

The fully permitted 2.6GW project has been credited with creating 2,000 direct and indirect U.S. jobs and \$2 billion in economic activity.

Construction has reached several key milestones. The first 16 transition pieces have been installed, forming the connection between the foundations and towers for the project's 176 wind turbines.

The first of three 4,300 t offshore substations was delivered to Portsmouth Marine Terminal in Virginia Beach at the end of January. Fully fabricated monopiles, transition pieces, undersea cable and other major components continue to be delivered for planned installation.

Fabrication of wind turbine towers and blades is underway, while nacelle fabrication is scheduled to begin later this quarter. SiemensGamesa, the project's wind turbine supplier, is producing the same turbine model used at the Moray West offshore wind project.

The wind turbine installa-

tion vessel Charybdis is now 96% complete and has started sea trials in Brownsville, Texas. The vessel is American-built, flagged and crewed.

Dominion Energy, headquartered in Richmond, Virginia, provides regulated electricity service to 3.6 million homes and businesses in Virginia, North Carolina and South Carolina. The company also provides regulated natural gas service to 500,000 customers in South Carolina.

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## Offshore Wind Turbine Prices Rise as Supply Tightens



Image source: Shutterstock / ID1864208167

7, May 2026

Europe's offshore wind sector is facing increasing supply pressure as turbine prices have risen by 40% to 45% since 2020, according to a report from Rystad Energy.

tad Energy.

The analyst group said the market is dealing with structural supply constraints as the number of turbine manufacturers available to European developers continues to shrink.

Rystad Energy noted that GE Vernova has paused new offshore wind turbine orders, leaving Siemens Gamesa and Vestas as the main suppliers for the European market.

The report said turbine selling prices have increased

Rystad Energy said offshore wind turbine prices in Europe have risen 40-45% since 2020 as supplier concentration tightens the market.

faster than manufacturing costs, which rose by about 20% to 25% over the same period.

Supply pressure is strongest in nacelles and blades, where supplier concentration remains high and replacement options are limited. Towers have remained relatively more flexible because of a broader supplier base and lower entry barriers.

The market has also shifted toward larger 14MW to 15MW turbine platforms, replacing earlier 9MW to 10MW models. According to Rystad Energy, the move toward larger turbines has increased manufacturing complexity and project costs.

The report added that

Siemens Gamesa currently accounts for the largest share of turbine deliveries in Europe, leaving the company as the market leader.

Pricing conditions have changed significantly since 2023 as earlier fixed-price contracts expired and manufacturers transferred higher costs to developers.

Sander Baksjoberget, senior analyst for offshore wind research at Rystad Energy, said Europe's offshore wind expansion plans continue to show strong political backing, but the market is now facing limited supplier diversity, rising demand and increasing turbine complexity.

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

## Damen Delivers Windcat Haarlem CSOV



7, May 2026

Damen has delivered Windcat Haarlem to the third vessel in a six-ship Construction Support and Operations Vessel (CSOV) program known as the Elevation Series.

Windcat Haarlem has been designed to support offshore wind operations, with capabilities focused on crew transfer and operational support. The vessel is intended to provide reliable service for offshore wind projects that require personnel and operational conti-

nity over extended periods.

The vessel also places emphasis on onboard living conditions for personnel working offshore. Its design recognizes the need for comfort, well-being, and continuity during long assignments away from shore, supporting a home-away-from-home environment for crew members.

The delivery continues the Elevation Series program, under which six CSOVs are scheduled to be operated by Windcat.

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

## Van Oord Joins German Offshore Wind Group

Van Oord has joined Germany's offshore wind association BWO as it supports offshore wind expansion in the German North Sea and Baltic Sea.



7, May 2026

Van Oord has joined the German Wind Energy Offshore Association as the Dutch offshore contractor increases its role in offshore wind development in the German North Sea and Baltic Sea.

The association said Van Oord has more than 25 years of experience in offshore wind farm construction across

Europe, Asia and the United States. The company employs around 6,000 people.

Van Oord also said it has invested more than €1 billion in recent years to expand and modernize its fleet, strengthening its position across the offshore wind value chain.

Fritz Wiedemann, managing director of Van Oord Offshore Wind Germany, said offshore wind expansion requires clear political condi-

tions and specialized maritime infrastructure.

He said Van Oord sees offshore wind as a long-term growth market that is essential for a sustainable future. The company's vessel fleet, he added, supports efficient offshore wind farm delivery in the German North Sea and Baltic Sea. Through BWO membership, Van Oord aims to contribute its industry perspective and support stable expansion plans and reliable investment conditions.

Stefan Thimm, managing director of the German Wind Energy Offshore Association, welcomed Van Oord to the organization. He said offshore wind farms cannot be built or maintained without specialized vessels, an area where Van Oord has key expertise.

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

## US Navy Reviews Asian Shipbuilding

The US Navy is reviewing whether shipyards in South Korea and Japan could help support future warship design and production.

4, May 2026

The US Navy is assessing whether shipyards in South Korea and Japan could support future warship design and production as Washington seeks to expand fleet output and respond to China's larger shipbuilding base.

In its Fiscal Year 2027 budget request, the Navy proposed \$1.85 billion for a feasibility study on whether allied Asian shipyards can meet US Navy requirements. The review would look at possible co-production of advanced warship hulls, including designs related to Japan's Mog-

ami-class and South Korea's Daegu-class frigates.

Former Navy Secretary John Phelan said at Sea-Air-Space 2026 in Washington that the service faces a serious domestic labor capacity issue and is considering options to address it. The proposal comes as China reportedly builds as many as 10 destroyers a year, about four times the US production rate.

The Navy is not presenting overseas construction as a replacement for domestic shipbuilding. Its budget request includes \$65.8 billion for 34 ships, consisting of 18 warships and 16 support vessels. The service's long-term

aim is to grow the fleet from 291 vessels to about 380 by mid-century.

However, US naval shipbuilding continues to face schedule and cost problems. In November, the Navy decided to cancel the Constellation-class frigate program and replace it with FF(X) after repeated delays and cost overruns.

The future of the overseas feasibility study is uncertain following Phelan's sudden departure. Acting Navy Secretary Hung Cao has not yet made a public statement on the issue.

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USNS Wally Schirra (T-AKE 8) leaves a shipyard in Gyeongsangnam-do, Republic of Korea, following a seven-month overhaul on 12 March 2025. Source: Hanwha Ocean

## Austal Wins A\$150.3 Million Patrol Boat Contract

Austal has secured an A\$150.3 million contract extension to build two additional Evolved Cape-class patrol boats for the Australian Border Force.



Austal Australia has been awarded a contract extension for two additional Evolved Cape-class Patrol Boats, Hulls 1105 and 1106, to be delivered to the Australian Border Force (Image: Austal Australia)

4, May 2026

Austal Limited has secured a contract extension to construct two additional Evolved Cape-class Patrol Boats for the Australian Border Force.

The agreement, valued at

approximately A\$150.3 million, increases the total number of vessels contracted for delivery to the agency to six. The award follows the delivery of the tenth vessel in the series, ADV Cape Hawke, to the Royal Australian Navy in March 2026.

The company said the

Evolved Cape-class Patrol Boat program remains a key element of Australia's continuous naval shipbuilding and sustainment framework, supporting national maritime capability.

Austal has delivered ten vessels of the class to the Royal Australian Navy over

just more than five years, while construction of the first four units for the Australian Border Force is already underway.

The additional order contributes to Austal's order book, which exceeds A\$17.7 billion and includes Landing Craft Medium and Landing Craft Heavy vessels for the Austra-

lian Army under a strategic shipbuilding agreement with the Australian government.

The company added that ongoing construction and sustainment programs in Australia and the United States contribute between A\$500 million and A\$700 million annually to its order intake.

The Evolved Cape-class Patrol Boats are designed to accommodate up to 32 personnel and include upgraded onboard systems and sustainment features to maintain operational availability. The vessels are intended for missions including border protection, fisheries enforcement and national security operations.

Construction of the two additional vessels will take place at Austal's Henderson shipyard in Western Australia, supported by a domestic supply chain and integrated project teams.

Austal also provides in-service support for both Cape-class and Evolved Cape-class fleets through facilities in Henderson, Cairns and Darwin.

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## Unfinished Vigo Ferry Still Without Buyer After Three Years

An unfinished ferry moored in Vigo remains unsold three years after arrival, despite multiple inspections and market interest from European operators.



Unfinished ferry remains idle in Vigo shipyard. Photo: Victor radio74 (shipspotting.com)

4, May 2026

Three years after arriving in Vigo for final outfitting, an incomplete ferry remains idle at the facilities of Talleres Vulcano, with no con-

firmed buyer despite repeated market interest.

Since its transfer from the Sevilla shipyard, the vessel has drawn attention from potential operators. Spanish media linked the ship to Tras-

mediterránea in February, but no agreement followed. Industry sources around the Vigo estuary indicate that price, financing, and delivery timing remain key obstacles.

Technical teams from several Spanish and European shipping companies have inspected the vessel. There have also been contacts with Viking Line, the original client, because the ferry was built to its specifications. If a sale is completed, final construction work is expected to take about 13 months and provide employment for roughly 400 people.

The hull was launched on 25 May 2013 at the Sevilla yard after an agreement with creditors, including Banco Santander and the Port Au-

thority of Sevilla. It arrived in Vigo in mid-June under tow by the tug Sertosa Dieciocho. The Santodomingo family, owners of Talleres Vulcano, saw the acquisition as an investment, citing demand for ferries of this size while also recognizing strong competition.

The ferry was ordered in January 2007 under the project name Viking ADCC, short for All seasons Day Cruising and Commuting. Construction began in December 2007, and the keel was laid on 6 May 2008. Delivery had been planned for 2009, when it was expected to replace Rosella on the Mariehamn-Kapellskar route. The contract was canceled in February 2010 after long delays linked to the Sevill-

la yard's financial difficulties, and the yard closed at the end of 2011.

The vessel was designed for 1,500 passengers and 400 cars. It has an approximate tonnage of 14,500 tonnes, a length of 139 m, and a beam of 21.9 m. Its two engines provide 34,560 horsepower over two shafts, supporting a speed of 22 knots. The IMO number is 9430105. The original contract value was estimated at €60 million, while unpaid debt to Banco Santander is around €20 million.

Source: Puente de Mando (www.puentedemando.com)

## Damen Starts Dakar Shiprepair JV

Damen and Senegal have formed a joint venture to operate Damen Shiprepair Dakar, supporting ship repair, maintenance and offshore energy clients in West Africa.

5, May 2026

Damen Shipyards Group has formed a joint venture with the Senegalese Government to operate Damen Shiprepair Dakar on the West African coast. The government is represented by Société des Infrastructures de Réparation Navale (SIRN), with the partners set to provide a broad range of ship repair and maintenance services.

The Dakar yard has long-standing historical value and is one of the few repair facilities of its size in the region. Its location enables the yard to support existing and new clients operating in the area, including companies serving the local offshore energy industry in the coming years.

Alongside repair work, Damen Shipyards Group has a long-term ambition to restore newbuilding activities at the shipyard. The facility includes a 191 x 25 m drydock, a 235 x 38 m floating dock, and a 63 x 15 m synchrolift with a lifting capacity of 1,200 tonnes and four cradles. It also has 500 m of quayside with a draught of 9 m.

The yard employs more than 300 personnel and works with numerous subcontractors. Babacar Faye, Managing Director of SIRN, said the joint venture marks an important step in revitalizing the Dakar shipyard, supporting sustainable growth, skills transfer, technical capability upgrades, and long-term value for Senegal's economy and workforce.

Damen Shipyards Group said its first priority as operator is to align the yard with its wider shipyard network. This includes Health, Safety, Environment and Quality processes, IT landscape integration, and HR management.

Jeroen Heesters, Managing Director of Damen Shiprepair, said the company intends to develop the yard's capabilities through a capital expenditure investment program. The program is intended to provide the infrastructure needed to bring the Dakar yard into line with Damen's other repair yards and support the high safety standards required by the offshore energy industry.

Frederick Vandepitte, Damen Regional Director Africa, said the company will



Image source: DAMEN

focus on building sustainable ship repair capabilities, including the opening of a local training center. The initiative is aimed at further developing

existing skills at the yard and helping create additional employment opportunities in the region.

The joint venture partners

are already welcoming their first clients to the Dakar yard.

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## Samsung Heavy Wins FSRU Order in Asia

Samsung Heavy Industries has secured a KRW 484.8 billion LNG FSRU order from an Asian shipowner as demand for energy infrastructure rises.

5, May 2026



An FSRU built by Samsung Heavy Industries./Courtesy of Samsung Heavy Industries

Samsung Heavy Industries has received a KRW 484.8 billion order for one LNG floating storage and regasification unit from an Asian shipowner, the company said on 4 May 2026.

An FSRU works as a floating LNG import terminal. It is used in markets where energy demand is increasing or where land-based terminal construction is difficult. As it can be built faster than an on-shore facility, the vessel type is gaining attention as a practical option for power supply, including demand linked to the expansion of the AI industry.

The ordered unit will be equipped with Samsung Heavy Industries' own regasification system, S-Regas. The company said this technology

supports its competitiveness in the global energy market.

Samsung Heavy Industries also provides LNG-related solutions across the value chain, covering FLNG facilities, LNG carriers and LNG FSRUs.

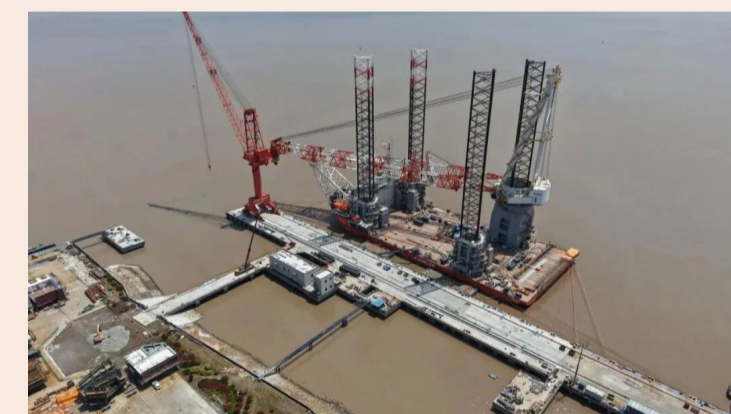
A company official said demand for energy infrastructure has been rising, and FSRUs can offer one of the fastest and most practical alternatives. The official added that the company aims to lead the global market with its LNG value-chain portfolio.

From January to April 2026, Samsung Heavy Industries received orders for 17 vessels, including one LNG FSRU, six LNG carriers and two very large ethane carriers. The total value reached about \$3.4 billion, or KRW 5.0 trillion.

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## COSCO Qidong Completes Quay Expansion

COSCO SHIPPING (Qidong) Offshore has completed the main construction phase of its outfitting quay expansion, adding a 220 m berth and 1,420 m total frontage.



6, May 2026

COSCO SHIPPING (Qidong) Offshore has completed the main con-

struction phase of its outfitting quay renovation and expansion project in Jiangsu Province, China.

The project passed its final quality inspection on 20 April 2026, confirming that the upgraded facility meets the conditions for handover.

Located at the eastern end of Qidong Shipbuilding Industrial Park, the quay is part of offshore engineering infrastructure on the northern side of the Yangtze River estuary.

The project included the construction of a new 220 m,

300,000-tonne-class outfitting berth. Connected with the existing wharf, the facility now provides a total quay frontage of 1,420 m. Construction began in September 2025 and was completed in about eight months.

Following the handover, COSCO SHIPPING (Qidong) Offshore carried out corrective work based on inspection findings and coordinated the transition from acceptance to commissioning.

The quay has now entered ship outfitting operations.

The company said the facility will support its current order backlog, help maintain schedules for key offshore engineering projects, and support competitiveness in the high-end offshore equipment manufacturing sector.

The Asset Management Department is also advancing specialized acceptance inspections and filing the final acceptance report to ensure compliance requirements are met as operations begin.

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HMT news

## China Strengthens Shipbuilding Dominance as Korea Narrows Focus

China is expanding its shipbuilding lead as Korean yards focus on LNG and LPG carriers, while the China-built Glovis Leader highlights pressure on Korea's standard vessel sectors.



Image source: CSSC

6, May 2026

The unveiling of Glovis Leader on 28 April showed a clear shift in global shipbuilding. The vessel is owned by HMM and operated by Hyundai Glovis, but it was built by Guangzhou Shipyard International, a subsidiary of China State Shipbuilding Corporation.

The case reflects a broader trend: Korean shipbuilders are losing share in labor-heavy, lower-margin ship types as

Chinese yards expand their presence.

Car carriers require multiple internal vehicle decks made with thin steel plates, making labor cost a key factor. While many car carriers have 13 decks, Glovis Leader has 14 decks covering an area equal to 28 football pitches. It is also the first vessel in its class to carry more than 10,000 vehicles.

Industry sources said Chinese yards are winning orders through lower prices and faster delivery schedules. Korean

shipbuilders, meanwhile, are giving priority to higher-margin vessels such as LNG and LPG carriers.

Car carriers are not regarded as highly complex or especially profitable compared with LNG or LPG carriers. Chinese shipyards have used this opening to raise their basic construction capabilities and meet European Union environmental standards, helping them secure more orders.

Industry officials still warned that Korea should not abandon the segment.

Car carriers can be used in emergencies to move military equipment, including tanks and armored vehicles, giving them value beyond commercial transport.

China's strength is not limited to car carriers. It has also expanded in standard ship types such as bulk carriers and container ships. According to Clarkson Research, China accounted for 63% of global shipbuilding output in CGT terms last year, compared with Korea's 20%.

The gap was smaller than in 2024, when China held 71% and Korea 14%, but China remains far ahead. Yang Jong-seo, visiting professor of naval architecture and ocean engineering at Seoul National University, said China has also moved ahead in large tankers, container ships and mid-sized tankers.

Korean yards have focused on high-value LNG and LPG carriers, where they still hold a technology advantage. However, experts warned that depending too much on a narrow group of vessel types could create risk if market demand changes.

Of the 56.43 million CGT in global ship orders last year, standard vessels, including container ships, accounted for

23.13 million CGT. Bulk carriers accounted for 9.34 million CGT, while LNG and LPG carriers made up less than 10%.

The shift is also affecting Korea's marine equipment supply chain. According to the Korea Marine Equipment Association, member companies' revenue rose from \$1.23 billion in 2020 to \$1.34 billion in 2024, led mainly by engines, machinery and electrical systems.

Other areas weakened. Sales of outfitting equipment such as valves, pipes and anchoring systems fell from \$320 million to \$309 million. Hull-related equipment, including structural parts and welding systems, dropped from \$151 million to \$108 million.

Industry sources said Korean suppliers face limits in price competitiveness and economies of scale compared with China.

Yang said possible US port fees on Chinese-built ships may provide only short-term relief. He added that Korea needs to maintain enough shipbuilding scale and support equipment suppliers with national security in mind.

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## Hanwha Ocean Maintains Discipline Over Shipyard Safety Incidents

Hanwha Ocean said it will maintain disciplinary action linked to safety accidents at its Geojje shipyard, despite union rallies demanding withdrawal.

7, May 2026

Hanwha Ocean said it will not reverse disciplinary measures taken against employees linked to recent safety accidents at its Geojje shipyard, stating that workplace safety cannot be weakened by union pressure.

The company said on 7 May that a joint investigation involving labor, management and relevant authorities found that two accidents earlier

this year were connected to breaches of safety rules or failures in on-site safety supervision by managers.

In February, a worker fell from the top of a service tower at the Geojje shipyard. In March, two workers were injured after scaffolding materials dropped from above and hit them during dock work. The injured workers are reportedly still receiving inpatient treatment at a rehabilitation hospital.

Following the accidents, Hanwha Ocean disciplined three employees who were directly responsible, including one case of a one-month suspension. Since last month, the Korean Metal Workers' Union Hanwha Ocean Branch has held rallies in front of the Geojje shipyard and Hanwha Group headquarters, calling for the measures to be withdrawn.

Hanwha Ocean said safety remains its highest manage-

ment priority and argued that opposition to the disciplinary action is creating a serious obstacle to its safety efforts.

The company also said the union should support compliance with safety rules so that workers can leave the yard without injury. It added that demands to cancel disciplinary action cannot be justified when they go beyond established rules, regardless of who was involved in the accidents.



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## China Merchants Qingdao Expands Smart Yard

China Merchants Qingdao Shipyard plans a \$147 million smart workshop and Rushan base equipment expansion to raise shipbuilding capacity.



5, May 2026

China Merchants Industry Qingdao Shipyard Co., Ltd. has announced tender plans for a smart integrated workshop project, alongside lifting equipment expansion at its Rushan base.

The smart workshop project will require total invest-

ment of about 1.005 billion yuan, or about \$147 million. Located in the Tianheng Island Provincial Tourism Resort in Jimo District, Qingdao, the project is planned as a digital and intelligent shipblock production base for high-end shipbuilding and offshore engineering equipment.

The project covers about

147,068 sq m of land, with a planned construction area of 69,000 sq m. Phase I includes a 55,000 sq m smart integrated workshop and supporting facilities. Four smart production lines will be installed with more than 330 intelligent production devices for cutting, machining, welding and plate flipping. At full production, the

base is expected to produce 100,000 tonnes of ship blocks per year.

The Rushan base will also add lifting equipment through self-raised funds of 11.65 million yuan. The procurement covers 39 sets of equipment. Workshop No. 1 will receive 16 gantry cranes with hoists, while Workshop No. 2 will add 17 units, including 16 single-girder electric hoist gantry cranes and one 20 t electro-magnetic gantry crane. Outdoor areas will receive three single-girder gantry cranes and three double-girder gantry cranes.

The Rushan base is a high-end shipbuilding and offshore engineering equipment manufacturing facility established by China Merchants Shipbuilding Group in Rushan, Weihai. It serves as a core area for capacity expansion and intelligent infrastructure development by China Merchants Industry Qingdao Shipyard Co., Ltd.

Since its acquisition and rebranding in 2025, the yard has expanded its equipment and completed upgrades. New 50/100 t and 50/70 t gantry cranes have been in-

stalled to improve outfitting and construction efficiency. A 10,000 sq m site east of the machining workshop has also been upgraded and put into use, addressing storage constraints for outfitting materials and limited panel assembly space.

Originally established in 1949 as the state-owned Qingdao Shipyard, the yard was renamed after joining China Merchants Group's shipyard network. It is set to serve as a construction base for the group's three main ship types, with products including bulk carriers, container ships and offshore engineering vessels.

The shipyard covers 750,000 sq m and has a 1,090 m outfitting quay with water depth of 8-11 m. It operates two dry docks measuring 480 m by 76 m and 180 m by 28 m. The yard also has two 600 t gantry cranes, one 150 t gantry crane and more than 2,000 production equipment sets, supporting annual steel processing capacity of 150,000 tonnes and annual shipbuilding capacity of 1.2 million dwt.

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## Rheinmetall, MSC Plan Mangalia Shipyard Revival

Rheinmetall and MSC are considering major investments to revive Romania's Mangalia shipyard as a dual-use hub for military and civilian shipbuilding.

6, May 2026

Rheinmetall and MSC are considering a takeover of the bankrupt Mangalia shipyard in Romania, with plans to make substantial investments and upgrade the site into a dual-use hub for military and civilian shipbuilding.

The proposal would open new prospects for Romania's shipbuilding and defense industry. The plan focuses on restarting shipyard operations, modernizing the existing business model, and making better use of the yard's current infrastructure, capacity, and workforce experience.

Rheinmetall is a German technology and defense

group known for military equipment and security systems. In Romania, the Düsseldorf-based company has been represented since 2024 through Rheinmetall Automechanica in Medias and the powder factory project in Victoria. Its Naval Systems division was established following the acquisition of NVL shipyards from the Lürssen Group and is responsible for major German Navy programs.

MSC is one of the world's largest maritime transport and logistics service providers, with a broad network and expertise in global supply chain management.

The revival of the Mangalia yard is considered strategically important for the region.

A restart could support the local business environment in Constanța district and Mangalia, while generating higher revenue from local taxes and duties and contributing to the national budget.

In the long term, the shipyard could employ several thousand people. The proposed development also includes a dual training system, a center of excellence, and research activities designed to build local expertise and encourage young workers to remain in Romania.

The plan goes beyond the construction of four ships currently planned for Rheinmetall's Naval Systems division. The wider aim is to develop Romania into a major



Image source: DAMEN

European production hub for shipbuilding and to attract further European and global programs.

If implemented, the project would support Romania's industrial reconstruction, strengthen local expertise and

reposition the country within European shipbuilding production.

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## HD Hyundai Expands Vietnam Shipbuilding Push

HD Hyundai is expanding its Vietnam shipbuilding base, aiming to lift HVS annual capacity from 15 vessels to 23 by 2030.

7, May 2026

HD Hyundai is expanding its shipbuilding and marine equipment operations in Vietnam, with a target to raise HD Hyundai Vietnam Shipbuilding's annual capacity to 23 vessels by 2030.

According to Clarksons Research, global ship deliveries reached 76.8 million GT in 2025. Vietnam accounted for 877,576 GT, or 1.1% of the total. Although the share remains limited, Vietnam is regarded as roughly a top-seven shipbuilding nation.

HD Hyundai Vietnam Shipbuilding delivered 710,369 GT in 2025, representing about 80% of Vietnam's total ship deliveries. The yard is therefore playing a significant role in the country's shipbuilding output.

The yard's development traces back to HD Hyundai Mipo's move to Vietnam as competition from lower-cost yards in China and Singapore



Photo: HD Hyundai

increased in the late 1990s. Khanh Hoa Province was selected as an overseas production base, with Ninh Phuoc offering large land availability, lower typhoon risk and favorable labor conditions.

Established in 1999, HD

Hyundai Vietnam Shipbuilding began with ship repair work before gradually expanding into newbuilding. From 2007, the yard operated repair, conversion and newbuilding work in parallel. In 2011, it completed its shift into a dedicated

newbuilding yard.

The Vietnam operation has continued to improve financially. Sales rose from \$546.6 million in 2023 to \$672.3 million in 2025. Operating profit increased 60% over the same period to \$20.2 million. The

gains were linked to stronger process efficiency and the move from repair work to full-scale newbuilding.

HD Hyundai plans to increase annual output at the yard from 15 vessels to 23 by 2030. The company also aims to expand beyond petrochemical product carriers into eco-friendly vessels, while improving its ability to compete with lower-cost shipbuilders.

The group is also building its local marine equipment supply chain. Last year, HD Korea Shipbuilding & Offshore Engineering launched HD Hyundai Eco Vina after acquiring the Vietnamese subsidiary of Doosan Enerbility.

Chairman Chung Ki-sun inspected construction sites in March as part of field-focused management. During the visit, he said corporate management and problem-solving should be grounded in the field.

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

## HD Hyundai Robotics Wins Chouest Smart Yard Deal

HD Hyundai Robotics will supply ArcLift GO robotic welding systems to Chouest Group shipyards in North America and Brazil.



ArcLift GO robotic welding system for shipyards

8, May 2026

HD Hyundai Robotics has secured a robotic

welding system order from Chouest Group, strengthening its position in the North American smart shipyard market.

The agreement covers the supply of the company's ArcLift GO robotic welding solution to three Chouest Group

shipyards in North America, including facilities in Louisiana, as well as one shipyard in Brazil. The project was coordinated through HD Hyundai Robotics USA, the company's Georgia-based subsidiary responsible for local business development and project support.

The order reflects rising demand for shipyard automation as U.S. yards continue to face a shortage of skilled welders. According to the company, the labor gap has become a structural challenge affecting productivity and operational competitiveness across the industry.

HD Hyundai Robotics said ArcLift GO was designed to reduce dependence on highly skilled manual welding work while maintaining stable and consistent weld quality. The company added that the deployment approach combines process optimization, technology validation, and phased implementation to support

practical application in shipyard operations.

Automation technologies are also drawing increased attention in the United States amid efforts to strengthen industrial resilience and manufacturing capability linked to shipbuilding and supply chain security.

ArcLift GO was developed using welding and production expertise accumulated through HD Hyundai's shipbuilding operations. The system is intended to improve productivity and operational efficiency in shipyard environments where labor shortages remain a persistent issue.

The latest order is expected to support broader smart yard cooperation opportunities connected to the MASGA initiative while reinforcing HD Hyundai Robotics' expansion strategy in the global shipbuilding automation market.

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

## Bulker Attacked in Strait of Hormuz

A northbound bulk carrier was attacked by multiple small craft in the Strait of Hormuz, with crew safe and no environmental impact reported.



Image source:260504\_MCSLjBS0IZQ0.jpg

4, May 2026

A dry bulk carrier has come under attack from small craft in the Strait of Hormuz, according to a British maritime security agency tracking incidents in the area.

The incident occurred about 11 nautical miles west of Sirik, Iran, at 11:30 AM UTC on Sunday. UK Maritime Trade Operations reported the attack in a social media post.

The agency said the master of a northbound bulk carrier reported that the vessel was attacked by multiple

small craft.

All crew were reported safe, and no environmental impact was reported.

Transits through the Strait of Hormuz have fallen sharply over the past two months since the current Middle East conflict began. Some vessels are still passing through the area under agreement with Iranian forces, while the US is trying to prevent transits by vessels that have visited Iranian ports.

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

5, May 2026

MSC Baltic III will be dismantled in sections and pulled ashore for recycling as the wreck removal phase starts in Newfoundland, Canada.

The containership has been lodged in Cedar Cove since losing power on 15 February 2025. Earlier work focused on reducing pollution risks by removing fuel and cargo from the vessel.

The Canadian Coast Guard reviewed the removal plan on 4 May 2026. MSC Mediterranean Shipping Company and its insurers selected Resolve Marine for the next phase after T&T Salvage handled fuel and cargo removal. The contract was awarded on 7 April, and Resolve Marine began

caretaking and monitoring duties on 1 May.

Initial work will focus on the 63 containers still on board. Most are damaged and waterlogged inside the cargo holds and will be removed for remediation.

Resolve Marine will place a 450 t crane barge and workboats near the wreck while also using shore access. The bow will be separated near the damaged section of the hull, then pulled toward land using welded connectors and chain pullers. It will be cut into 10 t pieces, loaded onto trucks and moved for recycling.

Once the bow is ashore, specialist teams will open the fuel tanks for further remediation. The stern will be removed later after the accommodation block is taken off. The final

## Vessel Fire Reported Near UAE Coast

A vessel fire was reported 14 nautical miles off Mina Saqr, UAE, with UKMTO advising ships to maintain safe distance.

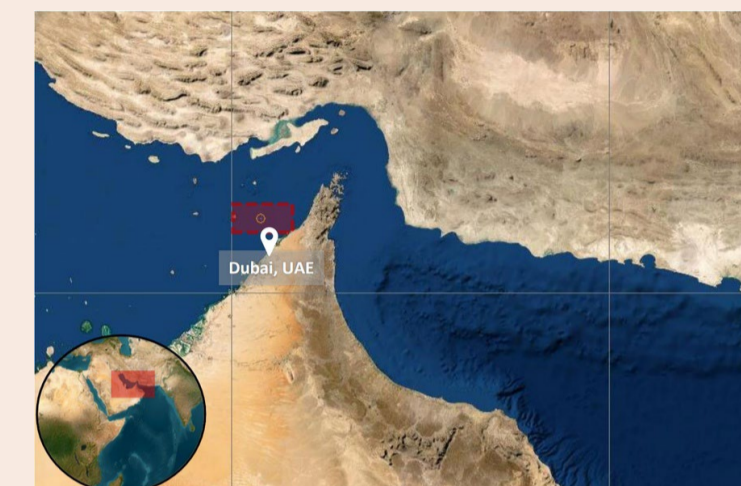
5, May 2026

A vessel fire has been reported off the coast of the UAE near Mina Saqr, according to maritime security monitoring sources.

The incident occurred about 14 nautical miles west of Mina Saqr at approximately 14:21 UTC on Monday. The UK Maritime Trade Operations (UKMTO) said, citing a third-party report, that a ship was on fire and advised nearby vessels to maintain a safe distance.

The cause of the fire has not yet been confirmed.

The incident comes as tensions remain elevated despite a temporary ceasefire between the United States



Vessel fire reported near Mina Saqr (Image credit: UKMTO)

and Iran. A surge in attacks on vessels in the Strait of Hormuz has raised concerns that the truce may not hold.

It follows another incident

on Sunday, when a tanker was struck by unidentified projectiles off the coast of Fujairah.

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

## MSC Baltic III Removal Plan Begins in Newfoundland

MSC Baltic III will be cut into sections and pulled ashore in Newfoundland as Resolve Marine begins the wreck removal phase.



Photo Credit: via Facebook NL Maritime

method will depend on rock pillars that have broken into the hull.

The Canadian Coast Guard said about 1,700 tonnes of bulk fuel were removed before winter storms reached the area. A total of 409 of the 472 containers were also taken off in 2025. Some containers held dangerous goods, while many

were empty.

Canada is applying a polluter-pays approach, with the Coast Guard monitoring the operation. Resolve Marine will use the Port of Stephenville as its staging and support base to reduce pressure on the main port at Corner Brook. The project is expected to involve 40 to 50 people and two

local contractors.

Access to Cedar Cove will be improved and extended to the beach. Resolve Marine said the site will be restored after the salvage work is completed.

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## Galaxy Leader Becomes Red Sea Wreck

The hijacked car carrier Galaxy Leader is now partially submerged off Yemen, showing how Red Sea tensions can leave ships as long-term wreck and security risks.



5, May 2026

Recent imagery indicates that the car carrier Galaxy Leader is partially submerged off Yemen's Red Sea coast, with the stern sitting low in the water and the bow lifted at a sharp angle. The photos and video were credited to Sal Mercogliano.

The 5,100 CEU pure car and truck carrier was seized by Houthi forces on 19 November 2023, becoming one of the key early incidents in the Red Sea shipping crisis. The vessel was later held near Yemen, while its multinational crew remained captive for more than a year before being released in January 2025. The ship itself, however, was not returned.

During its detention, Galaxy Leader reportedly became a local attraction, with people approaching and boarding the vessel. Israeli authorities later alleged that the Houthis used the ship as a platform to observe maritime traffic in the

Red Sea. The vessel was also reportedly hit during Israeli air operations in July 2025.

If the latest visuals are accurate, removing Galaxy Leader will be highly difficult. Any refloating or dismantling work on a damaged PCTC in a conflict zone would require major salvage assets, funding, and secure access, none of which are readily available in Yemen.

For the maritime sector, the case shows that a hijacked ship may remain a risk even after its crew is released. In a high-tension security environment, a vessel can become a political symbol, a possible military target, an environmental concern, and a long-term wreck-removal challenge.

Galaxy Leader is no longer only a vessel name. It has become one of the clearest symbols of how the Red Sea crisis has changed maritime security risk.

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## Pirates Seize Tanker Near Yemen

A tanker hijacking off Yemen signals renewed Somali piracy risks in the Gulf of Aden, where maritime security agencies have raised the threat level to severe.



Illustration only (Image source: U.S. NAVY)

5, May 2026

A product tanker has been hijacked off

Yemen, adding to signs of renewed Somali piracy activity in the Gulf of Aden.

The 3,300 dwt Eureka

was boarded by armed men on Saturday near Yemen's Shabwa coast. After taking control, the attackers redirect-

ed the Togo-flagged vessel toward Somali waters. Authorities said the tanker had been located and was being tracked, while efforts continued to regain control and protect those onboard.

The 2006-built vessel is owned by UAE-based Royal Shipping Lines.

The hijacking follows several recent security incidents in the same area. Earlier this month, the Liberian-flagged bulker New Venture was pursued by a skiff carrying seven armed people, including an RPG, about 92 nautical miles southwest of Mukalla inside the Internationally Recommended Transit Corridor. Another bulker later reported a suspicious approach roughly 84 nautical miles off Al Mukalla.

Somalia-linked piracy has also increased in recent

weeks. In late April, the tanker Honour 25 and the general cargo vessel Sward were hijacked, with monitoring still underway.

The Joint Maritime Information Center raised the piracy threat level for the Somali coast and wider basin to "severe" at the end of April, shortly after lifting it to "substantial".

The latest attack occurred on the Gulf of Aden route between the Red Sea and Indian Ocean, a major trade lane already affected by regional security pressure. Somali piracy had been reduced for years through naval coordination and stronger onboard protection, but reduced patrol coverage and shifting security priorities in nearby conflict zones have created room for renewed pirate activity.

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## IMO Net Zero Framework Stays Alive

The IMO Net Zero Framework survived MEPC 84, with a majority of member states reaffirming it as the basis for further work.



4, May 2026

The International Maritime Organization (IMO) Net Zero Framework remains under negotiation after MEPC 84 in London, although formal adoption is still uncertain.

The meeting ended on 1 May after five days of talks at IMO headquarters. Nearly 100 delegations addressed the

framework's future, with 55 countries supporting it as the basis for further work, including its carbon pricing mechanism. Another 51 backed proposals to reopen or weaken the plan, including options to remove carbon pricing.

The committee agreed to hold two intersessional working group meetings in September and November before MEPC 85 at the end of November. A resumed extraordinary session is planned for 4 December.

IMO secretary-general Arsenio Dominguez said the process was "back on track" but added that trust must be rebuilt through further work.

Analysis from the UCL

Shipping and Oceans Research Group showed that support had shifted back toward the framework. Five countries that previously supported adjournment in October moved back in favour of the Net Zero Framework, while 10 countries that had abstained or not taken a position also supported it. Two countries moved the other way.

Alternative proposals from Japan and Argentina failed to gain broad backing. Japan's plan to remove carbon pricing received support from seven member states, while the Argentina-led proposal to remove both the carbon price and fund drew 24.

The International Chamber of Shipping said the talks were constructive but noted that many member states still require further changes before adopting a global regulatory framework.

MEPC 84 also adopted a new Emissions Control Area for the Northeast Atlantic, covering the exclusive economic zones of Greenland, Iceland, the Faroes, Ireland, the UK, France, Spain and Portugal. The ECA will take effect in 2028 and introduce tighter limits on sulphur oxides, nitrogen oxides and particulate matter.

The committee also adopted a resolution condemning attacks on commercial ship-

ping in the Strait of Hormuz and warning of marine pollution risks in the Persian Gulf. Other outcomes included a mandatory code for transporting plastic pellets in freight containers, updated ballast water management guidelines and agreement in principle to extend the underwater radiated noise experience-building phase to 2028.

Environmental observers said the framework had survived but warned that continued open-ended talks would not be enough.

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## Tug Network Team Names Felipe Gouvêa Executive Director

Tug Network Team appoints Felipe Gouvêa as Executive Director to strengthen coordination, governance and service standards across 113 ports in 13 countries.



Felipe Gouvêa (Image courtesy of Tug Network Team)

5, May 2026

Tug Network Team (TNT) has appointed Felipe Gouvêa as

Executive Director as the alliance moves into a new phase focused on commercial coordination, governance and service standards across its international network.

The alliance was launched in the Americas in 2024 and has recently expanded into Europe. TNT now connects towage operators across 113 ports in 13 countries, with a combined fleet of more than 200 tugs.

Gouvêa brings broad maritime experience to the role. He previously served as CEO of Sulnorte and has held senior positions in shipping, chartering, port operations and maritime strategy. He was also involved in the early development of Tug Network Team before stepping away from Sul-

norte and the towage sector for a period.

Jean-Philippe Brunet, Chairman of Tug Network Team and Executive Vice President, Corporate Affairs and Partnerships at Group Ocean, said Gouvêa's experience and understanding of towage market dynamics will support the alliance as it builds a more coordinated international platform for members and customers.

As Executive Director, Gouvêa will work to improve TNT's commercial effectiveness, refine service standards and support future expansion. He will also help ensure that new members meet clear criteria covering neutrality, service mindset, reputation and strategic fit.

Gouvêa said the alliance is based on the idea that independent operators can achieve more by working together while retaining their local strengths. He added that TNT's next step is to turn market interest into stronger execution through governance, standards and closer coordination between members.

Gouvêa and representatives of member companies will attend ITS 2026 in Gothenburg, Sweden, from 19–21 May 2026, where the alliance will meet customers, partners and industry stakeholders.

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## HMM Approves Busan Headquarters Move

HMM will relocate its headquarters from Seoul to Busan North Port after labor union approval, reinforcing Busan's role in South Korea's maritime and container shipping sector.

6, May 2026

HMM's labor union has approved the relocation of the company's headquarters from Seoul to Busan North Port, supporting the South Korean government's plan to strengthen Busan's maritime industry.

The relocation places the carrier's management functions closer to its main port operations in Busan. The move is intended to align corporate administration with operational activities at South

Korea's largest container port.

The decision follows the policy direction promoted by President Lee Jae-myung to reinforce Busan's position within the country's shipping and logistics sector. The headquarters transfer is regarded as a significant change for South Korea's flagship container carrier.

Industry participants are monitoring how the relocation could affect HMM's operational structure and international service network. The carrier operates container services

linking Asia with Europe and the Middle East through major East-West trade routes.

For shipping companies and marine service providers, the relocation highlights Busan's growing role in regional maritime operations. The concentration of headquarters functions and port activities in the same location may support closer coordination across logistics and vessel operations.

The move also reinforces Busan North Port's importance within South Korea's



Image: HMM

container shipping sector as the country continues efforts to strengthen its maritime

competitiveness.

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## Abu Dhabi Tests AI Patrol Boats for Maritime Safety

Abu Dhabi has started field trials of 7 m AI-powered driverless patrol boats to improve maritime safety, enforcement and monitoring across inland waterways.



Photo: Abu Dhabi Media Office

6, May 2026

Abu Dhabi has started field trials of 7 m AI-powered driverless patrol boats to improve maritime safety and enforcement across its inland waterways.

The autonomous vessels are being developed through cooperation between the Integrated Transport Centre, the Smart and Autonomous Systems Council, Abu Dhabi Investment Office, Blue Gulf

Group and Abu Dhabi Maritime.

The trials are assessing whether the unmanned boats can support monitoring and enforcement work without crews on board. Officials said the systems are intended to improve surveillance and help waterway users follow existing laws and regulations.

After testing is completed, the vessels are expected to begin regular patrol duties.

The program is part of Abu Dhabi's wider plan to

strengthen maritime transport and expand smart mobility. Authorities are applying artificial intelligence and related vessel technologies to improve monitoring accuracy and operational efficiency.

The project is supervised by the Smart and Autonomous Systems Council, with support from Abu Dhabi Maritime on safety standards and regulatory oversight.

The trials follow last year's introduction of AI-powered autonomous vessels by AD-

NOC Logistics & Services. Those vessels are designed for remote maritime operations and are expected to be delivered by late 2026. They will include satellite-linked systems, a hybrid power supply, and remote operation from a control center in Mussafah.

Separately, Abu Dhabi Ship Building is constructing patrol and interception vessels for the Critical Infrastructure and Coastal Protection Authority under an AED 175 million contract signed in February 2023.

The program includes 120 Fast Inshore Platform and 160 Inshore Tactical Engagement Platform vessels for nearshore rescue and extended search and rescue operations.

The use of autonomous systems is becoming more common across maritime operations as authorities seek to improve safety and efficiency. In Abu Dhabi, the ongoing trials are expected to support better monitoring, faster response and improved compliance across waterways.

Abu Dhabi is also expanding autonomous technology outside the maritime sector. At the Abu Dhabi Autonomous Summit on Yas Island in November, 29 agreements were signed covering driverless systems in logistics, healthcare, e-commerce and transport.

Robotaxi services operated by Uber and WeRide have already started in the city after trials, using level-four autonomous vehicles. In March, additional robotaxis from Autogo, a unit of K2, were deployed in the capital. Current services operate in areas including Yas Island, with planned expansion to Al Reem Island, Al Maryyah Island and Al Saadiyat Island.

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## Maersk Vessel Damaged After Chattogram Collision

A collision between Maersk Chattogram and HR Turag damaged the Maersk vessel's hull, delayed cargo access, and added pressure to Chattogram Port operations.

6, May 2026

The Singapore-flagged Maersk Chattogram suffered major hull damage after colliding with feeder vessel HR Turag at the outer anchorage of Chattogram Port on 1 May, disrupting cargo handling at Bangladesh's main maritime trade gateway.

The Chattogram Port Authority said the accident occurred at around 0930 local time as both container ships were moving toward the pilot station before formal pilotage had started. The impact opened a large section of hull plating on the starboard quarter of Maersk Chattogram. No injuries or oil spill were reported.

Both vessels had arrived from Singapore with import cargo. Maersk Chattogram was carrying 1,878 containers, while HR Turag had about 1,000 containers on board. Because of the damage, the ships could not berth immediately, leaving importers without access to their cargo for nearly two days.

On 3 May, port authorities moved both vessels to the jetty under a controlled safety



Image credit: Screenshot from video shared by MandyMariner

operation. Each ship was assisted by three tugboats, with one additional tug on standby. General vessel movements were paused during the operation, and two pilots were assigned to each vessel as a

precaution, according to CPA Deputy Conservator Captain Zahirul Islam.

Import discharge has since started. However, neither vessel will load export containers for now, adding pressure

to Chattogram Port, which handles about 91% of Bangladesh's export trade.

A joint committee formed by the Department of Shipping and the Chattogram Port Authority will investigate the

cause of the collision and assess the damage. Maersk's local office said a full inspection will be carried out after cargo discharge, before repair arrangements are finalized.

HR Turag is a 1,000 TEU feeder vessel built in 1999. It previously operated as Maersk Arun, changed to the Bangladesh flag in 2023, and is now operated by HR Line on regional services. Maersk Chattogram is a 2,700 TEU container ship built in 2016.

The incident adds to operational pressure at Chattogram after earlier labor disruptions linked to the proposed lease of the New Mooring Container Terminal to DP World. Those strikes affected vessel connections, created backlogs, and reduced export container deliveries by nearly 40%.

Crew members on Maersk Chattogram told local media that the engine and steering gear remained operational, with the damage limited to the outer hull. Both vessels remain moored under monitoring by port and shipping authorities.

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## Hormuz Crisis Traps Gulf Shipping

More than 1,000 vessels remain stranded across the Gulf as restricted Hormuz traffic drives war risk premiums sharply higher.



Vessels anchored off the UAE coast after Iran declared the Strait of Hormuz closed on 2 March 2026. Photo: IC

6, May 2026

More than 1,000 vessels remain stranded across the wider Gulf region as normal commercial traffic through the Strait of Hor-

muz stays heavily restricted, according to the provided source.

The disruption began after hostilities broke out on 28 February. The source describes the situation as a dual

blockade, with Iran said to be using mining threats, vessel boardings and toll demands to control movement through the Strait, while the United States maintains a counter blockade on Iranian ports.

The U.S. administration has framed its latest naval activity as a defensive escort mission to guide commercial vessels out of the Gulf. President Donald Trump has also warned that strikes on Iranian assets remain an option if convoys face interference.

Iran has described any expanded U.S. naval presence as a ceasefire violation. The source also says Iranian diplomats have circulated a 14-point proposal aimed at ending the conflict rather than extending the current truce.

The shipping impact remains significant. By early

April, tracking data cited in the source showed close to 200 laden tankers among vessels held in or near the Gulf. A limited number of ships have since been escorted out or rerouted, but the wider backlog has changed little.

Insurance costs have also escalated. War risk premiums for Hormuz transit are reported to have risen to as much as 20 times pre-conflict levels, making some voyages commercially difficult even under military escort.

Cargo owners are facing rising demurrage charges, while rerouting container and general cargo flows away from Gulf-linked Asia-Europe services is adding transit time, fuel costs and strain on alternative corridors.

The source notes that the Strait of Hormuz carries a

major share of global crude oil and LNG exports, leaving energy markets exposed to each convoy disruption, nearby attack or diplomatic setback.

Talks mediated by Pakistan and other back channels have produced only a fragile partial ceasefire so far. Washington is said to be seeking nuclear-related concessions and limits on Iran's regional military activity, while Tehran is seeking a wider settlement within 30 days.

For shippers, the near-term outlook remains difficult while the dual blockade continues. Vessel queues, insurance costs and schedule disruption are likely to remain under pressure unless maritime access through the Strait improves.

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## CMA CGM Vessel Hit in Strait of Hormuz Attack

CMA CGM confirmed its vessel CMA CGM San Antonio was attacked in the Strait of Hormuz, leaving crew members injured and the ship damaged.



CMA CGM San Antonio (Image credit: Rutger Hofma / Marine Traffic)

6 May 2026

French shipping company CMA CGM said its vessel CMA CGM San Antonio was attacked while transiting the Strait of Hormuz on 5 May, leaving crew members injured and causing damage to the vessel.

In a statement released on 6 May, CMA CGM said the injured crew members had

been evacuated for medical treatment after the incident.

The Malta-flagged vessel was attacked one day after US President Donald Trump announced "Project Freedom," an initiative aimed at helping vessels leave the Strait of Hormuz.

On Tuesday, Trump said the United States would halt military escort operations for ships passing through the

waterway as part of efforts to reach an agreement with Iran to end the war.

Iran has refused to give up control of the strait, using it as leverage in the conflict, which began after US-Israeli attacks in late February.

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## New Zealand Fines KiwiRail After Ferry Grounding

KiwiRail has been ordered to pay NZ\$400,000 after Maritime NZ found safety failings linked to the 2024 grounding of the ferry Aratere.



Image: Marlborough District Council

7 May 2026

New Zealand ferry operator KiwiRail has been ordered to pay NZ\$400,000 after safety failings linked to the June 2024 grounding of the RoRo ferry Aratere.

The incident occurred on 21 June 2024 after Aratere departed Picton for Wellington. The ferry grounded at Titoki Bay in Picton Harbor with 47 people on board, including 39 crew members and eight passengers. The vessel was re-

floated the following evening, with no oil spill or hull breach reported.

Maritime NZ's investigation found the grounding followed a steering system failure after a new steering control system had been installed weeks earlier. The system was intended to work with the ferry's autopilot and integrated bridge navigation system.

Investigators found that crew members did not know how to control the autopilot when the vessel began

heading toward the shoreline. Maritime NZ identified weaknesses in KiwiRail's change-management controls, including training, familiarization, documentation, steering function control and bridge resource management.

Maritime NZ Director Kirstie Hewlett said steering systems are safety-critical and crews must understand how to operate them and override automatic commands when required. She said the case showed a clear knowledge

gap around the newly installed steering console, including emergency use.

KiwiRail pleaded guilty to two charges under the Health and Safety at Work Act 2015. The Wellington District Court ordered the company to pay a NZ\$375,000 fine and NZ\$25,000 in costs.

Aratere, a 184 m ferry, had operated for KiwiRail for 25 years before being retired in August last year and sold for scrap. The vessel had been Interislander's only rail-enabled

ferry, operating 24 Cook Strait crossings per week, with capacity for 600 passengers, 30 trucks or 230 cars, and 28 rail cars.

The case follows another regulatory fine against KiwiRail in 2024 linked to a ferry blackout involving more than 800 people.

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## Seafarer Happiness Falls Amid Persian Gulf Conflict

The Seafarers Happiness Index fell sharply in Q1 2026 as Persian Gulf conflict increased safety fears, supply shortages and stress for crews.



Image: Shutterstock

7 May 2026

The latest Seafarers Happiness Index from The Mission to Seafarers showed a sharp decline in crew welfare during the first quarter of 2026, as the outbreak of conflict in the Persian Gulf reversed an earlier period of stabilization.

The quarterly survey was tracking upward at 7.4 out of 10 early in the quarter, before falling to 7.0 out of 10 in the weeks after the conflict began. The 4.6% decline marked

an unusually rapid deterioration, with stranded seafarers reporting safety fears and critically low supplies of basic necessities.

Even crews working outside the immediate conflict zone reported heightened stress and uncertainty, with some describing the situation as a "new pandemic".

The SHI survey is conducted quarterly by The Mission to Seafarers, in partnership with Idwal and North Standard, and supported by Inmarsat. It provides insight into the lives

and working conditions of seafarers across the maritime industry.

The report described severe conditions for crews stranded in the conflict zone. Respondents said they saw drones and missiles flying at low altitudes and heard fighter jets passing close to their vessels. Some crews faced serious shortages of food and drinking water, with reports of seafarers boiling seawater for drinking and rationing food to one meal a day.

The report also found that

many stranded seafarers felt trapped in what it described as a form of "de facto detention". Some feared that asking for relief or repatriation could lead to blacklisting by shipping companies and harm future employment prospects.

Connectivity became another source of pressure. Increased GNSS jamming made navigation dangerous and, according to respondents, terrifying for captains. Internet blocking and communication blackouts also cut seafarers off from their families during

periods of urgent emotional need.

Outside the Persian Gulf, the report pointed to a deepening structural crisis. Workload management recorded the sharpest fall of any category, declining to 6.4 out of 10. Seafarers said rest-hour records were often falsified to show regulatory compliance, while actual working hours routinely reached 12 to 14 hours a day, seven days a week.

Wage satisfaction edged up slightly to 7.0 out of 10, but the report noted that wages have remained largely static for a decade despite inflation and higher company profits. Senior officers, particularly Captains, reported the lowest happiness scores of any rank.

The report also raised concern over the industry's long-term workforce outlook. Seafarers aged 25 to 35 made up the largest respondent group and were also the least satisfied, pointing to a possible recruitment and retention challenge.

Thom Herbert, regional lead for Asia and Crew Welfare Advocate at Idwal, said the latest findings showed how quickly global events are felt by those working at sea. He said seafarers are carrying the human cost of geopolitical instability alongside long-standing pressures around workload, fatigue and time away from home.

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