

HMT WEEKLY



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Development Way Reportedly Towed to Trincomalee After Incident

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P5

Technip Energies JV Wins Coral North FLNG Contract

Technip Energies, JGC and Samsung Heavy Industries have secured an EPCIC contract for the Coral North FLNG project offshore Mozambique.

P10

Shell Finds Light Oil at Merlin-1X Offshore Namibia

Shell has reported a new light oil discovery at Merlin-1X on PEL 39 offshore Namibia, with further drilling under consideration later in 2026.

P11

COSCO Completes Qingzhou HVDC Float-Over



COSCO Shipping Specialized Carriers has completed the transport and float-over installation of the offshore converter platform for the Qingzhou V & VII offshore wind project in China.

P2

Image source: COSCO SHIPPING



COSCO Completes Qingzhou HVDC Float-Over

COSCO Shipping Specialized Carriers has completed the transport and float-over installation of the offshore converter platform for the Qingzhou V & VII offshore wind project in China.



Image source: COSCO SHIPPING

6, June 2026

COSCO Shipping Specialized Carriers has completed the integrated transport and float-over installation of the offshore converter platform for the Qingzhou V & VII offshore wind project in Yangjiang, China.

The project incorporates the world's first 2 GW offshore HVDC transmission system. Once fully commissioned, Qingzhou V & VII is expected to generate approximately 7.7 billion kWh of clean electricity annually. The project is forecast to supply power to more than 1 million households

while reducing carbon emissions by around 6.3 million tonnes each year.

Weighing approximately 25,000 tonnes, the offshore converter platform is among the largest and most complex structures installed in the offshore wind sector. COSCO Shipping Specialized Carriers

delivered an integrated transportation and float-over installation solution covering the entire operation from load-out to final offshore placement.

The project required close coordination between transportation and installation activities, supported by real-time operational control

throughout the campaign. The company said the successful execution highlights its capability in managing ultra-heavy offshore transportation and installation projects.

The operation was carried out using XIANG TAI KOU, a DP2-class 65,000 DWT semi-submersible vessel designed to perform both heavy transport and offshore installation work. The vessel's ballasting system and dynamic positioning capabilities enabled precise platform positioning and controlled submergence during the float-over operation.

According to COSCO Shipping Specialized Carriers, the project further demonstrates the capability of XIANG TAI KOU to support the installation of next-generation offshore facilities, including HVDC converter stations, oil and gas topsides and other large-scale offshore energy assets.

The company is also expanding its offshore fleet to meet increasing demand from the global energy sector. A next-generation 70,000-tonne-class semi-submersible vessel is currently under construction and is expected to enter service in the near term.

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Fujian Shipping Orders Four Heavylift Vessels

Fujian Shipping Group has ordered four 62,000 dwt multipurpose heavylift vessels at Nantong Xiangyu, adding project cargo capability to its fleet renewal programme.



Photo source: Fujian Provincial Port Group

9, June 2026

Fujian Shipping Group has ordered four 62,000 dwt multipurpose heavylift vessels at Nantong Xiangyu Shipbuilding & Offshore Engineering, adding project cargo-capable ships to its fleet renewal program.

The newbuildings are designed for both bulk and breakbulk trades. They combine supramax bulk cargo capacity with heavylift features aimed at the project cargo market.

Each vessel will be fitted with four deck cranes, giving a combined lifting capacity of

up to 300 tonnes. The ships will be able to handle oversized cargoes including wind turbine components, industrial modules and heavy machinery.

The vessels will measure close to 200 m in length and will have more than 75,000 cu m of cargo hold capacity.

The order follows other newbuilding activity by Fujian Shipping Group. In September 2024, the company signed for up to four 82,000 dwt kamsarmax bulk carriers at Jiangsu Haitong Offshore Engineering, with deliveries scheduled between late 2026 and early 2027.

In November 2023, Fujian Shipping Group also booked two 63,500 dwt ultramax vessels at Nantong Xiangyu Shipbuilding & Offshore Engineering.

The latest order adds to Nantong Xiangyu Shipbuilding & Offshore Engineering's activity in the multipurpose and bulk carrier sectors. The yard has attracted a growing list of domestic and international owners in recent years.

Financial terms and delivery timelines for the four 62,000 dwt vessels have not been disclosed.

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SAL Delivers Third Orca Class Vessel MV Patricia

SAL has taken delivery of MV Patricia, the third vessel in its next-generation Orca Class fleet. The vessel will soon begin its maiden voyage, transporting wind energy equipment from Asia to Europe.



Image credit: SAL



SAL has taken delivery of MV Patricia, the third vessel in its next-generation Orca Class fleet. Following the delivery of

her sister vessels, MV Patricia now joins the fleet and is expected to begin her maiden voyage soon. The vessel will transport wind energy equipment from Asia to Europe for a long-standing customer.

The Orca Class was designed for the changing requirements of heavy lift, project cargo and offshore logistics. The vessel series combines lifting capability, operational flexibility and fuel-efficient performance, reflecting

SAL's continued commitment to innovation and long-term investment in maritime transport.

With three Orca-class vessels now delivered, SAL expects MV Patricia to begin service shortly as part of one of the most advanced heavy-lift vessel series built for its fleet.

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ECKSHIP Plans Up to Six Heavy Lift Newbuildings

ECKSHIP has confirmed a newbuilding programme for up to six 15,200 dwt heavy lift vessels, with deliveries set to begin in Q2 2028.

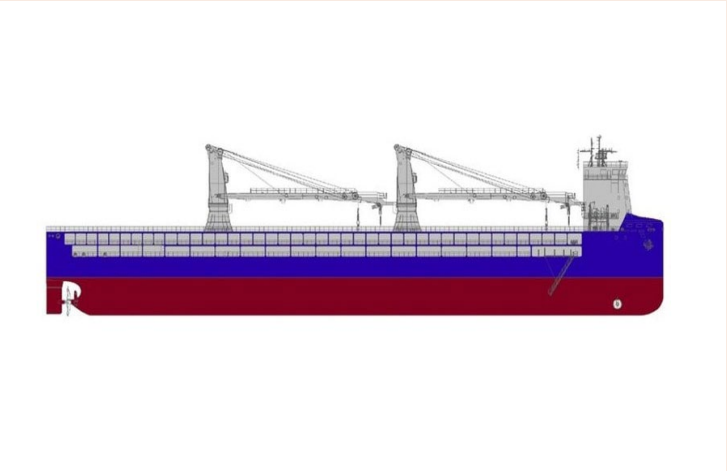


Image source: ECKSHIP

10, June 2026

ECKSHIP GmbH & Co. KG has confirmed a newbuilding program that could add up to six heavy-lift vessels to its fleet from the second quarter of 2028.

Each vessel will have 15,200 dwt at 8.5 m scantling draft and is designed for project cargo and heavy lift transport. The design includes a forward-positioned bridge and two 350 mt cranes, which can be combined to provide 700 mt of lifting capacity.

The ships will feature a 114.1 m hatch and an unobstructed deck area measuring 139.0 m by 23.2 m. Adjustable tween-

decks can be arranged at different heights, while tween-deck pontoons may also be installed as bulkheads to support flexible cargo configuration.

The vessels are also specified for open-top and hatch-coverless operation, with Great Lakes and IMO fittings to broaden their operating range for specialized cargo movements.

Deliveries are scheduled to begin in Q2 2028, with further vessels expected to follow at short intervals thereafter.

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GPO Emerald Carries Neptun Deep Topside

GPO Emerald departed Karimun, Indonesia, carrying a topside for the Neptun Deep gas field in Romania’s Black Sea sector. The voyage around the Cape is expected to take about 45 to 47 days.



GPO Emerald loaded with Neptun Deep topside (Image courtesy of GPO Heavylift)

11, June 2026

GPO Heavylift’s semi-submersible heavy transport vessel GPO Emerald has completed the loading of a topside structure at Karimun, Indonesia, destined for the Neptun Deep gas development in the Black Sea. The vessel departed the

Indonesian loading location on 2 June 2026 and began its long-haul transportation campaign toward Romania. The route is to pass around the Cape, with the voyage estimated to take approximately 45 to 47 days, subject to weather and operational conditions. The cargo forms part of the

Neptun Deep development, a major offshore natural gas project located in Romania’s deepwater sector of the Black Sea. The field lies within the XIX Neptun Block, around 160 km offshore, in water depths ranging from 100 m to 1,000 m. Neptun Deep is regarded as the largest offshore natu-

ral gas development project within the European Union. Once brought into full production, the project is expected to significantly increase Romania’s gas output and strengthen its position within the European energy market. The transportation of large offshore structures from Asian fabrication yards to Europe-

an project sites highlights the continuing role of heavy marine transport vessels in supporting complex offshore energy developments.

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Boskalis Completes Twin Transport for Lucayan Dry Dock



Image credit: Boskalis

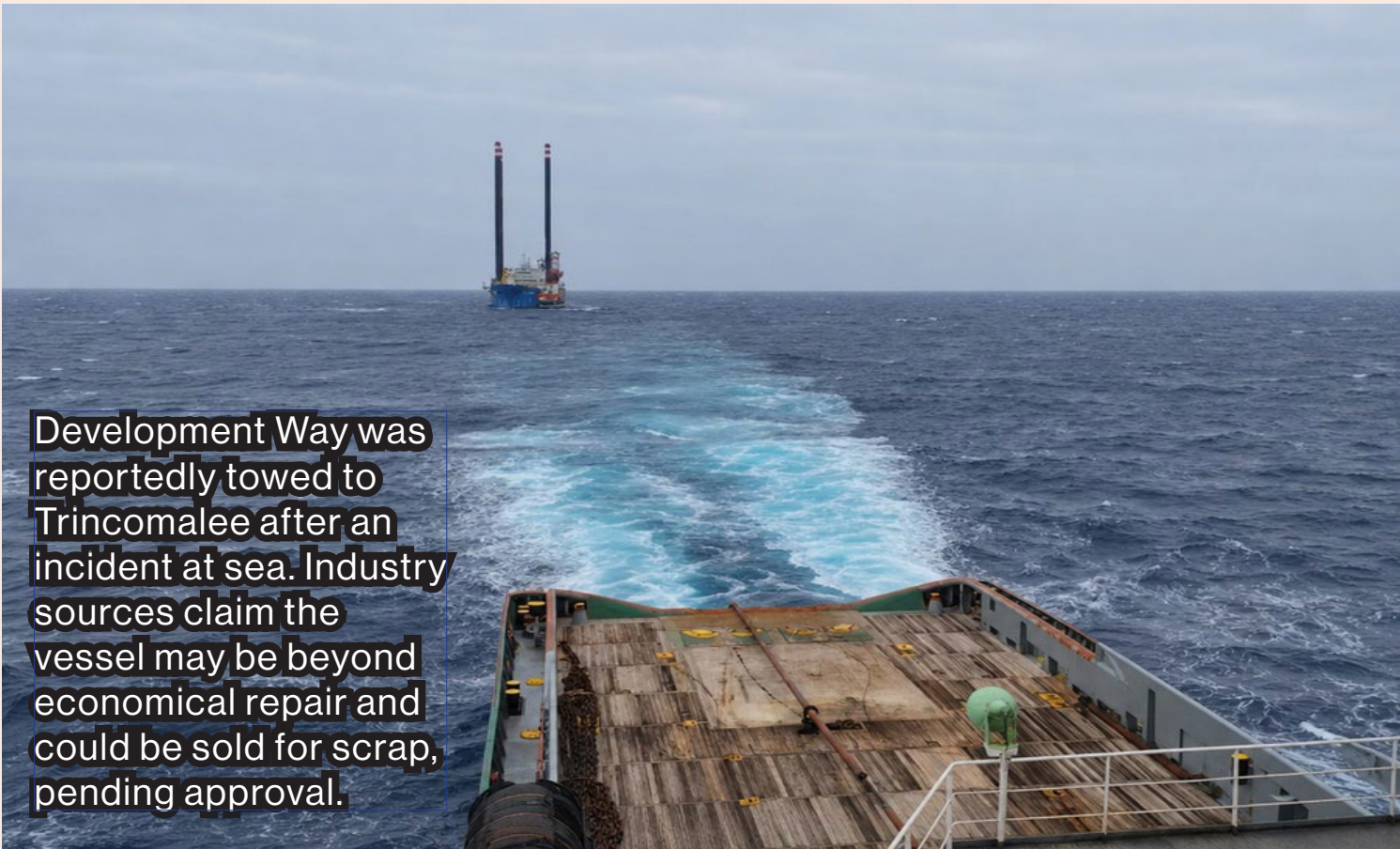
9, June 2026

Boskalis has completed a twin heavy transport operation using its semi-submersible vessels White Marlin and Blue Marlin. The two sister vessels made identical voyages from Qingdao, China, to Freeport, Bahamas, carrying sections of Lucayan, a mega dry dock built by CSSC Qingdao Beihai Shipyard for Grand Bahama Shipyard Limited. Measuring 413 m in length and 85 m in width, the dry dock was too large to be transported as one unit. It was

therefore divided into four sections for the ocean passage. Each vessel transported one main dry dock section measuring more than 156 m long, with an additional smaller section placed on top. All four sections have now been safely discharged in Freeport. The sections will be assembled into a single floating dry dock. Once operational, Lucayan will be among the world’s largest floating dry docks, with a lifting capacity of 130,000 tonnes.

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Development Way Reportedly Towed to Trincomalee After Incident Off Sri Lanka



Development Way was reportedly towed to Trincomalee after an incident at sea. Industry sources claim the vessel may be beyond economical repair and could be sold for scrap, pending approval.

Image credit: tubigalat / Instagram

12, June 2026

Development Way, a semi-submersible heavy transport vessel built in 1983 (43 years old), operated by CCCC International Ship-

ping, was reportedly towed to Trincomalee, Sri Lanka, following an incident at sea. According to industry sources, the vessel reportedly experienced a technical problem while underway and was

subsequently taken under tow to Trincomalee, where cargo carried on deck was reportedly scheduled for discharge. Public AIS data shows Development Way at or near Trincomalee after calling Co-

lombo during April and May 2026. Available tracking records indicate the vessel has remained in the area since mid-May or early June. Additional support for the towing report comes from a

photograph reportedly taken in mid-May that appears to show the vessel under tow near Sri Lanka. However, no official statement, marine casualty report, or verified announcement has been identified confirming the nature of the reported incident or providing details regarding the vessel’s condition. As a result, the cause of the incident and the extent of any technical problem remain unconfirmed. Industry sources indicated that repairing the vessel may not be economically viable. The sources further claim that approval had reportedly been sought from the parent group regarding a potential sale of the vessel for recycling. According to the same sources, if approval is granted, the vessel could be offered to buyers on an “as is, where is” basis. HMT News contacted CCCC International Shipping seeking confirmation of the reported incident, the vessel’s condition and the reported scrap sale process, but had not received a response by the time of publication.

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Biglift Baffin Arrives at River Tees with Wind Turbine Sections

Biglift Baffin has arrived at Teesport carrying wind turbine sections from Bilbao. AIS data shows the vessel arrived on 10 June 2026.



Photo credit: Tom Collins

11, June 2026

Biglift Shipping’s heavy-load carrier Biglift Baffin has arrived at Teesport, United Kingdom, carrying wind turbine sections shipped from Bilbao for unloading at Steel River Quay. AIS data shows the vessel arrived at the Port of Teesport on 10 June 2026. Biglift Baffin (IMO 9758557) is Biglift Shipping’s MC-Class heavy load carrier. The vessel was built in 2016 and sails under the flag of the Netherlands.

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OneSubsea Wins BP Contract for Thunder Horse

OneSubsea has secured a BP EPC contract to deliver a subsea boosting system for Thunder Horse, with first oil expected in 2028.



Thunder Horse (Image source: bp)

subsea boosting awards for BP's Kaskida and Tiber developments. The three projects use the same supplier-led, standardized subsea boosting system, supporting more efficient execution and shorter delivery schedules.

OneSubsea said its subsea processing technology is designed to increase production and improve recovery. The standardized approach is also expected to support faster deployment and better operational efficiency.

Mads Hjelmeland, CEO of SLB OneSubsea, said subsea boosting is an important tool for extending production from existing assets. He said standardized subsea solutions help operators improve production, recovery and overall field performance.

First oil from the Thunder Horse subsea pump project is expected in 2028. Kaskida is expected to begin production in 2029, followed by Tiber in 2030.

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9, June 2026

OneSubsea has secured an engineering, procurement and construction contract from BP for a subsea

boosting system at Thunder Horse in the deepwater Gulf of America.

The award follows a final investment decision by BP and ExxonMobil to add

around 15,000 barrels of oil equivalent per day of peak gross annual average production at Thunder Horse.

OneSubsea, SLB's joint venture with Aker Solutions

and Subsea7, will provide the subsea boosting system, including project management, engineering, manufacturing and testing.

The contract follows earlier

Saipem Prepares JSD6000 for Neptun Deep Work

Saipem is preparing JSD6000 in Genoa for subsea installation work on the €4 billion Neptun Deep gas project in the Black Sea.

9, June 2026

Saipem is preparing its multipurpose DP3 heavy-lifting and pipe-laying vessel JSD6000 for work on the Neptun Deep gas development in Romania's Black Sea waters.

The vessel is currently at the Port of Genoa, where it is moored at the San Giorgio del Porto shipyard. Preparatory work includes technical, maintenance and upgrade activities on key systems, with particular focus on pipe-laying equipment to meet project requirements.

Delivered in June 2024, JSD6000 is equipped for both S-Lay and J-Lay operations and is designed for deepwater work. The 215 m vessel has

a full revolving heavy lifting crane with 5,200 t capacity.

Its J-Lay system has 1,500 t laying capability and 2,000 t holding capacity for quadruple and triple joints. The vessel also has an S-Lay system with 900 t holding capacity in accidental conditions and a modular stinger operated by a patented handling system.

After preparations are completed, JSD6000 will be deployed to the Neptun Deep project, where it will support subsea installation work. The vessel will install subsea infrastructure in the deepwater area and connect the wells to the production platform.

OMV Petrom, the Romania-based affiliate of OMV, is developing Neptun Deep with Romgaz. The project is



Image source: Ulstein

expected to require up to €4 billion of investment and is targeting first gas in 2027.

Neptun Deep includes an offshore production platform,

three subsea systems and ten production wells. Four wells have already been drilled at Pelican South, while six are underway at Domino. The

development also includes an onshore gas metering and control station at Tuzla.

[hmt-news.com](#)

Bourbon Appoints Olivier Blaringhem as Next CEO

Bourbon has appointed former Subsea7 executive Olivier Blaringhem as its next CEO, succeeding Gaël Bodénès on 14 September.



Image source: BOURBON

5, June 2026

Bourbon has named Olivier Blaringhem as its next Chief Executive Officer, with the former Subsea7 executive set to succeed Gaël Bodénès on 14 September.

Blaringhem brings more than 25 years of experience in offshore services, engineering and major energy projects. He spent most of his career at Subsea7, where he held senior management roles across

Europe, Africa, Asia and the Middle East.

Since 2020, he has served as Executive Vice President of Subsea7's subsea and conventional business, overseeing operations across several key offshore markets.

The appointment comes as Bourbon continues its growth strategy following a fleet expansion program and financial restructuring.

According to Bruno Chabas, Chairman of Bourbon, the company enters its next phase with a strong position in offshore markets, including West Africa and Guyana. He said Blaringhem's international experience and deep understanding of offshore services would support the com-

pany's future development.

Blaringhem described Bourbon as a company with a strong operational platform, citing its fleet, customer relationships and market position.

His initial priorities will include improving operational performance, strengthening commercial relationships and pursuing growth opportunities across the company's core offshore markets.

The leadership transition follows a period of expansion for Bourbon. Earlier this year, the company announced the addition of 13 offshore support vessels valued at more than \$180 million, representing one of its largest fleet growth programs in recent years.

The vessel acquisitions

followed the group's financial restructuring, which Bourbon said improved its operating model while maintaining exposure to deepwater offshore activity.

Gaël Bodénès, who has led Bourbon since 2017 and spent more than two decades with the company, was credited with guiding the business through a period of significant transformation.

Headquartered in Marseille, Bourbon remains one of the world's largest offshore support vessel operators, serving offshore energy markets across West Africa, the Mediterranean, Latin America and Asia.

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Admarine 502 Secured for Mako Gas Drilling

West Natuna Exploration Limited has secured the Admarine 502 jack-up rig for a six-well Mako gas field drilling campaign in Indonesia, scheduled to begin in Q2 2027.

6, June 2026

West Natuna Exploration Limited has signed a binding rig contract for the Mako gas field development in Indonesia's West Natuna Sea.

The company, a majority-owned unit of Conrad Asia Energy, will use the Admarine 502 independent-leg cantilever jack-up rig for a six-well drilling program under the Duyung PSC. The contract was placed with PT Pertamina Drilling Services Indonesia through the PDSI-ADES consortium.

The firm work period is 180 days, with extension options included. The rig is scheduled to start operations in Q2 2027. Its scope covers the drilling of six development wells and the

installation of the conductor support frame.

The Mako development plan is based on six wells tied back to a leased mobile offshore production unit. Sales gas will move through an approximately 59 km, 18-inch pipeline to the KF platform in the Kakap PSC, before entering the WNTS pipeline for delivery into Indonesia's domestic gas market.

Capital expenditure to first gas remains estimated at \$320 million. A further provision of about \$35 million has been set aside for owner-supplied equipment to be transferred to the MOPU provider and possible MOPU down payments. Future operating costs are targeted at \$70-80 million per year, including pipeline transportation.



Illustration (Image source: ADES)

Conrad Asia Energy said the rig award marks a key step for the Duyung PSC joint venture as it moves toward drilling

at Mako. Empyrean Energy also described the contract as a firm commitment that supports the project's drilling

schedule and route to market.

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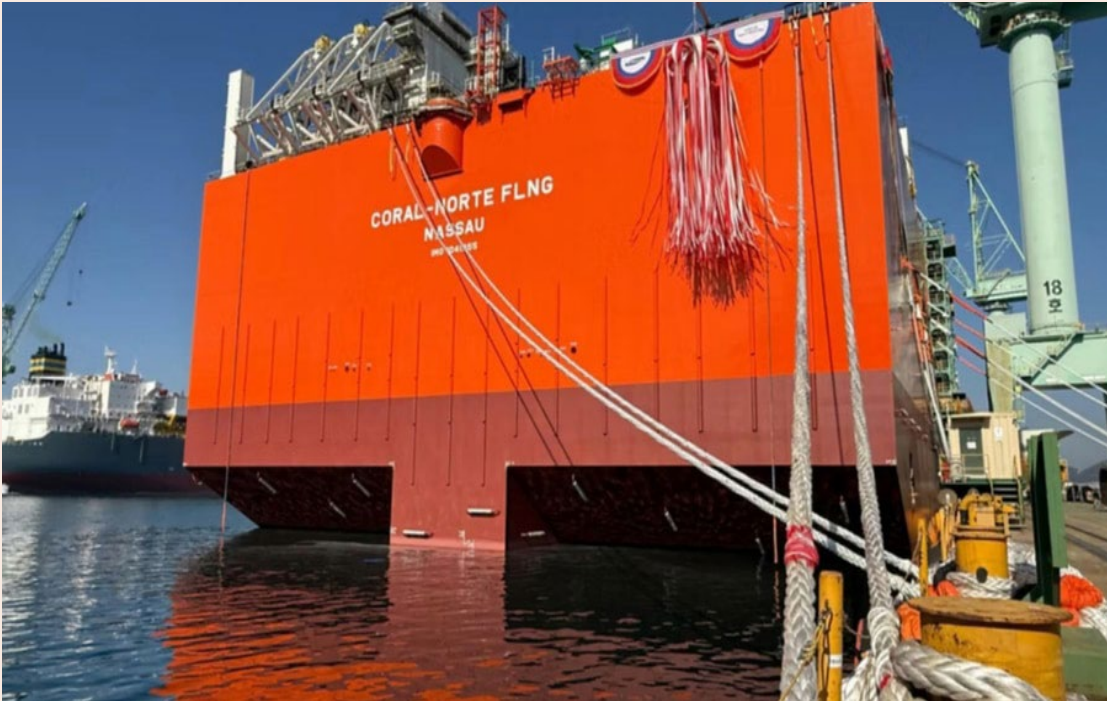
JGC Confirms \$1 Billion-Plus Role in Coral Norte FLNG Contract

JGC has confirmed a share worth more than \$1 billion in the \$5 billion Coral Norte FLNG EPCIC contract offshore Mozambique.

9, June 2026

Japan's JGC Holdings has confirmed that its share of the EPCIC contract for Eni's Coral Norte floating LNG project in Mozambique is worth more than \$1 billion. The overall contract, valued at \$5 billion, was secured by JGC, Technip Energies, and Samsung Heavy Industries. The work covers engineering, procurement, construction, installation, and commissioning for the Coral Norte development. Technip Energies separately said the EPCIC package, together with contracts already announced for the project, is classed as a major award for the company. It uses that term for contracts expected to generate more than €1 billion (\$1.15 billion) in revenue.

Coral Norte is located in Area 4 offshore Mozambique. The project will use six subsea wells connected to a floating LNG unit designed as a near copy of Coral Sul FLNG, which is already in operation. Area 4 includes several major gas discoveries with a combined 2.4 trillion cubic meters of gas in place, equal to about 85 trillion cubic feet. Under the lump-sum turn-key contract, a joint venture between JGC France and Technip Energies will handle the FLNG topsides and overall project management. Samsung Heavy Industries will carry out engineering, procurement and construction for the hull, as well as fabrication of the topsides modules.



Source: Eni

The contract was awarded by Mozambique Rovuma Venture on behalf of the Area 4 partners. The three companies had earlier been reported as participants in the project, while Technip Energies confirmed its role in February.

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Karoon Takes Over FPSO Cidade de Itajaí

Karoon Energy has taken over operatorship of FPSO Cidade de Itajaí from Altera & Ocyan after completing regulatory approvals and transition work.



FPSO Cidade de Itajaí

6, June 2026

Karoon Energy has formally assumed operatorship of the FPSO Cidade de Itajaí from Altera & Ocyan, strengthening its role in offshore oil production in Brazil. The vessel is deployed at the Baúna project in BM-S-40, offshore Brazil. Karoon Energy acquired the FPSO Cidade de Itajaí at the end of April 2025 and signed a transition services agreement with Altera & Ocyan to support continuity during the handover. The operatorship transfer

was completed at the end of May 2026. Preparatory work included recruitment, contract transfers, management systems and processes, and Brazilian regulatory approvals. More than 80% of the existing FPSO team moved to Karoon Energy and its main maintenance contractor, Gran Services. The transition services agreement with Altera & Ocyan ended on 1 June 2026, enabling further operating cost optimization for the unit. The company said the transfer is a strategic milestone and reflects its development into a full offshore production operator. Karoon Energy also said it remains focused on safety performance and reliable output from the Baúna project. The company launched Baúna revitalization and life extension projects in August 2025. Planned expenditure is approximately \$55–65 million in 2026 and \$80–90 million between 2030 and 2034. Ongoing maintenance shutdown and flotel campaign work are expected to improve system stability and support sustained FPSO uptime, with efficiency targeted at 90–95%. The Baúna project includes the Baúna, Piracaba and Patola fields in concession BM-S-40. The FPSO Cidade de Itajaí began operating in Brazil in February 2013 and can operate in water depths of up to 1,000 m. Built at Singapore's Jurong shipyard in 1995 and converted in 2012, the unit has a production capacity of 80,000 barrels of oil per day and a gas compression capacity of 2 million m³ per day.

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Aker BP Raises Johan Sverdrup Stake

Aker BP has increased its Johan Sverdrup unit interest to 31.7163% after a redetermination process based on updated technical and production data.



Johan Sverdrup (Image source: equinor)

8, June 2026

Aker BP has increased its ownership interest in the Johan Sverdrup unit, one of the largest producing oil fields on the Norwegian Continental Shelf. After the completed redetermination process for the Equinor-operated field, Aker BP's stake will rise to 31.7163% from 31.5733%. The process started in January 2025 and followed the unit agreement. It included an expert determination and revised the partners' ownership shares using updated technical and production data. Historic investments and production volumes will now be reallocated among the partners. Aker BP will receive an additional 2.2 million barrels of oil equivalent over the next two years, reflecting the adjustment of past production volumes. The company will pay about NOK 300 million, or \$31.7 million, before tax. The payment relates to the reallocation of historic investments. Aker BP said the redetermination will not affect ongoing operations at Johan Sverdrup, which continues to deliver strong performance. The announcement follows a recent move by Equinor and Aker BP to seek closer alignment in key shared areas on the Norwegian Continental Shelf. The companies are targeting transactions in the Troll-Fram, Yggdrasil and Wisting areas to support future developments and maintain high production levels.

[hmt-news.com](#)

Petronas Partners with Regional Operators on Offshore Oil Recovery

Petronas has signed an MoU with regional operators and Universiti Teknologi Petronas to evaluate offshore oil recovery opportunities.

8, June 2026

Petronas has signed a memorandum of understanding with regional exploration and production operators and Universiti Teknologi Petronas to assess opportunities for improving oil recovery across offshore acreages. The agreement was signed through Malaysia Petroleum Management and brings together Petronas, Petronas Carigali, Universiti Teknologi Petronas, PTTEP, and Pertamina. The parties will combine the operating experience and technical expertise of Petronas Carigali, PTTEP, and Pertamina with the research capabilities and laboratory facilities of Universiti Teknologi Petronas. The collaboration will focus on fit-for-purpose oil recovery studies supported by laboratory testing. Selected technologies and concepts

Noble GreatWhite Wins bp UK Drilling Contract

Noble Corporation has secured a three-well offshore UK drilling contract with bp for the Noble GreatWhite, ahead of planned Norway work with Aker BP ASA.



Noble GreatWhite (Image credit: David Meek / martintraffic)

9, June 2026

Noble Corporation has been awarded a three-well drilling contract with bp for the Noble GreatWhite offshore the UK. The contract has an estimated duration of 150 to 210 days. The agreed day rate is \$320,000 per day, with a separate \$5 million mobilization fee. Work is expected to commence in Q2 2027. The UK drilling campaign is scheduled to take place directly before the rig's upcoming contract with Aker BP ASA in Norway. The sequence is expected to support continuity of operations for Noble Corporation in the region. Blake Denton, Senior Vice President of Marketing & Contracts at Noble Corporation, said the contract expands the company's scope with a key client ahead of operations in Norway with Aker BP ASA. Before operations commence, the Noble GreatWhite will be renamed Noble Claus Bachmann. Noble Corporation said the renaming recognizes Claus Bachmann's long-standing impact on the company.

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may be advanced toward pilot implementation as the parties assess practical recovery solutions for offshore basins. Bacho Pilong, SVP of Malaysia Petroleum Management, said the initiative aims to integrate subsurface insights, high-performance computing, and operator capabilities to accelerate tailored solutions, unlock additional value from mature fields, and strengthen long-term energy resilience through cross-border cooperation. The signatories also aim to speed up the deployment of innovative recovery methods, reinforce regional technical capabilities, and support sustainable resource development across offshore basins. In parallel, Petronas, through Malaysia Petroleum Management, unveiled the Digital Intelligence Centre. The centre is intended to support a data-driven culture, advance digital innovation, and strengthen Malaysia's upstream ecosystem while reinforcing Malaysia Petroleum Management's role as the country's upstream resource custodian.

[hmt-news.com](#)

Technip Energies JV Wins Coral North FLNG Contract

Technip Energies, JGC and Samsung Heavy Industries have secured an EPCIC contract for the Coral North FLNG project offshore Mozambique.



Coral Sul FLN (Image source: Eni)

South FLNG, the first development in Area 4. Technip Energies said the approach uses similarities in feed gas composition and deepwater operating conditions, while applying engineering and integration lessons from the earlier project.

The company said the standardized delivery model is intended to improve execution certainty, optimize performance and provide stronger predictability during project development.

The latest award follows earlier Coral Norte contracts and confirms continued progress in Technip Energies' scope of work on the project.

Arnaud Pieton, Chief Executive Officer of Technip Energies, said the project reflects the confidence of Eni and its partners in the company's FLNG execution capabilities and in Coral South's operational performance. He said the "design one, build many" model can accelerate large-scale offshore project delivery, support new LNG capacity, contribute to energy security and diversification, and reinforce Mozambique's growing role in the global LNG market.

hmt-news.com

8, June 2026

Technip Energies, working with JGC and Samsung Heavy Industries, has secured an EPCIC contract from Mozambique Rovuma Venture for the Coral North

FLNG project offshore Mozambique.

The award, combined with previously announced agreements, is a major contract for Technip Energies and represents more than \$1.16 billion in revenue for the company.

Coral North is being developed by Eni and its partners CNPC, ENH, XRG and KOGAS in Area 4 offshore Mozambique. The FLNG unit is designed to produce about 3.6 million tonnes per annum of LNG.

The project is expected to raise the Coral hub's total capacity to 7 million tonnes per annum, supporting Mozambique's position among Africa's largest LNG producers.

Coral North is planned as an enhanced repeat of Coral

Keyfield Buys AHTS Vessel for Offshore Fleet Growth

Keyfield International has acquired a 2014-built AHTS vessel for \$7.4 million, with upgrades planned before deployment in 2026.



Illustration (Image source: Keyfield)

9, June 2026

Keyfield International has acquired a

2014-built anchor handling tug supply vessel for \$7.4 million

in cash, adding new capacity to its offshore support fleet.

The vessel will be renamed Keyfield Joyful. It has worked in Indonesia, Australia, Singapore and Bangladesh, and is planned for deployment in the second half of 2026 as the company targets firm charter demand.

Keyfield International plans to spend between \$0.7 million and \$1.0 million on upgrades. The work will include conversion to DP2, higher bollard pull and increased accommodation capacity.

Chief Executive Officer Darren Kee said the acquisition gives Keyfield International additional AHTS capacity

and supports new tender and spot charter opportunities without disrupting existing commitments. The company has recently sent three AHTS vessels to the Middle East.

The purchase also responds to an expected shortage of AHTS vessels below 80 tonnes bollard pull in Malaysia's offshore support vessel market.

Together with three vessels under construction for delivery in 2027 and 2028, Keyfield International expects its owned fleet to grow from 14 vessels to 18 vessels by 2028.

hmt-news.com

bp Restructures Business Into Upstream and Downstream Divisions

bp will reorganize its business into Upstream and Downstream divisions from 1 July, aiming to simplify operations, improve execution and strengthen shareholder returns.



bp CEO Meg O'Neill (Image source: bp)

11, June 2026

bp will reorganize its operations into two core business segments from 1 July as part of a broader effort to simplify its structure, improve execution and strengthen shareholder returns.

The company will replace its current three-segment model with two divisions: Upstream and Downstream.

The Upstream segment will bring together bp's global oil and gas exploration, development and production activities, along with upstream joint ventures, carbon capture and storage (CCS) operations, and renewable natural gas businesses. Gordon Birrell has been appointed Executive Vice President of Upstream.

The Downstream segment

will include refining, terminals, pipelines, mobility and convenience, aviation fuels, biofuels, hydrogen and Castrol. Richard Harding has been appointed Interim Executive Vice President of Downstream while bp searches for a permanent leader.

The restructuring replaces the existing Production & Operations, Gas & Low Carbon Energy, and Customers & Products business segments with a model aimed at simplifying decision-making and improving accountability across the organization.

bp Chief Executive Officer Meg O'Neill said the move is intended to accelerate delivery, reduce complexity and improve execution.

According to the company, the revised structure aligns

operations around two core areas: resource development and production, and customer- and market-focused activities. The model is designed to support faster operational and commercial decision-making.

Supply, Trading & Shipping will continue to operate across both divisions. Under the new reporting structure, gas and power trading activities will be aligned with Upstream, while oil and products trading activities will sit within Downstream.

bp's renewable energy businesses, including solar and offshore wind, will move under the company's Technology organization as part of its continued capital-light approach to those activities.

The reorganization forms part of bp's broader effort to simplify its portfolio, reduce costs, maintain capital discipline and strengthen its balance sheet while focusing on long-term value creation.

While the new operating model will take effect on 1 July, external financial reporting will remain under the current segment structure through the end of 2026. A new reporting framework is expected to begin with the 2027 financial year.

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Serica Energy Completes North Sea Asset Purchase

Serica Energy has completed its ONE-Dyas asset purchase, adding North Sea production of around 2,500 boepd, 3 million boe of 2P reserves and 0.5 million boe of 2C resources.

11, June 2026

Serica Energy has completed the purchase of minority stakes in two producing North Sea assets from ONE-Dyas, adding output,

reserves and resources to its UK Continental Shelf portfolio.

The deal includes a 10% non-operated working interest in the Catcher field, operated by Harbour Energy, and a 5.21% interest in the Golden

Eagle Area Development fields, operated by CNOOC. The transaction, first disclosed in September 2025, was valued at \$6.75 million.

With completion now confirmed, Serica Energy gains

Shell Finds Light Oil at Merlin-1X Offshore Namibia

Shell has reported a new light oil discovery at Merlin-1X on PEL 39 offshore Namibia, with further drilling under consideration later in 2026.



Deepsea Mira semi-submersible rig.

11, June 2026

Shell has made a new oil discovery at the Merlin-1X exploration well on PEL 39 in Namibia's Orange Basin.

The well was spudded on 8 April 2026 and successfully penetrated the Coniacian play. According to Shell, Merlin-1X delivered the strongest subsurface results so far on PEL 0039, with good reservoir quality, light oil and limited associated gas.

The results support Shell's continued evaluation of the resource and its commercial potential across the license. The company is considering further drilling later in 2026 as part of a broader exploratory appraisal program.

Merlin-1X was drilled by the semi-submersible Deepsea Mira, which is rated for 3,048 m water depth. The rig is managed by Odffjell Drilling and owned by Northern Ocean,

which recently indicated that the unit would complete work for Shell around the second half of June.

Eugene Okpere, Shell's Executive Vice President for Exploration, Strategy and Portfolio, said the results were encouraging and added to the company's understanding of the Orange Basin. He said Shell is assessing commerciality through a disciplined, data-led process and focusing investment on material, competitive and resilient options within its portfolio.

Shell operates the license in Namibia's Orange Basin, with QatarEnergy and NAMCOR as partners.

Previous wells drilled on PEL 39 include Graff-1X, La Rona-1X, Jonker-1X, Graff-1A, Lesedi-1X, Cullinan-1X, Jonker-1A, Jonker-2A and Enigma-1X.

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around 2,500 boepd of current net production. The acquired interests also bring net 2P reserves of 3 million boe and net 2C resources of 0.5 million boe, based on figures as of 31 December 2025.

The company paid the agreed \$6.75 million consideration and received \$13 million for interim post-tax cashflows covering the period from the economic date of 1 January 2024 to completion.

Serica Energy will also re-

ceive about 85,000 boe linked to an underlift position. Cash proceeds from this are expected to reach approximately \$8 million in Q3.

The transaction follows Serica Energy's recent addition of interests in West of Shetland gas fields and related assets from TotalEnergies, further expanding its position in UK waters.

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Crown Estate to Reopen Tender for 1.5 GW Morgan Offshore Wind Project

The Crown Estate will launch a new tender process for the 1.5 GW Morgan offshore wind project after lease rights were returned by the EnBW and JERA Nex BP joint venture. A new developer is expected to be appointed by late 2026.

9, June 2026

The Crown Estate is preparing to return the 1.5 GW Morgan offshore wind project to the market through a new competitive tender process scheduled to begin next month, aiming to select a replacement developer by the end of 2026.

Located in the Irish Sea, Morgan was originally awarded during Offshore Wind Leasing Round 4 in 2021. Development was halted in January 2026 after the joint venture formed by EnBW and JERA Nex BP decided to discontinue the project and surrender the lease rights to the Crown Estate.

The decision followed EnBW's withdrawal from the Morgan and Mona offshore wind developments in the UK. As part of the restructuring, JERA Nex BP acquired En-



Image source: Shutterstock / ID2482200537

transmission infrastructure, submitted jointly with the 480 MW Morecambe offshore wind project, is expected in September 2026.

Morgan also keeps its existing grid connection agreement with the National Energy System Operator.

The Crown Estate said further information on tender requirements, site conditions and commercial terms will be released to developers in the coming weeks.

The new tender will run separately from Offshore Wind Leasing Round 6, which the Crown Estate plans to launch in the first half of 2027. The organization said the Morgan process is not expected to change the Round 6 schedule.

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TWD Supports Fengmiao Foundation Works

TWD is supporting foundation installation at Taiwan's 500 MW Fengmiao offshore wind farm as pin pile works begin offshore.

8, June 2026

Offshore construction has started at Taiwan's 500 MW Fengmiao offshore wind farm, with pin pile installation now underway.

The project is being developed by Copenhagen Infrastructure Partners and installed by CDWE. Once complete, Fengmiao will use 33 jacket foundations for 15 MW turbines supplied by Vestas, delivering renewable electricity to corporate buyers in Taiwan.

A pre piling template developed through cooperation between TWD and CDWE is now being deployed offshore. TWD said the structure is the largest pre piling template the company has supported to date.

Engineering work began early in the project, allowing installation requirements to be

considered before offshore activity started. In offshore wind construction, early planning is important because vessel availability and weather windows can affect project schedules.

The template includes advanced levelling functions and retractable shims. These systems help offshore crews position and adjust the structure accurately while keeping pile alignment within required limits.

The pre piling template supports seabed preparation and pin pile placement before jacket foundations are installed. For a project with 33 jackets, precise pile positioning is important because alignment issues during piling can affect later installation work.

TWD's scope also includes engineering for pin pile sea-fastening, seafastening for the



Image source: CDWE

pre piling template, marine studies and other installation support items.

With piling now in progress,

Fengmiao has moved from planning and engineering into offshore execution, marking another step in Taiwan's off-

shore wind development.

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Acta Marine Receives Acta Gemini CSOV

Acta Marine has received Acta Gemini, a DP2 Walk-to-Work CSOV built by Tersan Shipyard and set for long-term work at Sofia Offshore Wind Farm.



Image source (Acta Marine)

9, June 2026

Acta Marine has taken delivery of Acta Gemini, a new Walk-to-Work DP2 Construction Service Operation Vessel built by Tersan Shipyard in Yalova, Turkey.

The vessel is the third unit in a four-vessel newbuild program and forms part of Acta Marine's plan to modernize its fleet for the offshore energy market. It follows the earlier deliveries of Acta Pegasus and Acta Hercules.

After mobilization, Acta Gemini will start a long-term charter for RWE at the Sofia Offshore Wind Farm on Dogger Bank, UK. Operating from Grimsby, the vessel will provide offshore accommodation and walk-to-work support for operations and maintenance work at the wind farm.

Acta Gemini can accommodate up to 88 personnel. It

is equipped with an offshore access system, a helideck, and a daughter craft to support safe technician transfers to offshore installations.

The vessel also features methanol dual-fuel main engines and is methanol-ready, supporting Acta Marine's lower-emission pathway as regulations and market requirements develop.

Acta Marine CEO Rob Boer said the delivery, together with RWE's long-term charter commitment, reflects client confidence in the company's fleet and services. He added that Acta Gemini builds on the platform established by Acta Pegasus and Acta Hercules and strengthens Acta Marine's role in offshore wind.

The final sister vessel, Acta Aquarius, is scheduled to follow later in 2026.

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RWE, TotalEnergies Charter Purus Power for OranjeWind

RWE and TotalEnergies' OranjeWind venture has signed a five-year charter with Purus for Purus Power to support O&M work at the Dutch offshore wind farm.



Purus Power (Photo source: OranjeWind)

8, June 2026

OranjeWind, the joint venture between RWE and TotalEnergies, has signed a five-year charter agreement with Purus for the CSOV Purus Power.

The vessel will support planned and unplanned operations and maintenance work at the OranjeWind offshore wind farm in the Netherlands. The contract also includes an extension option.

Purus Power measures 88 m in length and 19 m in width. The vessel was built for off-

shore wind operations and is equipped with diesel-electric and battery-hybrid propulsion. It is also prepared for future upgrades, including possible conversion to zero-emission energy sources.

The CSOV has an integrated walk-to-work system and is designed for extended offshore deployment. Onboard facilities include accommodation, office space, meeting rooms, a gym and a mess area for personnel.

The 795 MW OranjeWind offshore wind farm, also known as Hollandse Kust

West VII, is located about 53 km off the Dutch coast. Construction has already started.

The project will feature 53 Vestas V236-15 MW turbines on monopile foundations produced by Sif. Inter-array cables will be supplied by TKF. Jan De Nul will install the foundations and turbines, while DEME will carry out the inter-array cable installation.

OranjeWind is scheduled to start operations in 2028.

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Dogger Bank B Reaches 20 Installed Turbines

Twenty turbines have been installed at Dogger Bank B, the second phase of the 3.6 GW Dogger Bank Wind Farm in the UK.



Photo: Dogger Bank Wind Farm

9, June 2026

Twenty wind turbines have been installed at Dogger Bank B, the second 1.2 GW phase of the 3.6 GW Dogger Bank Wind Farm in the UK, according to a recent operations notice.

Dogger Bank B will include 95 GE Haliade-X 13 MW turbines installed on monopile foundations. Foundation installation across all three phases was completed in November 2025.

In February 2026, Jan De Nul's wind turbine installation vessel Voltaire installed the final GE Haliade-X 13 MW turbine at Dogger Bank A. The vessel then moved to Dogger Bank B, where the first turbine was installed in March 2026.

Earlier project information indicates that turbine instal-

lation at Dogger Bank B is expected to continue until around the second quarter of 2027.

The full 3.6 GW Dogger Bank Wind Farm is owned by SSE Renewables, Equinor and Vårgrønn. Once complete, it will have 277 turbines in total: 190 Haliade-X 13 MW units across Dogger Bank A and B, and 87 Haliade-X 14 MW units at Dogger Bank C.

In May 2026, GE Vernova changed the marshaling port for the project. Able Seaton Port in Hartlepool had been used for Dogger Bank A and initially for Dogger Bank B. Under a recent agreement with Maraen, turbine marshaling operations will move to the Maraen Port of Nigg in Scotland.

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WindSpider and Seaway7 Target Offshore Wind Installation Solutions

WindSpider and Seaway7 have signed an MoU to explore offshore wind turbine installation solutions combining advanced lifting technology with marine execution capabilities.



Image courtesy of WindSpider

10, June 2026

WindSpider and Seaway7 have signed a Memorandum of Understanding (MoU) to explore a strategic collaboration aimed at developing innovative and competitive wind turbine

generator (WTG) installation solutions for the offshore wind market. The MoU was announced on 9 June 2026.

The planned collaboration will combine WindSpider's turbine integration and lifting technology with Seaway7's installation assets and execu-

tion capabilities across floating and bottom-fixed offshore wind projects. The companies intend to assess next-generation installation solutions that can operate without water depth limitations.

Seaway7, part of the Subsea7 Group, delivers offshore

wind projects globally and supports developers in renewable energy deployment. WindSpider develops lifting solutions for wind turbine installation, maintenance, major component replacement, and decommissioning, covering both offshore and onshore

applications.

Kent Lynggaard Vinkel, CEO of WindSpider, said the company was excited to collaborate with one of the world's leading marine operators and jointly explore new opportunities while contributing to the continued advancement of the offshore wind industry.

WindSpider's self-erecting lifting solution uses the turbine tower as support. According to the company, the system eliminates relative motion between the crane and wind turbine, has no turbine weight or height restrictions, is compatible with floating vessels and barges, and offers operability at windy sites.

With an effective lifting capacity of more than 1,500 tonnes for its installation system, WindSpider says the technology addresses major wind industry challenges and is prepared for future wind turbine generations at substantially lower cost.

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CM Energy Introduces Meridian Class CSOV for Offshore Wind Market

CM Energy has launched the Meridian Class CSOV, a new offshore wind support vessel platform featuring North Sea standards and low-carbon propulsion options.



Image source: CM Energy

10, June 2026

CM Energy has unveiled the Meridian Class, a new construction and service

operation vessel (CSOV) platform developed to support the changing requirements of the global offshore wind sector.

The Hong Kong-based offshore and clean energy technology provider said the Meridian Class was designed as a next-generation vessel concept focused on both operational capability and commercial efficiency. The design follows North Sea standards, reflecting the demanding conditions typically associated with offshore wind projects.

According to CM Energy, the vessel has been developed to meet rising demand

for offshore support tonnage capable of supporting wind farm commissioning activities, routine operations, maintenance work and major component replacement campaigns.

The Meridian Class will be offered with multiple low-carbon propulsion options. These include alternative-fuel configurations as well as a fully electric version, providing owners and charterers with flexibility as environmental requirements continue to evolve.

CM Energy said the propulsion choices are intended to help operators align vessel

investments with corporate sustainability objectives while preparing for future regulatory standards.

Shi Wei, Assistant President and International Director of CM Energy, said the Meridian Class combines established offshore vessel principles with new design approaches and flexible commercial solutions. He added that the company expects the new platform to deliver strong performance and value for offshore wind support operations.

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Brave Tern Collision Reviewed at Esbjerg Port

RWE is investigating an incident at Denmark's Port of Esbjerg after turbine components aboard **Brave Tern** struck a vessel and dockside infrastructure during loading for the Thor offshore wind farm. No injuries were reported, and damage assessments are ongoing.



Image source: Port of Esbjerg

11, June 2026

RWE is examining an incident at the Port of Esbjerg in Denmark after turbine components on Brave Tern struck another vessel and the dockside on 10 June.

The Fred. Olsen Windcarrier jack-up installation vessel had been loaded with turbine parts for the 1.1 GW Thor offshore wind farm off Jutland. RWE said the authorities were informed after the collision.

No injuries have been reported. One person was

taken to hospital for a medical check-up, according to the developer.

Video footage of the incident appeared to show turbine blades on Brave Tern being damaged after hitting a quayside crane. RWE said it is still checking what caused the incident and how much damage was sustained by the vessel and cargo.

Brave Tern was upgraded in 2024 with a 1,600 tonnes crane supplied by Huisman. According to Fred. Olsen Windcarrier, the vessel can

carry three complete turbine sets per voyage.

The first Siemens Gamesa turbine, rated at up to 15 MW, was installed at the 72-turbine Thor offshore wind farm in March. The installation campaign is planned to finish by the end of the year.

Siemens Gamesa and Fred. Olsen Windcarrier also directed comment requests to RWE.

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Granada Cranes Wins Offshore Wind Maintenance Deals

Granada Cranes has secured two multi-year offshore wind maintenance agreements worth £3.5 million per year, covering cranes and davits at two major wind farm sites.

11, June 2026

Granada Cranes has secured two multi-year offshore service and maintenance agreements covering two major offshore wind farm sites.

The agreements are valued at £3.5 million per year and include inspection, maintenance and repair services for critical lifting equipment used in offshore wind operations.

Under the contracts, Granada Cranes' offshore engineering teams will provide statutory inspections, preventative maintenance and breakdown response services. The scope covers platform cranes and davits installed across the wind energy sites.

The company said the

services will support the reliability, integrity, operational availability and safety of lifting equipment in offshore environments.

Mark Sidwell, Managing Director of Granada Cranes, said the contract awards reflected the dedication, expertise and safety record of the company's offshore team. He also said maintaining lifting equipment integrity is important as the global offshore wind sector continues to scale.

The agreements are expected to create new engineering and technical positions, supporting workforce growth and contributing to the local economy.

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Global Offshore Wind Capacity Set to Reach 420GW by 2035

Global offshore wind capacity is forecast to reach 420GW by 2035 as GWEC urges governments to accelerate permitting, financing and supply chain development.

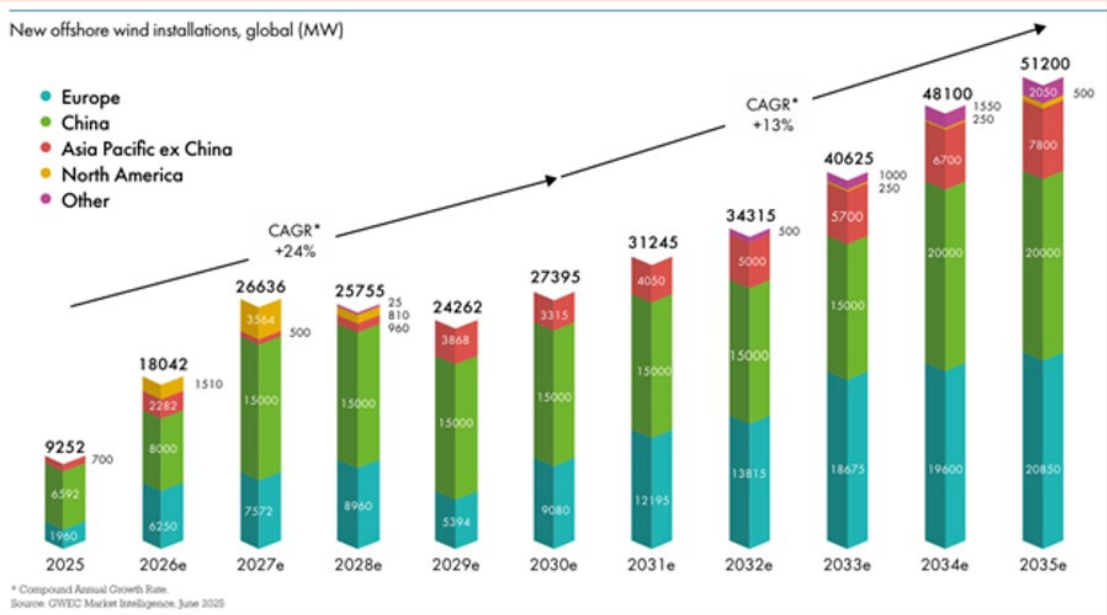
11, June 2026

Governments should accelerate offshore wind development to reduce exposure to future energy crises, according to GWEC.

In its 2026 Global Offshore Wind Report, GWEC said offshore wind projects should be treated as nationally significant energy infrastructure in planning, procurement and investment frameworks. The report includes an eight-point action plan for policymakers.

More than 9GW of new offshore wind capacity was connected to grids worldwide in 2025, making it the third-highest year for installations. Total global installed capacity reached 92.5GW, enough to power more than 100m homes.

Growth is expected to accelerate. More than 50GW of offshore wind projects are under construction worldwide,



Source: GWEC

while annual installations are forecast to double in 2026, triple by 2031 and exceed 50GW per year by 2035.

GWEC expects offshore wind to record a compound annual growth rate of 24% between 2026 and 2030. More than 327GW of new capacity

is forecast to be added over the next decade, lifting global offshore wind capacity to 420GW by the end of 2035.

Rebecca Williams, deputy CEO of GWEC, said offshore wind built at scale can support secure, clean power systems with high and predictable

electricity generation. She also said recent energy crises have shown the risks of continued reliance on imported fuels.

China led annual installations for the eighth consecutive year in 2025, commissioning 6.6GW. Europe added

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nearly 2GW, including 1GW in the UK, 500MW in Germany and 400MW in France. China accounts for 52% of the global offshore wind market.

However, GWEC said deployment remains slower than required. Offshore wind capacity awarded through auctions in 2025 totaled 11.4 GW, only one-fifth of the 2024 record. Around 25GW of projects outside China are still awaiting final investment decisions.

The action plan calls for governments to fast-track offshore wind as critical energy infrastructure, strengthen co-operation with industry, counter misinformation, improve auction frameworks, shorten permitting, increase financing, expand supply chains and support industrial electrification.

Windanker Turbine Parts Arrive at Mukran Port

Turbine towers, nacelles and blades for Windanker are arriving at Mukran Port ahead of offshore installation at Iberdrola's 315 MW German Baltic Sea project.



Photo: Mukran Port

11, June 2026

Turbine towers, nacelles and blades for Siemens Gamesa SG 14-236 DD units are arriving at Mukran Port on Germany's Baltic Sea coast for installation at Iberdrola's Windanker offshore wind farm.

The 315 MW project will use 21 turbines. With Siemens Gamesa's Power Boost, each unit will be able to deliver about 15 MW.

Windanker is being built northeast of Rügen Island in German Baltic Sea waters. Together with Wikinger and Baltic Eagle, it will form Iberdrola's Baltic Hub, an offshore wind cluster with a combined installed capacity of around 1.1 GW.

Offshore construction at Windanker is already progressing. All monopile foundations were installed last year, and all inter-array cables are now in place. Both scopes were carried out by Van Oord.

Turbine installation will be performed by DEME, which acquired Havfram last year. Havfram won the Windanker installation contract in 2024.

According to earlier company information, DEME will deploy its new jack-up vessel Norse Energi for the work, starting in June.

Windanker is expected to be completed by the end of this year and fully commissioned in 2027.

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All Monopiles Installed at Yeonggwang Nakwol Offshore Wind Farm

All monopile foundations have been installed at South Korea's 364.8 MW Yeonggwang Nakwol offshore wind farm, moving the project toward commercial operation later this year.

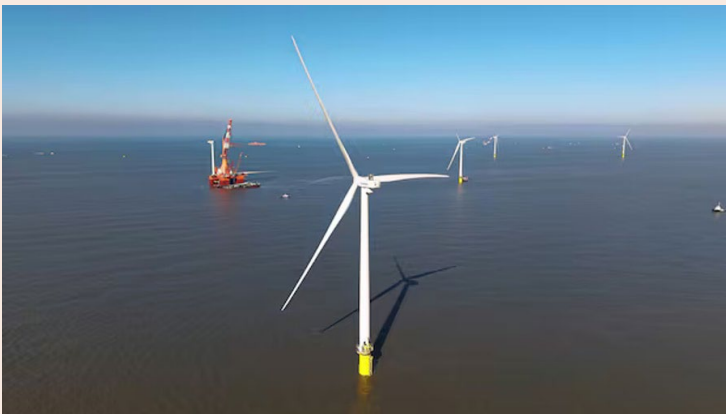


Image source: Nakwol Blue Heart

11, June 2026

All monopile foundations have been installed at the Yeonggwang Nakwol offshore wind project in South Korea, marking a key construction milestone for the 364.8 MW development led by Nakwol Blue Heart (Nakwol Wind).

The project is located off Nakwol-myeon in Jeollanam-do Province and will use 64 Vensys wind turbines, each rated at 5.7 MW. Once commissioned, it is expected to become one of South Korea's first large-scale commercial offshore wind farms. Commercial operation is expected later this year.

The wind farm produced first power in December 2025, while turbine installation is now progressing at the site.

The monopiles were supplied by GS Entec and Sif. Installation was carried out by Samhae ENC in cooperation

with Toseong Construction and Hansan Maritime, using the jack-up vessel Hansan 1.

In July 2025, Taihan Cable & Solution announced that it had completed export cable installation for the project. The company also installed the inter-array cables.

Earlier project information showed that Nakwol Wind secured a grid connection agreement with Korea Electric Power Corporation (KEPCO) and a 20-year renewable energy certificate sale and purchase agreement with Korea Southern Power, a wholly owned subsidiary of KEPCO. The REC agreement will run from the project's commercial operation date.

Completion of monopile installation moves the project closer to commercial operation as offsho

hmt-news.com

12, June 2026

DEME Group's jack-up offshore transport and installation vessel Norse Wind has installed the first 15 MW turbine at RWE's Nordseecluster A offshore wind project in the German North Sea.

Operating from Port Esbjerg in Denmark, Norse Wind is transporting and installing turbine components for the project. The vessel can carry out installation work for up to five turbine sets per cycle.

Nordseecluster A will comprise 44 Vestas turbines with a total capacity of 660 MW. All turbines are expected to be

installed and operational by the end of 2026. Each turbine will have a capacity of up to 15 MW, a hub height of 145 m, and rotor blades measuring 115 m.

Nordseecluster A is the first phase of the 1.6 GW Nordseecluster offshore wind project, jointly developed by RWE and Norges Bank Investment Management.

Designed for large offshore wind components, Norse Wind is equipped with a 3,200 t crane and can transport and install the latest generation of 15-20 MW turbines.

Brave Tern Held in Esbjerg After WTIV Collision Damages Thor Blades

Brave Tern was detained in Esbjerg after a WTIV collision damaged turbine blades bound for RWE's 1.1 GW Thor offshore wind farm.

12, June 2026

Brave Tern remains under detention by the Danish Maritime Authority after a port collision in Esbjerg damaged wind turbine components allocated to the Thor offshore wind farm.

The incident occurred during a harbor maneuver involving the Fred. Olsen Windcarrier installation vessel. Local reporting cited the authority as saying wind pushed Brave Tern off course, causing it to make contact with Wind Keeper, a Cadeler vessel moored at the quay. The dockside was also struck during the event.

The Danish Maritime Authority is carrying out onboard inspections and reviewing whether the vessel itself sustained damage. The condition of the cargo is also being assessed.

RWE, the owner and devel-



Brave Tern (Image source: Fred Olsen Windcarrier)

nine turbine blades were on-board Brave Tern at the time. South and South Jutland Police attended the scene and linked the incident to wind and weather conditions.

No update has been issued on whether the accident will affect the construction timeline for Thor.

Brave Tern installed the

Cadeler in 2025, had been upgraded for 15 MW turbine installation work. The vessel was previously reported to have started its first project at Germany's 960 MW He Dreiht offshore wind farm.

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DEME's Norse Wind Installs First Turbine at Nordseecluster A

DEME's jack-up vessel Norse Wind has installed the first 15 MW turbine at RWE's Nordseecluster A project in the German North Sea, where 44 Vestas turbines are planned by the end of 2026.

installed and operational by the end of 2026. Each turbine will have a capacity of up to 15 MW, a hub height of 145 m, and rotor blades measuring 115 m.

Nordseecluster A is the first phase of the 1.6 GW Nordseecluster offshore wind project, jointly developed by RWE and Norges Bank Investment Management.

Designed for large offshore wind components, Norse Wind is equipped with a 3,200 t crane and can transport and install the latest generation of 15-20 MW turbines.



Photo credit: RWE / photographer: Matthias Ibeler

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Samsung Heavy Industries launches Cedar FLNG

Samsung Heavy Industries has launched Cedar FLNG at its Geoje shipyard, with delivery planned in the first half of 2028 after topside and LNG tank work.



Image credit: Samsung Heavy Industries

6, June 2026

Samsung Heavy Industries has launched the Cedar FLNG, a floating LNG facility scheduled for deployment off Kitimat in British Columbia, Canada.

The facility will liquefy, store and offload natural gas supplied from shore. Its hull is about 2.5 times larger than a football field, while its launch weight is around 50,000 tonnes.

Following the launch, Samsung Heavy Industries will carry out topside module fabrication and installation, as well as LNG cargo tank work. The company plans to complete commissioning and deliver the unit in the first half of 2028.

The launch comes as Samsung Heavy Industries is building three major FLNG units at its Geoje shipyard at the same time. The projects are Cedar

FLNG for Canada, PETRONAS' ZLNG for Malaysia and Eni S.p.A.'s Coral North FLNG for Italy.

According to the company, this is the world's first case in which large FLNG units have been launched from one shipyard while three units are being built simultaneously. Samsung Heavy Industries also secured an additional order on the 2nd for Delfin Midstream's FLNG project, planned for offshore Louisiana in the United States.

Samsung Heavy Industries said the launch of Cedar FLNG and the simultaneous construction of three FLNG units reflect its smart shipyard innovation. The company said it will continue advancing its smart yard capabilities to respond to growing FLNG production demand.

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Jiangnan Shipyard Unveils Nuclear Container Shipping Concept

Jiangnan Shipyard has unveiled a Molten Salt Reactor container shipping complex concept linking vessels, ports, energy supply and cargo handling in a proposed zero-emission logistics network.



Image credit: CSSC

9, June 2026

Jiangnan Shipyard has unveiled a new container shipping complex concept based on Molten Salt Reactor technology, setting out a proposed zero-emission system for deepsea container logistics.

The Chinese shipbuilder

said the concept goes beyond a single vessel design. It links ships, ports, energy supply and cargo handling into an integrated operating system for future container transport.

The proposed complex includes two core modules and several auxiliary facilities. Together, they form a closed-loop zero-carbon transport

network covering ocean routes, coastal feeder services and cargo handling.

Its main assets include MSR-powered ocean-going container ships, MSR-driven tugs and all-electric container vessels. The concept also includes nuclear power generation and green fuel production platforms, as well as ammonia-powered coastal feeder ships.

A nuclear-powered container transshipment terminal is also included in the design. It is intended to support ocean trunk routes, coastal feeder operations and container handling within the same network.

For energy supply, the nuclear generation platform combines molten salt reactors with power-generating units. It is designed to provide electricity to the floating offshore

container transshipment terminal and charge all-electric feeder container ships alongside the berth.

The platform is also intended to use nuclear power for electricity and heat supply to produce green ammonia and other zero-carbon fuels at scale. These fuels would be used to refuel coastal feeder vessels and other ship types.

Jiangnan Shipyard said the project introduces conceptual designs that combine MSR nuclear power with electric propulsion, supported by a full operating framework. The design focuses on integrated supervision, navigation efficiency, operational flexibility and full-lifecycle zero-emission performance.

The shipbuilder also identified the intrinsic safety of molten salt reactors as a core

advantage of the concept.

Developed as a full-value-chain net-zero transition solution for shipping, the modular and replicable concept can be adapted to different major port layouts and shipping lanes. Its green fuel production function is also intended to support maritime progress toward carbon neutrality.

Jiangnan Shipyard has long been dedicated to research into nuclear-powered, eco-friendly vessels and zero-carbon maritime facilities. In 2023, the yard unveiled designs for ultra-large nuclear-powered container ships that secured Approval in Principle from leading international classification societies.

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HD Hyundai Advances Nuclear PCTC Design

HD Hyundai has received approval in principle from Lloyd's Register for a large PCTC concept using molten salt reactor propulsion.



Image source: HD hyundai

6, June 2026

HD Hyundai is expanding its nuclear-powered

ship concept from container vessels to the car carrier sector.

The group's shipbuilding

units, HD Hyundai Heavy Industries and HD Korea Shipbuilding & Offshore Engineering, have received approval in

principle from Lloyd's Register for the conceptual design of a large pure car and truck carrier using a molten salt reactor.

For the project, HD Hyundai carried out the vessel concept design and technical review. Hyundai Glovis provided operating plans based on its car carrier experience, while G-Marine Service reviewed the design from a ship management perspective. Korea Atomic Energy Research Institute assessed the molten salt reactor technology.

A molten salt reactor is a type of small modular reactor that uses molten salt, combining nuclear fuel and coolant, as its fuel medium. The technology is viewed as suitable for offshore nuclear power generation because of its safety and efficiency profile.

An SMR-powered ship carries a compact reactor onboard and uses the generated

energy for propulsion. During operation, the vessel emits no carbon dioxide and can support long-duration, high-output service. HD Hyundai had previously promoted molten salt reactor concepts for container ships and is now applying the approach to PCTCs.

The global car carrier market is forecast to grow at an average annual rate of 3.8% from 2024 to 2030, reaching about \$4.5 billion in 2030. Growth is linked to finished vehicle exports, electric vehicle cargo volumes and demand for greener vessels.

HD Hyundai said it is working with shipping companies and classification societies on vessel technology development, while continuing investment linked to carbon-neutral ship solutions.

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Hanwha Ocean Tests Humanoid Robots for Shipyard Work

Hanwha Ocean will test humanoid robots with AeIROBOT and NdotLight at its Geoje shipyard to assess Physical AI for risky and repetitive shipbuilding tasks.

10, June 2026

Hanwha Ocean will test whether humanoid robots can be used for risky, repetitive, and physically demanding shipyard tasks through a demonstration project with AeIROBOT and NdotLight.

The trial will take place at Hanwha Ocean's Geoje shipyard and aims to verify the use of Physical AI-based humanoid robots in shipbuilding within one year. AeIROBOT and NdotLight, both participants in the Nvidia Inception ecosystem, will combine humanoid robot technology with 3D simulation capabilities to assess practical deployment at shipbuilding sites.

The project will focus on tasks that are difficult to automate using conventional equipment. Shipyards contain large blocks, complex work routes, confined vessel interiors, and hazardous inspection areas. These conditions make shipbuilding a suitable

environment to test whether humanoid robots can assist workers or take over selected physical tasks.

NdotLight will create a virtual shipyard environment before on-site testing begins. Using Nvidia Omniverse and Nvidia Isaac Sim, the company will build a 3D space similar to a shipyard and provide simulated data for robot training. This data includes physical properties and structural information that allow robots to recognize objects and learn movement in a virtual setting.

The company will also develop a digital twin environment based on its own 3D CAD engine and 3D AI technology. The digital twin will enable robots to test various scenarios before deployment to an actual shipyard. NdotLight plans to generate 3D assets, physics-based simulation environments, and synthetic data required for humanoid robot training and verification.

AeIROBOT will verify



Photo: hanwha ocean

whether its humanoid robot, Alice, can perform physical work required at shipbuilding sites. The company plans to use Nvidia KIMODO and SOMA Retargeter to train the robot with motion data from industrial sites.

The demonstration will examine tasks including heavy-load transport, autonomous movement, walking on rough

terrain, obstacle avoidance, and tool manipulation. Alice was introduced as a Physical AI example performing shipyard welding work during Nvidia CEO Jensen Huang's CES keynote in January.

Through the project, Hanwha Ocean will assess the industrial potential of humanoid robots in shipbuilding. Because humanoid robots can

use the same workspaces, equipment, and movement routes as human workers, the company will examine possible applications in hazardous zone inspection, repetitive movement, equipment and goods transport, and worker assistance.

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CSSC Starts World's Largest LNG Carrier Build

CSSC has started construction of the first QC-Max LNG carrier at Hudong-Zhonghua Shipbuilding under QatarEnergy’s record LNG ship order.



Illustration (Image credit: CSSC)

10, June 2026

China State Shipbuilding Corp has started construction of the first QC-Max LNG carrier at Hudong-Zhonghua Shipbuilding in Shanghai, moving forward with a record LNG carrier program for QatarEnergy. The vessel is the first in the QC-Max class and has not yet been named. It forms part of QatarEnergy's order for 24 ultra-large LNG carriers. CSSC secured 18 ships in April 2024 and added six more later. The combined value exceeds 56 billion yuan, or \$8.3 billion, making it the largest shipbuilding order on record. Each QC-Max carrier is

designed with a length of 344 m, a beam of 53.6 m and a 12 m draft. The ships will carry 271,000 cubic meters of LNG. CSSC said one vessel can transport enough natural gas to cover one month of demand for 4.7 million households in Shanghai. Hudong-Zhonghua Shipbuilding described the project as a marker of China's progress in high-value LNG carrier construction. The shipyard said the design combines large cargo capacity with lower energy use, reduced carbon emissions, environmental performance and high safety standards. Compared with widely used 174,000-cubic-meter

LNG carriers, the QC-Max design has 57% more cargo capacity. Its energy consumption is also 2% to 8% lower than rival designs from foreign shipbuilders, according to the shipyard. LNG carriers transport cargo at -163 C, requiring advanced insulation and specialist materials. Hudong-Zhonghua Shipbuilding said each vessel uses special Invar steel and contains more than 130 km of Invar weld seams. The shipyard began its LNG carrier development program in 1997 and won its first order in 2004. China's first domestically built LNG carrier, Dapeng Sun, was completed and delivered at the Shanghai yard in 2008. To date, Hudong-Zhonghua Shipbuilding has built and delivered 62 LNG carriers. In 2025, it completed 13 large LNG carriers and delivered 11. Its current LNG carrier orderbook stands at 92 vessels, with deliveries scheduled through 2031. The shipyard plans to raise annual output to more than 20 LNG carriers by the end of China's 15th Five-Year Plan period from 2026 to 2030.

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Samsung Heavy Wins \$2.9 Billion Delfin FLNG Deal

Samsung Heavy Industries has signed a \$2.9 billion main contract for Delfin FLNG Vessel 1, marking the first offshore FLNG project in U.S. history.

11, June 2026

Samsung Heavy Industries has signed the main contract for the Delfin FLNG Project, the first offshore LNG export project in the U.S. The signing ceremony was held in Washington, D.C. on 9 June. It formalized the start of construction for Delfin FLNG Vessel 1, a \$2.9 billion project

disclosed by Samsung Heavy Industries on 2 June, and marked the completion of the Final Investment Decision for the first offshore FLNG project in U.S. history. The project is expected to support the start of offshore FLNG business activity in the U.S. It is also expected to have a positive effect on the mid-to long-term sales growth of Samsung Heavy Industries,

which has competitiveness in the FLNG sector. Samsung Heavy Industries is in contract negotiations for the second and third FLNG vessels being promoted in sequence by Delfin Midstream. The talks are raising expectations for additional orders in North America and a stronger position in the LNG value chain. The ceremony was attend-

HD Hyundai Advances Tamil Nadu Shipyard Plan

HD Hyundai Heavy Industries hosted a Tamil Nadu government delegation at its Ulsan shipyard as the company advances plans for a new shipyard project in India.

10, June 2026

HD Hyundai Heavy Industries said a delegation from India's Tamil Nadu state government visited its Ulsan shipyard on 9 June to review vessel construction activities and production operations as plans for a new shipyard project continue to move forward. The delegation was led by Tamil Nadu Industries Minister Keerthana Sampath. During the visit, officials inspected shipbuilding facilities and operational systems at the Ulsan yard. HD Hyundai signed a memorandum of understanding with the Tamil Nadu government in December last year covering the development of a new shipyard in the state. In April, the scope of cooperation was expanded to include India's central government, strengthening the framework for establishing a local production base. The project is progressing alongside India's efforts to enhance the competitiveness of its maritime sector under the Make in India manufacturing initiative. Tamil Nadu is regarded as one of India's key industrial regions, with major automotive, electronics and heavy indus-

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ed by executives from global asset management, shipping and energy companies, including Choi Seong-an of Samsung Heavy Industries, Dudley Poston of Delfin Midstream, Jason Kalisman of Talisman Group, James Berner of BlackRock Global Infrastructure, Takeshi Hashimoto of MOL, and Carlos Wheelock of Vitol. Government representatives included Kyle Houstveit of the U.S. Department of Energy, Steve Carmel of the U.S.

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Clarksons Reports May Newbuilding Orders Down Month-on-Month

Global newbuilding orders fell 45% month-on-month in May 2026 to 4.5 million CGT, while China and South Korea together held most of the market, according to Clarksons data.

11, June 2026

Global newbuilding orders fell sharply in May 2026 from the previous month, although year-on-year demand remained higher, according to monthly shipbuilding data released by Clarksons on 9 June 2026. Worldwide new ship orders reached 4.5 million CGT across 147 vessels in May. This was down 45% from 8.2 million CGT in April, a decline of 3.7 million CGT. Compared with May 2025, when orders stood at 2.4 million CGT, the latest figure was up 91%. China and South Korea continued to dominate the market. Chinese shipbuilders won 2.1 million CGT across 97 vessels, taking a 47% share. South Korean yards secured 2.0 million CGT from 34 vessels, equal to a 44% share. The gap between the two countries narrowed significantly in May. In April, Chinese yards had booked 4.4 million CGT and held a 67% share,



Image source: Samsung Heavy Industries

while South Korean yards recorded 1.1 million CGT and a 13% share. In May, the market-share difference between the two fell to just 3 percentage points. For January-May 2026,

global newbuilding orders totaled 33.6 million CGT across 1,108 vessels, up 62% from 20.7 million CGT and 863 vessels in the same period of 2025. Chinese yards secured 23.0 million CGT, represent-

ing a 68% share and a 103% year-on-year increase. South Korean yards booked 7.1 million CGT, equal to a 21% share and an 84% rise from a year earlier. As of 31 May 2026, the

global newbuilding orderbook stood at 202 million CGT, up 3.8 million CGT from the previous month. Chinese shipbuilders held 129.4 million CGT, or 65% of the total, while South Korean yards held 37.1 million CGT, or 19%. China's overall orderbook share rose by 1 percentage point from the previous month. South Korea's share remained unchanged. The Clarksons Newbuilding Price Index reached 185.0 at the end of May 2026, up 1.6 points month-on-month. Compared with 136.1 in May 2021, the index was about 36% higher, showing that newbuilding prices continued to follow an upward trend. Indicative prices also remained high across major vessel segments. A 174,000 m³ LNG carrier was priced at about \$248.5 million, a VLCC at about \$130.5 million, and a 22,000-24,000 TEU container ship at about \$261.5 million.

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Jiangnan Delivers World's First 93,000 m³ VLAC

Jiangnan Shipyard has delivered IVY COVE, the world's first ordered 93,000 m³ VLAC, for EPS, with Trafigura set to charter the vessel.

11, June 2026

Jiangnan Shipyard has named and delivered IVY COVE, the first 93,000 m³ Very Large Ammonia Carrier built for Singapore-based EPS. The handover took place on 10 June. The vessel is the first 93,000 m³ VLAC delivered in China and represents the first order worldwide for this ship type. After delivery, IVY COVE will be chartered by Trafigura. The new carrier was developed by Jiangnan Shipyard as a derivative of its fourth-generation Panda 93A VLGC design. It has an overall length of 230 m, a beam of 36.6 m, a draft of 22.5 m and a structural draft of 13 m. The vessel is classed by Lloyd's Register. The design applies resis-

tance and wake optimization technologies for medium- to high-speed vessels with high block coefficients. This allows the ship to maintain efficient hydrodynamic performance under full-load, ballast and varying cargo-density conditions. To improve operating efficiency, Jiangnan Shipyard combined a patented wave-damping and seakeeping hull form with energy-saving devices installed before and after the propeller. The arrangement is intended to balance speed, cargo capacity, waterway access and terminal compatibility. IVY COVE can carry a full cargo of liquid ammonia, propane, butane or other liquefied petroleum gases. It can also load two different liquefied gas cargoes at the same time,



Image source: Jiangnan Shipyard.

reflecting the still-limited parcel size of bulk liquid ammonia shipments. The design includes an upgrade interface for an LPG dual-fuel main engine and

shaft generator. With this configuration, CO₂ emissions can be reduced by about 20%, while sulfur oxide emissions can be cut by about 99%. The vessel meets EEDI Phase 3

requirements and provides an ammonia-ready pathway for future propulsion upgrades.

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Mammoet Lowers 2,300 Tonne Harbor Bridge Span

Mammoet helped remove the 2,300 tonne US 181 Harbor Bridge center span in Corpus Christi by lowering it onto a barge in one piece.



Image source: Mammoet

9, June 2026

Mammoet helped remove the 2,300 tonne center span of the historic US 181 Harbor Bridge in Corpus Christi, Texas, using a lift and lower method aimed at reducing work at height and limiting disruption to marine traffic. The work formed part of the Harbor Bridge Replacement Project led by the Texas Department of Transportation. Flatiron/Dragados LLC served as project developer.

The steel truss bridge, opened in 1959, had served the Corpus Christi area for more than 60 years. It is being replaced by a new cable stayed bridge designed to improve road safety, pedestrian access and navigation clearance for port-related traffic. Project teams reviewed several removal options, including section-by-section dismantling and controlled explosive demolition. The selected method lowered the full center span onto a barge in

one piece.

For a bridge above an active ship channel, the approach reduced the need for workers at height, limited dust and noise exposure near sensitive sites including the Texas State Aquarium, and allowed the navigation channel to be reopened in a controlled sequence. Four 900 tonne strand jacks were placed in pairs at each end of the span. The jacks took the bridge load before crews cut the connection

points.

The lowering was scheduled during daylight to improve visibility during the critical stage. Before the initial lift, crews made an eyebrow cut above the pin to create a small opening. The span was then lifted until daylight was visible, allowing the team to check bridge deflection and confirm stability before cutting continued.

Because the span weight was based on historic records, engineers added contingency to the lifting plan. That margin gave the strand jacks additional capacity if the actual load differed from the estimate.

The receiving barge was prepared the night before the lowering with winches, support grillages and Mammoet self propelled modular transporters. Once the barge was positioned under the bridge, crews worked within a tightly managed 36 hour window to lower the span and clear the channel.

The span was lowered nearly 50 m using 54 strand wires. Mammoet initially considered an umbrella setup, with strand wires resting on the bridge deck, but later changed to pre coiled wires to reduce handling time and manual work. Two coilers

were assembled at Mammoet's yard in Rosharon, Texas, and brought to site.

After the span landed on the barge, it was transported about 10 nautical miles to a nearby dock for offloading and decommissioning.

For the load out, Mammoet used two sets of 54 axle lines of SPMTs to lift and move the structure from the barge deck. Before that stage, crews reinforced the underside of the span with steel. Doing this work on the barge deck, instead of before removal, reduced additional work at height and gave crews safer access.

The span was then moved by SPMTs onto steel supports for decommissioning preparation.

The operation highlights the close link between civil engineering, marine transport and heavy lift planning on port-related infrastructure projects. In Corpus Christi, removing the span was also a logistics task over a working waterway, with marine access, public safety, nearby businesses and environmental controls tied into the same schedule.

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Boskalis Secures England Beach Management Framework

Boskalis Westminster, as part of the VBA joint venture with VolkerStevin and AtkinsRéalis, has secured a six-year framework agreement for beach management, coastal protection and flood-risk reduction in England.

5, June 2026

Boskalis Westminster has secured a six-year framework agreement for beach management in England through the VBA joint venture with VolkerStevin and AtkinsRéalis. Awarded by the Environment Agency, the framework will see the joint venture focus on beach management, coastal protection and flood-risk reduction across En-

gland. The agreement forms a central part of the agency's long-term strategy to protect the country's coastline from climate change, sea-level rise and extreme weather. The work is also aimed at safeguarding homes, businesses, transport links and vital infrastructure in some of England's exposed coastal locations. Boskalis Westminster has completed numerous coastal protection projects in the

United Kingdom over the past century, supporting efforts to protect coastal communities and infrastructure. The company said it looks forward to working with VolkerStevin and AtkinsRéalis under the framework agreement and thanked the Environment Agency for its trust.

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Image source: Boskalis via LinkedIn

Sarens Installs Bospoort Bridge Deck in Halle

Sarens has lifted a 150-tonne Bospoort Bridge deck over the Brussels Charleroi Canal in Halle, Belgium, after barge transport to the site.



Image source: Sarens

6, June 2026

Sarens has installed the new Bospoort Bridge deck over the Brussels Charleroi Canal in Halle, Belgium, marking a key step in the city's infrastructure upgrade.

The work involved lifting a 150-tonne bridge deck into position as part of a project aimed at improving access for cyclists, pedestrians and public transport users.

Before the lift, the 34 m long and 9 m wide bridge deck was loaded in Sint Pieters Leeuw and transported to Halle by barge. Using inland waterways reduced the need for heavy road transport and allowed the oversized structure to arrive directly at the project site.

After the deck reached Halle, Sarens deployed two cranes to lift the structure across the canal and place

it above its future operating level. The lift required careful control due to the size of the deck and the need to maintain safe access along the busy waterway.

The bridge deck has been set at a temporary height of 1.6 m above its final closed position. This allows vessel traffic on the Brussels Charleroi Canal to continue while the remaining construction work is completed.

Once finished, the Bospoort Bridge will operate as a movable table bridge, improving local crossing access while keeping the canal open for commercial and recreational vessels.

The project is being delivered with BESIX and the City of Halle, combining civil works, heavy lifting and inland waterway transport for the city's mobility plans.

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Hapag-Lloyd Completes First Methanol Retrofit

Hapag-Lloyd and Seaspan Corporation have completed the first methanol retrofit under a five-vessel programme, converting Seaspan Yangtze to dual-fuel operation.

6, June 2026

Hapag-Lloyd and Seaspan Corporation have completed the first vessel conversion in their joint methanol retrofit program for existing container ships.

The 10,100 TEU Seaspan Yangtze has been converted from a conventional MAN S90 engine to a dual-fuel engine capable of running on methanol. The vessel is the first completed unit in a five-ship program covering Seaspan Amazon, Seaspan Ganges, Seaspan Thames, and Seaspan Zambezi.

The retrofit program is being carried out with engine manufacturer Everlence. Total investment for the five vessels is estimated at about \$120 million.

According to the companies, each converted vessel could cut carbon dioxide equivalent emissions by 30,000–50,000 tonnes per year when operating on low-carbon methanol.

The project reflects a wider move in container shipping

to reduce emissions from existing assets, rather than relying only on newbuild orders. Retrofitting allows operators to adapt proven vessels for alternative fuels while keeping operational flexibility.

Hapag-Lloyd said the conversion of Seaspan Yangtze shows how technical work and cooperation with partners can prepare existing ships for low-carbon fuel use. The company views retrofits as part of its plan to decarbonize fleet operations by 2045.

The conversion also supports Hapag-Lloyd's sustainability strategy, which includes new vessel investment, dual-fuel retrofits, efficiency measures and alternative fuel procurement.

As emissions rules and customer demand continue to shape shipping, the project shows how existing container tonnage can support lower-carbon operations without waiting for new fleets to enter service.

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Illustration (Image source: Hapag-Lloyd)

Sallaum Lines Expands Ocean Class Fleet with Dual PCTC Delivery in China

Sallaum Lines has taken delivery of MV Ocean Express and MV Ocean Navigator, adding two LNG dual-fuel PCTCs to its Ocean Class fleet.



Image courtesy of Sallaum Lines

8, June 2026

Sallaum Lines has expanded its Ocean Class fleet with the simultaneous delivery of MV Ocean Express and MV Ocean Navigator, two new Pure Car and Truck Carriers (PCTCs) built for global RoRo operations. The vessels were con-

structed by China Merchants Jinling Shipyard (Jiangsu) Co. Ltd. and are registered under the Cyprus flag. Their delivery marks the largest single-day milestone so far in the company's Ocean Class Program, supporting its investment in modern tonnage, flexible cargo capability, and lower-emission operations.

Each vessel provides capacity for 7,400 CEU across 13 cargo decks. With maximum clearances of 5.4 m in vehicle height and 13.5 m in width, the ships can carry passenger vehicles, commercial trucks, high-clearance SUVs, rolling machinery, and oversized project cargo. LNG fuel storage has also been incorporat-

ed to Ocean Class standard, supporting extended operational range and improved environmental performance on long-haul voyages.

Powered by LNG dual-fuel propulsion systems, MV Ocean Express and MV Ocean Navigator include energy-efficient technologies that exceed current IMO regulatory requirements. The vessels are designed to reduce greenhouse gas emissions and air pollutants while maintaining the fuel flexibility and reliability required for deep-sea shipping.

The dual delivery also reinforces the role of China in Sallaum Lines' global network, both as a strategic export market and as a long-term shipbuilding partner. The company said demand for its services has often exceeded available capacity in recent years, affecting its ability to provide customers with the desired level of flexibility and consistency.

In 2026, Sallaum Lines supported Chinese exports

with eight sailings from the Far East to Europe. Building on that activity, the company is planning to launch a dedicated China-Europe service in 2027. Chairman Sami Sallaum said the delivery reinforces confidence in the long-term potential of the trade corridor and the company's commitment to investing in services and infrastructure for evolving global trade.

Together with MV Ocean Breeze, MV Ocean Explorer, and MV Ocean Legacy, the new vessels strengthen the Ocean Class fleet, a generation of eco-efficient PCTCs designed with optimized hull forms, advanced automation systems, and adaptable cargo configurations. MV Ocean Express and MV Ocean Navigator will enter commercial service immediately following delivery, supporting automotive, commercial vehicle, heavy equipment, and project cargo customers across key international RoRo routes.

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Suez Canal Raises July Transit Surcharges

Suez Canal Authority will raise temporary transit surcharges from 15 July, increasing costs for tankers, gas carriers, bulkers and containerships.



Photo source: Suez Canal Authority

10, June 2026

Suez Canal Authority will increase tempo-

rary transit surcharges for most vessel classes from 15

July, raising costs for tankers, gas carriers, bulk carriers and containerships using the canal.

The revised fees will apply to vessels beginning transit on or after 15 July. The Egyptian canal operator said the changes reflect current maritime market conditions and may be amended or canceled depending on future developments.

Crude oil carriers and petroleum product tankers will see the sharpest rise. Laden vessels in both categories will pay a 37% surcharge on normal canal dues, up from 25%. Ballast vessels will face a 27% surcharge, compared with 15% previously.

LPG carriers and chemical tankers will move to a 32% surcharge from 20%, while LNG carriers will pay 19%, up

from 7%.

Dry bulk carriers will see their surcharge increase to 22% from 10%. Containerships will be charged 12%, while the existing tier-based system for container vessels will remain unchanged.

General cargo, heavy-lift, ro-ro and other vessel categories will pay 26%, up from 14%. Vehicle carriers will face a 26% surcharge on northbound voyages and 12% on southbound transits.

Passenger ships are the only vessel category excluded from the latest adjustment.

The temporary surcharges are applied on top of standard canal dues. The permanent base tariff remains unchanged and has not been adjusted since 2024.

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Spirit of Mobile Launched for Airbus Atlantic Logistics

Louis Dreyfus Armateurs has launched Spirit of Mobile, the second of three new ro-ro cargo vessels built for Airbus transatlantic logistics.



Spirit of Toulouse under construction at a Chinese shipyard ahead of deployment on Airbus logistics services.

12, June 2026

Louis Dreyfus Armateurs has launched Spirit of Mobile, the second of three new ro-ro cargo vessels being built for Airbus' Atlantic logistics chain.

The vessel entered the water at Wuchang Shipbuilding Industry Group in Wuhan and is scheduled for handover to Louis Dreyfus Armateurs in November 2026. It will transport A320 Family aircraft sections between Saint-Nazaire,

France, and Mobile, Alabama.

The three-vessel series includes Spirit of Toulouse, Spirit of Mobile and Spirit of Mirabel. Spirit of Toulouse was launched in February 2026 and is undergoing pre-delivery trials, while Spirit of Mirabel

remains under construction. The first vessel is expected to enter service before the end of this year, with Spirit of Mirabel to follow in 2027.

The ships are designed to carry wings, fuselage sections, engine pylons and tail assemblies for Airbus single-aisle aircraft. Each vessel can carry six complete aircraft subassembly sets per voyage, while also carrying around 70 forty-foot containers.

The program follows Airbus' 2023 selection of Louis Dreyfus Armateurs to renew its transatlantic production logistics. The new ships are expected to reduce average annual transatlantic CO2 emissions from about 68,000 tonnes in 2023 to 33,000 tonnes by 2030.

Each vessel will be fitted with six 35 m rotor sails supplied by Norsepower. The wind-assisted propulsion

system is expected to provide 15% to 20% of propulsion energy on the transatlantic route, depending on weather and operating conditions.

The vessels will also feature dual-fuel propulsion with two methanol-capable main engines and two methanol-capable auxiliary engines. They can operate on marine diesel oil or methanol, with a planned gradual transition toward e-methanol as fuel supply infrastructure develops.

The design package was prepared by Deltamarin, with classification by Bureau Veritas. Power management and propulsion integration are provided by BERG. The vessels will also include waste heat recovery, recycled-steel propeller and shaft lines, low-friction coatings and AI-supported routing and control systems.

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EXMAR Receives First Dual-Fuel Ammonia Oceangoing Vessel

EXMAR has taken delivery of ANTWERPEN, the first oceangoing vessel powered by a dual-fuel ammonia engine. The 46,000 m³ gas carrier can carry ammonia or LPG and reduce greenhouse gas emissions by up to 90%.



Image source: EXMAR

12, June 2026

EXMAR has taken delivery of ANTWERPEN,

the first oceangoing vessel powered by a dual-fuel ammonia engine.

The newbuild midsize gas

carrier marks a significant step in low-carbon shipping for EXMAR, which operates as a gas shipowner and in-

frastructure developer. Shipping& Logistics

ANTWERPEN was developed in collaboration with HD Hyundai Heavy Industries, WinGD, Nord Gas Solutions and Lloyd's Register. The vessel can carry up to 46,000 m³ of ammonia or LPG and can trade with close to zero emissions when using low-carbon ammonia fuel. According to EXMAR, greenhouse gas emissions can be reduced by up to 90% compared with conventional ships, while the vessel meets and exceeds current IMO emissions reduction targets.

Operational safety was a key focus during development. EXMAR drew on four decades of experience transporting ammonia and other

liquefied gases, supported by crew training, risk assessments, input from project partners and the Belgian administration.

Carl-Antoine Saverys, Chief Executive Officer of EXMAR Group, said ammonia propulsion has moved beyond the theoretical stage and is now being deployed in practice.

ANTWERPEN is the first in a series of four dual-fuel ammonia midsize gas carriers. Each vessel in the series will be named after a Belgian city.

With the delivery of ANTWERPEN, EXMAR continues its focus on the maritime transport and handling of ammonia.

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IMO Warns Hormuz Safe Passage Cannot Be Assumed

IMO Secretary-General Arsenio Dominguez warned that safe passage cannot be assumed in the Strait of Hormuz as security risks remain high despite claims of rising vessel traffic.

10, June 2026

IMO Secretary-General Arsenio Dominguez has warned that the Strait of Hormuz remains unsafe for commercial shipping, despite claims from U.S. officials that vessel traffic through the strategic waterway is recovering.

In a statement issued on Tuesday, Dominguez said there are no credible security guarantees in place that would justify exposing seafarers to the risks linked to Hormuz transits. He said vessels continue to attempt passages despite established dangers and recent incidents in which seafarers have been killed, injured, or detained.

"The current situation remains highly volatile, with no reliable security assurances in place. Under such circumstances, safe passage cannot be considered to exist," Dominguez said.

The warning contrasts with comments from U.S. Energy Secretary Chris Wright, who said at an Atlantic Council event in Washington that ship traffic and oil exports through the Persian Gulf and Strait of Hormuz are increasing. Wright said activity was rising "very meaningfully," while noting that energy flows may take months to fully normalize after a lasting peace agreement.

The differing assessments underline the gap between limited signs of traffic recovery and continued security con-



Arsenio Dominguez, Secretary-General of the International Maritime Organization (Photo source: IMO)

cerns for commercial operators. Some vessels have resumed Hormuz transits since the 8 April ceasefire between the United States and Iran, but many are still operating with AIS transponders turned off and moving at night to reduce exposure.

According to the source, U.S. Central Command has counted nearly 1,000 commercial vessel transits in and out of the Strait of Hormuz

since the ceasefire began. That figure is higher than estimates based on commercial ship-tracking data, with U.S. officials attributing the difference to more "dark" transits outside conventional AIS monitoring.

However, traffic remains below pre-war levels. The latest Joint Maritime Information Center assessment continues to classify the Arabian Gulf, Gulf of Oman, and Strait of

Hormuz maritime security environment as "CRITICAL." It said commercial traffic remains limited, routing uncertainty persists, and navigation has become more complicated due to security measures and operational disruption.

JMIC also said vessel transits through the Strait of Hormuz fell 44.4% in the latest reporting week compared with the previous week.

Dominguez said voyage

planning responsibility ultimately rests with shipowners and masters, urging operators to carry out realistic risk assessments before entering the region. He added that no commercial or operational factor can justify exposing seafarers to such danger, and that protecting lives must remain the overriding priority.

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