

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Hanwha Signs Canada FLNG MOU Ahead of Submarine Bid Decision

Hanwha Ocean has signed an MOU with Kanata for a Canada FLNG export project near Prince Rupert as the CPSP submarine bid decision approaches.

P22

France Opens 10 GW Offshore Wind Tender

France has opened a major offshore wind tender for eleven projects across Normandy, Brittany, the South Atlantic and the Mediterranean Sea, combining seven floating and four fixed-bottom sites with more than 10 GW of planned capacity.

P13

LH2 Shipping Wins Funding for Hydrogen Bulk Carriers

LH2 Shipping secured NOK 344.3 million in Enova funding for two liquid hydrogen-powered bulk carriers, advancing Norway's push to commercialize zero-emission shipping and expanding its hydrogen vessel pipeline to six ships. Shipping & Logistics

P26

FANZHOU 7 Carries Eight STS Cranes in Record Voyage

FANZHOU 7 has departed Dalian Port carrying eight ultra-large STS cranes for Türkiye, marking the first known transport of eight large ship-to-shore cranes on a single vessel during a 15,100-nautical-mile voyage.

P4



SAL Expands Fleet With Three Octopus 12.6 Heavy-Lift Newbuildings

SAL has secured the long-term charter of three Octopus 12.6 class heavy-lift newbuildings. Scheduled for delivery in 2028, the vessels will feature 500-tonne crane capacity, Ice Class 1A notation, and fuel-efficient designs.



Image source: SAL

15, June 2026

SAL is set to strengthen its project cargo capabilities through the long-term charter of three Octopus 12.6 class newbuildings, extending its capacity to manage complex cargo transportation projects across global markets.

Designed by CSSC-SDARI, the next-generation multi-purpose heavy-lift vessels are scheduled for delivery in 2028. The vessels have been developed with a focus on versatility, operational flexibility, and performance in demanding environments, re-

flecting the design philosophy associated with the Octopus series.

Each vessel will feature a large box-shaped cargo hold, a combined crane capacity of 500 tonnes, Ice Class 1A notation, and a fuel-efficient design. The ships are intended to support a broad range of project cargo and heavy-lift operations.

According to SAL, the fleet expansion is aimed at enhancing operational capabilities rather than simply increasing vessel numbers. The company stated that continued investment in fleet modernization is intended to align with the evolving requirements of global project logistics.

Once delivered, the three Octopus 12.6 vessels are expected to further reinforce SAL's ability to provide flexible and reliable transport solutions for customers worldwide.

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BOKA VANGUARD Spotted at Singapore Eastern Anchorage

BOSKALIS' BOKA VANGUARD, the world's largest semi-submersible heavy load carrier, was spotted on standby at anchor at Singapore Eastern Anchorage on 10 June.



BOSKALIS' BOKA VANGUARD, the world's largest semi-submersible heavy load carrier, was spotted on standby at anchor at Singapore Eastern Anchorage on 10 June. (Image credit: P. Sinke ©)

Hai Yang Shi You 278 Loads Final Bozhong 26-6 Phase II Platform

The final Bozhong 26-6 Phase II platform was loaded onto Hai Yang Shi You 278 in Tianjin, completing the offshore construction phase before installation in the central Bohai Sea.



Photo by Zhao Zishuo, Xinhua News Agency

17, June 2026

The final platform for the Bozhong 26-6 Oilfield Development Project (Phase II) was loaded onto Hai Yang Shi You 278 at Tianjin's Binhai New Area on 16 June 2026, marking the completion of the project's offshore construction phase.

The platform loadout prepares the structure for its next stage, offshore installation in the central Bohai Sea. The Bozhong 26-6 development is described as the world's largest metamorphic rock oilfield development.

Located in the central Bohai Sea, the field contains reservoirs in Archean buried-hill metamorphic rock formations

at depths of more than 4,500 m. Proven geological oil and gas reserves at the field exceed 200 million cubic meters. The first phase of the development started production in February 2025.

Phase II includes two unmanned wellhead platforms, each consisting of a jacket and topside module. Following completion of onshore fabrication, the structures are being prepared for offshore installation.

The final platform was loaded onto Hai Yang Shi You 278 (HYSY 278), a 50,000-tonne self-propelled semi-submersible heavy-lift and cable-laying vessel operated by Offshore Oil Engineering Co., Ltd. (COOEC). The

vessel is equipped with a DP2 dynamic positioning system and has a maximum speed of more than 12 knots.

Topside construction for the Bozhong 26-6 Phase II platforms was carried out at COOEC's Tianjin intelligent manufacturing base. The use of welding robots, equipment upgrades, and process optimization improved welding productivity by about 20%.

The Bozhong 26-6 development is also a carbon capture and utilization demonstration project in the Bohai oilfields. It supports research into regional geotechnical conditions and bearing-capacity behavior, while contributing to energy supply security and low-carbon development in the Beijing-Tianjin-Hebei region and the wider Bohai Rim.

HYSY 278 is designed to transport and lift offshore modules weighing up to 25,000 t. It also has a maximum float-over capacity of 18,000 t and cable-laying capability supported by a carousel loading capacity of up to 10,000 t.

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Fjord Carries Export Cables from Greece to Poland

The barge Fjord, towed by the oceangoing tug Eraclea, is carrying two export cables weighing more than 5,000 tonnes each from Greece to Poland for offshore installation works.



Image source: Manora Logistics via LinkedIn

14, June 2026

The barge Fjord, towed by the 120 tBP oceangoing tug Eraclea, is making steady progress from Greece to Poland with export cable cargo for an offshore wind project.

The shipment includes two main export cables, each weighing more than 5,000 tonnes, together with four spare cables. The cargo was

loaded in Greece before the transport unit continued its voyage to Poland.

After arrival, the cables will be transferred from Fjord to a cable-laying vessel and installed offshore as part of the project works.

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FANZHOU 7 Carries Eight STS Cranes in Record Voyage

FANZHOU 7 has departed Dalian Port carrying eight ultra-large STS cranes for Türkiye, marking the first known transport of eight large ship-to-shore cranes on a single vessel during a 15,100-nautical-mile voyage.



Image source: Venti Maris via LinkedIn

18, June 2026

FANZHOU 7 has departed Dalian Port with eight ultra-large ship-to-shore cranes on board, marking the first known marine transport of eight large STS cranes on a single vessel.

The cranes are bound for Türkiye and will be delivered to Asyaport and Safiport as part of a Belt and Road infrastructure project. Together, the eight units weigh 14,750 tonnes, with the heaviest crane weighing more than 1,800 tonnes.

The voyage covers 15,100 nautical miles and passes through China's coastal wa-

ters, the Indian Ocean and the Atlantic Ocean. The route also includes the Sunda Strait, the Strait of Gibraltar and the Cape of Good Hope.

Venti Maris said the operation required detailed planning due to the cranes' size, weight and height, as well as changing weather and sea conditions across the route. The project team reviewed route planning, vessel capability, cargo engineering, sea fastening and voyage risk controls.

Coordination at Dalian Port was also central to the operation, including berthing, unberthing, cargo positioning and securing. The team worked with port authori-

ties, escort teams, technical specialists and other stakeholders to refine loading port procedures based on site conditions.

Sea-fastening and securing plans were reviewed using equipment, vessel and metocean data. The aim was to reduce risks, including cargo movement, abrasion, and structural stress during the long-distance passage.

FANZHOU 7 is 256 m long, 51 m wide and has a maximum deadweight capacity of 58,000 tonnes. Its 11,700-square-meter flat deck provides the space and deck strength needed to carry all eight STS cranes in one voy-

age.

The vessel has an endurance of 16,000 nautical miles and a regular service speed of more than 15 knots. It is also equipped with redundant propulsion and twin-rudder control systems, supporting seakeeping performance and emergency response capability.

FANZHOU 7 holds polar navigation qualifications, as well as G-ECO and G-EP green class notations. The vessel uses an energy-efficient main engine and low-carbon operational materials.

Once installed, the cranes are expected to improve port

handling efficiency and cargo throughput in Türkiye, while supporting maritime logistics capacity, trade connectivity and supply chain development.

Venti Maris said the voyage shows how advanced heavy-lift vessels, engineering control and project execution are becoming more important as global infrastructure, offshore energy and industrial projects increase demand for complex marine logistics.

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Mammoet Loads Out 6,892t Jacket for Neptun Deep Project

17, June 2026

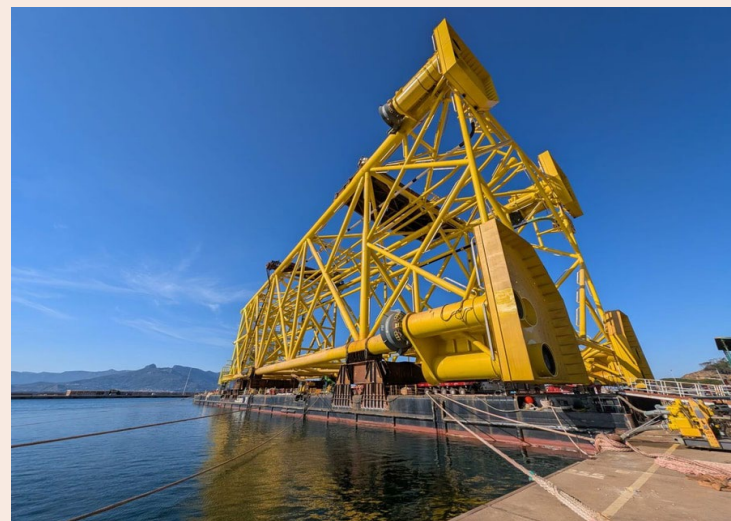
Mammoet has completed the load-out of a 6,892t jacket for Saipem at its facility in Arbatax, Sardinia.

The operation used 300 axle lines of SPMTs to move the structure from the quayside onto the Castoro XI barge.

The jacket will be installed

offshore as part of the Neptun Deep Gas Development Project in the Black Sea, Romania.

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Neptun Deep Jacket Sails from Saipem's Arbatax Yard

The 7,500-tonnes jacket for the €4.0 billion Neptun Deep gas project has departed Saipem's Arbatax yard in Sardinia for installation offshore Romania.



Image source: Saipem

15, June 2026

The jacket for the Neptun Deep gas production platform has left Saipem's Arbatax yard in Sardinia, Italy, for the €4.0 billion (\$4.6 billion) project offshore Romania.

OMV Petrom is developing the project as operator with Romgaz as partner. Neptun Deep is the largest offshore natural gas development now under way in the European Union.

The steel jacket weighs about 7,500 tonnes and rises around 135 m. Its base is approximately 50 m by 50 m, placing it among the largest structures completed at Saipem's Arbatax shipyard.

At the Black Sea site, the Saipem 7000 crane vessel will lift the jacket and position

it vertically. The structure will then be secured to the seabed with eight steel piles, each 2.5 m in diameter.

Saipem won the engineering, procurement, construction and installation contract for the production platform in August 2023. The topsides are being built at Saipem's Karimun yard in Indonesia.

The contract scope also includes subsea work at the Domino field, where water depth is around 1,000 m, and at the Pelican field. Saipem will also lay an approximately 160 km, 30-inch gas pipeline and an associated fibre-optic cable from the offshore platform to the Romanian coast, including micro-tunneling for the shore approach.

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Woodside Denies ExxonMobil Takeover Reports

Woodside Energy has denied any knowledge of a takeover proposal from ExxonMobil and confirmed it is not in discussions over a potential transaction with the U.S. energy major.

16, June 2026

Australian energy company Woodside Energy has rejected media speculation linking it to a potential takeover or business combination with ExxonMobil.

The company said it is not aware of any proposal from ExxonMobil Corporation and confirmed that it is not in talks regarding a possible transaction with the U.S.-headquartered energy major.

The statement followed industry media reports suggesting ExxonMobil may be looking at acquisition opportunities to expand its liquefied natural gas (LNG) business.

Woodside also said it would continue to meet its continuous disclosure obligations, a point aimed at reassuring shareholders as speculation continued in the market.

The reports came shortly after Woodside exercised a pre-emption right to increase its interest in a major undeveloped conventional gas resource in Australia.

An economic impact assessment by Deloitte Access Economics indicated that the project could contribute more than A\$141 billion. The U.S. dollar equivalent was not fully provided in the source text.

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NextGeo Completes Bouri Gas Trenching Work

Next Geosolutions, also known as NextGeo, has completed post-lay trenching work for Libya's Bouri Gas Utilisation Project through Rana Subsea.



Module installation at Libya's Bouri gas project (Image credit: Saipem)

15, June 2026

Next Geosolutions, also known as NextGeo, has completed post-lay trenching work for the Bouri Gas Utilisation Project in Libya, adding trenching to its offshore services portfolio.

The work was carried out

through Rana Subsea, a Next Geosolutions subsidiary, as part of installation operations led by Saipem.

The project was supported by Pharos Offshore Group, which provided the specialist trenching technology used during the operation.

Next Geosolutions said the

work supports its strategy to expand offshore capabilities through organic growth and strategic partnerships. The company said the project also reflects its approach of combining internal expertise with industrial cooperation to offer a wider range of services to offshore energy clients.

Alessandro Buffa, Chief Executive Officer of Rana Subsea, said the project confirms the company's ability to meet high industry standards in trenching, which has now been added to Next Geosolutions' service offering. He also said Rana Subsea contributed engineering and operational expertise to strengthen the group's role in complex offshore projects.

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BW Opal Clears Barossa FPSO Test

BW Offshore has completed the interim performance test for FPSO BW Opal, supporting commissioning progress at Santos’ Barossa LNG project offshore northern Australia.



BW Opal FPSO (Image: Seatrium)

15, June 2026

BW Offshore has completed the interim performance test for FPSO BW Opal as commissioning continues at the Barossa LNG project offshore northern Australia.

The vessel is working at the Barossa gas field, which is operated by Santos. The project partners are Santos with 50%, PRISM Energy International Australia with 37.5%, and JERA with 12.5%.

The completed test verified that the FPSO's core production, processing and utility systems are operating together and can deliver stable performance under production conditions.

Gas production and export

have continued since output resumed in early May 2026. During the current ramp-up and commissioning stage, BW Offshore said production is being coordinated closely with Santos.

BW Offshore said it remains focused on safe and stable operations, completing the remaining commissioning work, and reaching practical completion. That milestone will begin the vessel's long-term firm contract period.

FPSO BW Opal is positioned about 285 km offshore Darwin in Australia's Northern Territory and is expected to feed the Darwin LNG plant for the next 20 years.

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BOURBON Wins Ghana Jubilee Field Subsea Contract

BOURBON has secured a multi-month subsea services contract for Ghana’s Jubilee Field, deploying Bourbon Evolution 802 for IMR, survey, pipeline installation and X-tree operations.



Image source: BOURBON

16, June 2026

BOURBON has secured a new multi-month subsea services contract for operations offshore Ghana on the Jubilee Field.

The campaign will use the Bourbon Evolution 802, a Multi-Purpose Support Vessel (MPSV) equipped with two work-class HD ROVs for

inspection, maintenance and repair (IMR) services.

The scope includes well-head IMR, FPSO mooring chain inspections, survey operations, pipeline installation and X-tree installation.

Around 60 people are currently onboard to support the campaign, including the client's representatives. Built for demanding subsea

operations, the Bourbon Evolution 802 combines surface support capabilities with deep-water intervention systems, allowing BOURBON to manage the full operational value chain.

The contract reinforces BOURBON's position as a leading player in the area.

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AD Ports and Dajin Heavy Industry Sign Offshore Wind Supply Chain MoU



17, June 2026

AD Ports Group and Dajin Heavy Industry have signed a memorandum of understanding to review cooperation opportunities in offshore wind supply chain development, maritime logistics, port infrastructure, and strategic vessel investments.

The agreement covers several areas linked to offshore wind project delivery. These include the transport of offshore wind components, the development of pre-assembly hubs, fabrication and assembly work, logistics solutions for

offshore energy infrastructure, and potential participation in selected offshore wind tenders and industrial projects.

The UAE-based port operator said on 16 June that the cooperation is aimed at combining port and logistics capabilities with manufacturing expertise to support offshore wind and energy infrastructure markets in Europe and other regions.

The MoU follows a series of offshore wind-related moves by AD Ports Group over the past year, including partnerships with Masdar, Siemens Energy, and Green Parrot.

The company has also recently acquired Spain's Balenciaga shipyard, which specializes in building offshore wind vessels.

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Equinor Wins Approval for Tordis Well P&A Work with COSL Promoter

Equinor has received Havtil consent to use COSL Promoter for permanent plugging and abandonment work on well 34/7-K-4 HT2 at the Tordis field in the North Sea.



COSL Promoter (Source: COSL)

13, June 2026

Equinor has received consent from the Norwegian Ocean Industry Authority, Havtil, to carry out permanent plugging and abandonment work on the Tordis field in the North Sea.

The approved activity will use COSL Promoter, a 2012-built semi-submersible rig owned by COSL Drilling Europe. The operation covers well 34/7-K-4 HT2 and is aimed at permanently plugging the reservoir and Lista formation to improve the well's barrier status.

Tordis lies in the Tampen area in the northern North Sea, between the Statfjord and Gullfaks fields. The water depth in the area ranges from

150 m to 220 m. The field was discovered in 1987, and its plan for development and operation was approved in 1991.

The field was developed with a central subsea manifold tied back to Gullfaks C, which also supplies water for injection. Its subsea system includes seven single-well satellites and two subsea templates connected to the manifold.

Production from Tordis started in 1994. The latest consent clears Equinor to proceed with the planned well closure work using COSL Promoter.

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JAPEX Confirms Gas Offshore Hokkaido but No Immediate Commercialization

JAPEX confirmed natural gas in part of a reservoir offshore Hokkaido, but the volume does not meet the criteria for immediate commercialization.

13, June 2026

Japan Petroleum Exploration Co., Ltd. has completed exploratory drilling in the offshore Hidaka area of Hokkaido, confirming natural gas in part of the reservoir. However, the confirmed volume does not meet the criteria for immediate commercialization.

The drilling campaign started on 24 March 2026 and was completed on 10 June 2026. The work was carried out using the Valaris 8504 rig to verify the presence of natural gas in the area.

The operation followed exploratory drilling conducted in the same area in 2019. The latest well was drilled about 5 km northwest of the earlier location, around 50 km offshore, in a water depth of 1,070 m.

Japan Petroleum Exploration Co., Ltd. drilled to a depth of 1,900 m with cooperation from the local community, including the fishing industry and local government.

The company said reservoir testing confirmed natural gas in part of the zone where indications had been identified during drilling. It also acquired geological data for further evaluation.

The project was selected by the Agency for Natural Resources and Energy of Japan's Ministry of Economy, Trade and Industry as a subsidized project under the FY2024 domestic oil and natural gas geological survey program.

Japan Petroleum Exploration Co., Ltd. will analyze and evaluate the data to consider whether the area may offer future exploration and development potential.

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China Deploys AI Welding Robot for Offshore Rig Fabrication

China has deployed a domestically built AI robotic welding system in Tianjin to support offshore rig fabrication and improve shipyard safety and efficiency.



Illustration (Source: Shutterstock / ID-2028726731)

17, June 2026

China has deployed its first domestically built

AI-driven robotic welding system for offshore oil and gas rig fabrication at a smart manufacturing hub in Tianjin.

The system was developed by Offshore Oil Engineering Co. and is designed to handle complex marine welding for specialized offshore components, including module nodes, buckle rings and strengthening rings used in deepwater jackets.

According to the company, the robotic system reduces worker exposure to hazardous worksites and toxic welding fumes. Human workers can instead supervise and manage automated production.

The system has already improved operational efficiency by 40%. Built for heavy-duty manufacturing, it has a service life of 20 years, a maximum load capacity of 30 t and can cut and weld steel up to 70

mm thick.

The robotic welder uses AI software, camera-based weld seam detection and intelligent 3D laser vision. It can scan its working area in real time, make operational decisions and adjust its actions when an error occurs or when a human operator changes instructions.

Before welding starts, the system can prepare a work strategy for each steel component, giving supervisors a preview of the expected final result.

With one command, the robotic arm can carry out the full welding process using real-time data. Its AI-enabled precision delivers a first-pass qualification rate of more than

98%, reducing the need for costly and time-consuming structural rework.

The company said market readiness required nearly 10 months of on-site debugging to ensure the system could operate in harsh shipyard conditions. It was also tested more than 1,000 times to improve accuracy and refine its AI system before production deployment.

The deployment reflects China's AI Plus Initiative, as heavy industry shifts from hazardous, labor-intensive shipyard work toward automated and self-correcting robotic systems.

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N-Sea Appoints Pim Nelemans as New CEO



Pim Nelemans

17, June 2026

N-Sea Group has appointed Pim Nelemans as Chief Executive Officer, with the change taking effect on 15 June.

Nelemans, who previously served as Chief Operating Officer, takes over from Martin Adler. Adler led N-Sea Group for more than five years and will remain involved with the company as a shareholder and Chairman of the Advisory Board.

Adler said the leadership transition comes after the company achieved the main objectives set following its acquisition by CapitalChange in 2021. During his tenure, N-Sea Group expanded its capabilities across survey, UXO identification and clearance, cable repair and installation, IRM,

construction, and decommissioning.

The company said day-to-day management will be handled by its Management Board, made up of Nelemans and Ann Porte, the current Chief Financial Officer.

Before joining N-Sea Group, Nelemans held senior roles at Dockwise and Boskalis, including Managing Director of Heavy Marine Transport and Director of Estimating and Engineering Offshore.

Nelemans thanked Adler for his leadership and said the company will focus on international growth, smart technical solutions, operational performance, and long-term value for customers, partners, and shareholders.

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Equinor Drills Dry Well in Norwegian Sea



Transocean Encourage (Photo source: Transocean)

17, June 2026

Equinor and its partners have completed wildcat well 6507/8-D-4 CH in the Norwegian Sea, but the well did not prove petroleum.

The well was drilled in production license 124, about 240 km west of Sandnessjøen, at the Heidrun Cellar SE prospect beneath the Heidrun field.

The operation used Transocean's semi-submersible

drilling rig Transocean Encourage. It was the tenth wildcat well drilled in the license, which was awarded in 1986 under licensing round 10-B.

Equinor operates the license with ConocoPhillips, Petoro and Vår Energi as partners.

The well targeted deeper stratigraphic levels below the Heidrun field, with reservoir objectives in the Early Jurassic Åre Formation and Late Triassic Grey Beds.

Drilling found sandstone layers in the Åre Formation and Grey Beds with a combined thickness of about 161 m. Reservoir quality was described as good to very good.

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Aker BP Expands AI-Based Drilling Monitoring Across Contracted Rig Fleet

Aker BP is expanding deployment of DrillDocs' CleanSight system across its contracted rig fleet after successful validation on Noble Integrator and installation on Deepsea Nordkapp.



Deepsea Nordkapp (Image credit: Odfjell Drilling)

17, June 2026

Norwegian oil and gas operator Aker BP is extending the deployment of DrillDocs' AI-powered CleanSight digital shaker surveillance system across its contracted rig fleet on the Norwegian Continental Shelf (NCS).

The expansion follows a framework agreement covering technology development and deployment after the solution was validated on the Noble Integrator rig. According to the companies, the system helped reduce non-productive circulating time and enabled earlier identification of cavings, which can indicate developing wellbore instability.

Tommy Sigmundstad, Senior Vice President Drilling & Wells, Supply Chain & Logistics at Aker BP, said the agreement reflects the company's goal of advancing safe, efficient and lower-emission operations through digital technologies. He noted that the combination of AI and advanced camera systems is expected to strengthen drilling performance, improve operational safety and support the company's digital transformation efforts.

The latest deployment has been completed on Deepsea Nordkapp, operated by Odfjell Drilling, representing the next phase of the planned fleet-wide rollout.

By providing near-real-time

information from drilling operations, the CleanSight system is intended to help drilling teams respond more quickly to conditions developing in the wellbore. The technology is designed to reduce the risk of pack-off events and limit the operational delays and costs associated with stuck pipe recovery.

Calvin Holt, Founder and CEO of DrillDocs, said the company's computer vision platform captures and interprets operational data that can contribute to improved drilling efficiency and safety. He added that advances in camera technology and data science enable the system to assess hole-cleaning performance and identify drilling or wellbore stability issues as they occur, allowing corrective action to be taken before problems escalate.

The framework agreement is also expected to support additional technology initiatives currently being discussed and developed by Aker BP and DrillDocs for offshore drilling operations.

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Vår Energi Awards Four-Year NCS Support Contract to THREE60 Energy

Vår Energi has awarded THREE60 Energy a four-year project support agreement for Norwegian Continental Shelf work, covering drilling, wells and subsurface activities.

17, June 2026

Vår Energi has awarded THREE60 Energy a four-year project support agreement for work on the Norwegian Continental Shelf (NCS), extending an established relationship between the two companies.

The Aberdeen-based energy services company will continue to support Vår Energi across drilling, wells, and subsurface activities. The work will assist the planning and execution of offshore operations in Norway with a focus on safe and efficient delivery.

The contract includes op-

tions for extension, allowing the cooperation to continue beyond the initial four-year period.

Jarle Veshovde, Managing Director of THREE60 Energy, said the agreement reflects a working relationship built over many years and the company's ability to provide the qual-

Transocean Secures \$185 Million in New Offshore Drilling Contracts

Transocean has secured approximately \$185 million in offshore drilling contracts for Transocean Norge and Transocean Equinox, covering future work in Norway and Australia.



Transocean Norge (Image Source: Transocean)

17, June 2026

Transocean Ltd. has secured new drilling contracts for two of its harsh-environment semisubmersible rigs, adding approximately \$185 million to its firm contract backlog. It also includes five one-well options.

Together, the two awards represent approximately \$185 million in firm backlog for Transocean.

Transocean Ltd. provides offshore contract drilling services for oil and gas wells, with a focus on ultra-deep-water and harsh-environment drilling. The company owns or partly owns and operates 27 mobile offshore drilling units, comprising 20 ultra-deep-water floaters and seven harsh-environment floaters.

Transocean Equinox has been awarded a two-well contract with Santos in Australia. The work is estimated

at approximately 90 days and is expected to begin in the second quarter of 2027. The contract is expected to add approximately \$36 million in backlog, excluding mobilization and additional services.

It also includes five one-well options. Transocean Equinox has been awarded a two-well contract with Santos in Australia. The work is estimated

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ExxonMobil Plans 35-Well Guyana Drilling Campaign

ExxonMobil has proposed a 35-well exploration and appraisal drilling campaign in Guyana’s Stabroek block, with operations planned from 2028 through 2033.



Image credit: ExxonMobil

7, June 2026

ExxonMobil has proposed a new exploration and appraisal drilling campaign in the Stabroek block offshore Guyana, covering 35 wells across four prospect areas. Guyana’s Environmental Protection Agency has opened a 28-day public consultation period for the proposed work. The agency is seeking written submissions on issues that should be addressed in the project’s cumulative impact assessment. The exact spud locations have not yet been finalized. The drilling campaign is planned to be completed in nine phases. Operations are scheduled to begin in 2028 and continue through the end of 2033.

The program would run at the same time as other drilling activities in the area. The proposed work includes exploration and appraisal drilling and may also involve vertical seismic profiling, well testing, sidetracking, and plugging and abandonment after operations are completed. The campaign is planned about 200 km offshore Guyana in the Stabroek block, where ExxonMobil, Hess, and CNOOC have already discovered more than 11 billion barrels of oil equivalent resources. ExxonMobil is currently producing 900,000 barrels per day in Guyana and plans to lift capacity to 1.7 million barrels per day by 2030.

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EMGS Readies Atlantic for Norway CSEM Work

Electromagnetic Geoservices is preparing Atlantic for a CSEM campaign in Norwegian waters after securing contracts worth about \$6 million combined.

Kosmos Energy Completes Equatorial Guinea Asset Sale

Kosmos Energy completed the sale of its 40.375% interest in Equatorial Guinea’s Block G to Panoro Energy, reducing exposure to higher-cost production and strengthening liquidity.

17, June 2026

Kosmos Energy has completed the sale of its non-operated interest in offshore production assets in Equatorial Guinea to Panoro Energy, reducing exposure to higher unit operating cost production and strengthening its balance sheet.

The transaction covers Kosmos Energy’s subsidiary holding a 40.375% interest in Block G, operated by Trident Energy. The block includes the Ceiba field and the Okume Complex production assets.

Under the deal agreed earlier this year, Panoro Energy was to pay \$180 million upfront, subject to adjustments. The agreement also includes a \$12.5 million contingent payment tied to production performance at Ceiba, plus \$9 million payable in each of 2027, 2028, and 2029 if certain oil price and production thresholds are met.

After post-closing adjustments, the final cash consideration at completion was approximately \$127 million.



Photo source: Kosmos Energy via LinkedIn

Panoro Energy Executive Chairman Julien Balkany said the company’s experience in Block G since 2021 supports its confidence in the asset’s quality, cash flow potential, and remaining upside. He said the acquisition fits Panoro Energy’s strategy to expand in Equatorial Guinea, where the company sees further internal and external investment opportunities.

According to Panoro Energy, closing adjustments reflect cash received from the assets in the first half of 2026 through completion on 16 June 2026.

expertise on assets where it expects to create the most long-term value. He also thanked CEMAC and the government of Equatorial Guinea for timely approvals.

Year-to-date production from the assets has been around 5,800 barrels of oil per day net to Kosmos Energy. The company also expects about \$140 million in asset retirement obligation liability to be removed from its balance sheet.

hmt-news.com

17, June 2026

Norway’s Electromagnetic Geoservices is preparing Atlantic for a controlled-source electromagnetic campaign in Norwegian waters after securing contracts with a combined value of about \$6 million.

EMGS said on 16 June that Atlantic, a former seismic vessel previously named Sanco Atlantic, is being fitted out for the planned campaign. The work is being carried out with the vessel owner Sea Shipping, Shipping & Logistics

Rigging and mobilization are taking place at Green Yard. Sea Shipping will assist EMGS with vessel capability and marine operations.

EMGS CEO Bjørn Petter Lindhom said the company is moving into a new stage with a fresh vessel arrangement, new ownership, and renewed



Image source: EMGS

activity offshore Norway. He described the Norway campaign as the first step, while noting that the wider market opportunity extends beyond Norway.

He added that CSEM remains the company’s main focus. At the same time, the market is looking for more effective ways to combine marine geophysical acquisition

methods and develop survey models that provide greater value from each mobilization. Atlantic will support that approach.

hmt-news.com

Boskalis Adds BOKA Da Vinci to Remote ROV Network

Boskalis has expanded its remote offshore operations by connecting BOKA Da Vinci to its Aberdeen Remote Operations Center for 24-hour ROV support on North Sea projects.

17, June 2026

Boskalis has added BOKA Da Vinci to its remotely supported offshore fleet, extending the use of its Aberdeen-based Remote Operations Center (ROC) after

the first successful remote ROV deployment with BOKA Northern Ocean.

The initial operation connected specialists at the ROC in Aberdeen with the crew of BOKA Northern Ocean while the construction support



Image source: Boskalis



vessel was working offshore. BOKA Da Vinci has now become the second vessel linked to the center.

Through a reliable satellite connection, BOKA Da Vinci remains in continuous contact with the ROC during project execution. The diving support vessel mainly works in the North Sea, where it supports decommissioning campaigns that remove outdated offshore infrastructure and help prepare areas for renewable energy projects.

For closer coordination between the vessel and the onshore team, BOKA Da Vinci has been equipped with two new remotely operated vehicles (ROVs) and related systems. The setup allows 24-hour remote support from Aberdeen.

Boskalis said the ROC expands its ability to support and control important subsea work from shore. The center also functions as a fleet operations hub, giving offshore teams access to extra exper-

tise when needed while supporting safer, more efficient and consistent project delivery.

The company thanked the colleagues involved in upgrading BOKA Da Vinci and wished the vessel crew and ROC team success with their upcoming remote projects.

hmt-news.com

Norwegian Offshore Maintenance Workers Strike Over Wage Talks

Norwegian offshore maintenance workers began strike action after SAFE and Offshore Norge failed to reach a wage agreement.

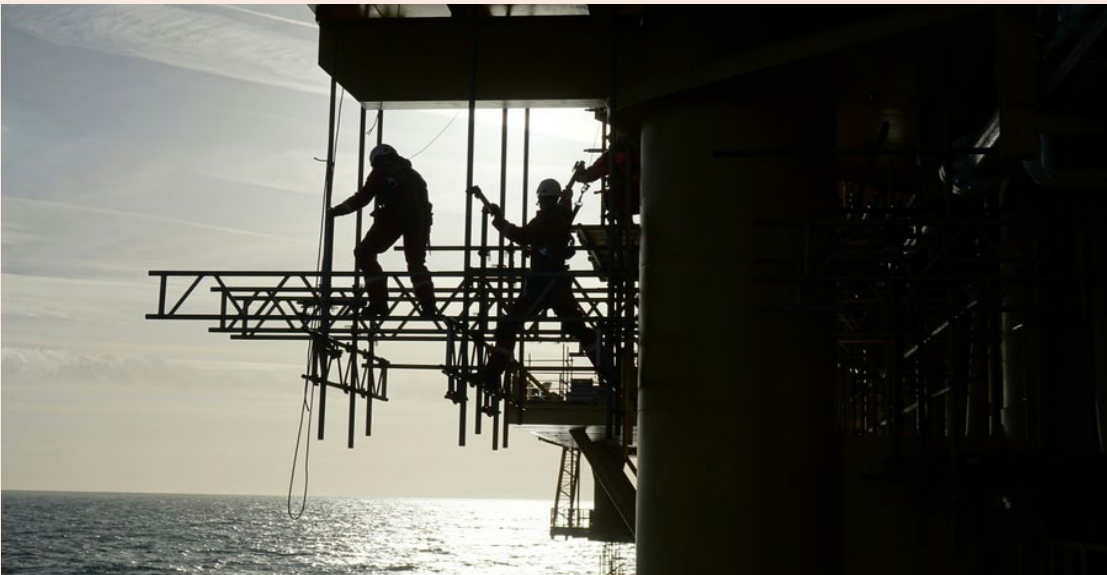


Illustration purpose only. (Photo: Dean Brierley / Unsplash)

17, June 2026

The Norwegian Union of Energy Workers SAFE has started a strike among offshore maintenance workers after wage negotiations with Offshore Norge ended without a collective agreement.

SAFE said 154 oil service workers stopped work at 10:00 local time on Monday. A further 224 workers were set to join the action on Thursday.

The affected employees work for SLB, DOF Subsea, Halliburton, Weatherford, Tios, DeepOcean, Cactus, Subsea 7, Vetco Gray, and Baker Hughes.

The dispute covers pay and working conditions for personnel involved in oil well maintenance and servicing. SAFE said this part of the sector has fallen behind other oil industry bargaining areas in

both wages and employment terms.

The union said the gap has built up over the past five years, leaving the segment one full wage settlement behind other collective agreements in the oil industry.

SAFE area manager Martin Skogland said the union had expected this year’s settlement to change that direction, adding that workers were losing ground financially and in terms of workplace conditions and rights.

Elisabeth Brattebø Fenne, chief negotiator at Offshore Norge, said the employer association was disappointed that no agreement was reached with SAFE.

Offshore Norge reached a separate agreement with Styrke over the previous weekend. That oil service agreement covers about 7,200 workers at nearly 50

companies and includes salary grid increases of NOK

47,000, or about \$5,000, effective from 1 June.

hmt-news.com

Balder Partners Approve Seven-Well Tieback to Jotun FPSO

Vår Energi and Kistos Energy Norway have approved the Balder Next New Wells project, a seven-well tieback to the Jotun FPSO in the Norwegian North Sea.



Jotun FPSO (Image Credit: Vår Energi)

18, June 2026

Partners in the Balder field, Vår Energi and

Kistos Energy Norway, have made a final investment decision on the Balder Next New Wells project in the Norwegian North Sea, approving seven new wells tied back to the Jotun FPSO.

The first phase will connect the seven wells to the Jotun FPSO, with production expected to start in the fourth quarter of 2027.

The development is expected to recover 86 million barrels of oil equivalent (mmbœ) in gross proved and probable reserves, compared with an earlier estimate of about 75 mmbœ.

Vår Energi operates the

Balder field with a 90% interest, while Kistos Energy Norway holds the remaining 10%.

Torger Rød, Chief Operating Officer of Vår Energi, said the project supports production growth, long-term value creation and further resource development in the Balder area. He also said the new wells will help sustain output from the Jotun FPSO over time.

According to Vår Energi, the project has an expected breakeven price of around \$30 per barrel of oil equivalent and an internal rate of return above 35%.

The Jotun FPSO, which

started production in 2025, has become central to the Balder area's development. Its processing capacity enables new tieback projects and supports further recovery from the field.

The project is part of a wider infrastructure plan for the Balder area, including the planned decommissioning of the Balder floating production unit from 2028. Consolidating facilities is expected to reduce operating costs and emissions.

hmt-news.com

Equinor Advances Ringvei Vest Subsea Concept

Equinor and partners have selected the Ringvei Vest subsea concept, targeting 240 million barrels of oil equivalent through Troll B.

18, June 2026

Equinor and its partners have selected the development concept for Ringvei Vest, a subsea project linked to the Troll B platform in the Norwegian North Sea.

The project includes the Grosbeak, Swisher, Mulder, Kveikje, Toppand, Røver Sør and Røver Nord discoveries, together with the Grønngylt prospect. The resources are spread across eight licenses.

Equinor estimates Ringvei Vest will contribute 240 million barrels of oil equivalent. Kjetil Hove, Executive Vice President for Exploration and Production Norway at Equinor, said the selected concept followed long-term work with partners and authorities and is intended to support optimal resource use.

As operator across all related licenses, Equinor assessed different options for the discoveries to be included and the host platform. Hove said developing marginal discoveries close to existing infrastructure and working across licenses are important to main-

taining activity levels and reliable energy supplies to Europe. He added that Equinor aims to raise its equity production from the Norwegian Continental Shelf to 1.3 million barrels per day in 2035.

Ringvei Vest covers a large area and is planned with 13 wells through six subsea templates. The well stream will be separated on the seabed before being transported to Troll B, which will also supply power to the subsea facilities.

The wells are planned to be controlled from Troll B. Oil will be transported from the platform to Mongstad, while gas will be sent to Kollsnes.

Troll B is partly powered from shore, enabling Ringvei Vest oil and gas production with low emissions.

A decision on continuation is planned by the end of the year. The timing for the final investment decision, submission of the plan for development and operation, and production start-up has not yet been decided.

hmt-news.com

BP Awards Foinaven Subsea Work to DeepOcean

BP has awarded DeepOcean a subsea decommissioning and recycling scope at the Foinaven field, covering risers, umbilicals and related equipment.

18, June 2026

BP has awarded DeepOcean a subsea decommissioning and recycling scope at the Foinaven field, west of Shetland on the UK Continental Shelf.

The work covers equipment recovery from the former Foinaven FPSO location. DeepOcean will remove ten flexible process risers and three dynamic subsea umbilicals from the site.

The company will also recover one static umbilical, buoyancy equipment, riser protection, clamps and other related items connected to the risers.

DeepOcean will handle engineering, project management and offshore execution through its Aberdeen operations in the UK. The offshore work will be performed using a high-specification subsea construction vessel operated by the company.

The Foinaven field was discovered in 1992 and started production in 1997. It lies about 190 km west of the Shetland Islands in the Faroes/Shetland Trough, in water depths of 330 m to 530 m.

Before the Foinaven FPSO left the field in 2021, Foinaven had produced 440 million barrels of oil, twice the volume expected when the field was first developed.

Robin Mawhinney, Executive Vice Pres-

ident for the EMEA region at DeepOcean, said decommissioning is often treated mainly as a cost activity, while DeepOcean sees it as a way to use engineering, technology and commercial flexibility to improve project results and recover value for clients.

The project is the second sale and purchase agreement between BP and DeepOcean for this type of work. It follows decommissioning scopes delivered by DeepOcean for BP at the Don and Miller fields under a similar commercial model.

Øyvind Mikaelson, Chief Executive Officer of DeepOcean, said the award shows a commercially innovative approach to subsea decommissioning on the UK Continental Shelf. He added that the model used at the Miller and Don fields has created a framework focused on efficiency, cost optimization and operational flexibility.

The BP assignment comes three weeks after DeepOcean secured a subsea contract package from Equinor for multiple fields on the Norwegian Continental Shelf.

hmt-news.com

France Opens 10 GW Offshore Wind Tender

France has opened a major offshore wind tender for eleven projects across Normandy, Brittany, the South Atlantic and the Mediterranean Sea, combining seven floating and four fixed-bottom sites with more than 10 GW of planned capacity.

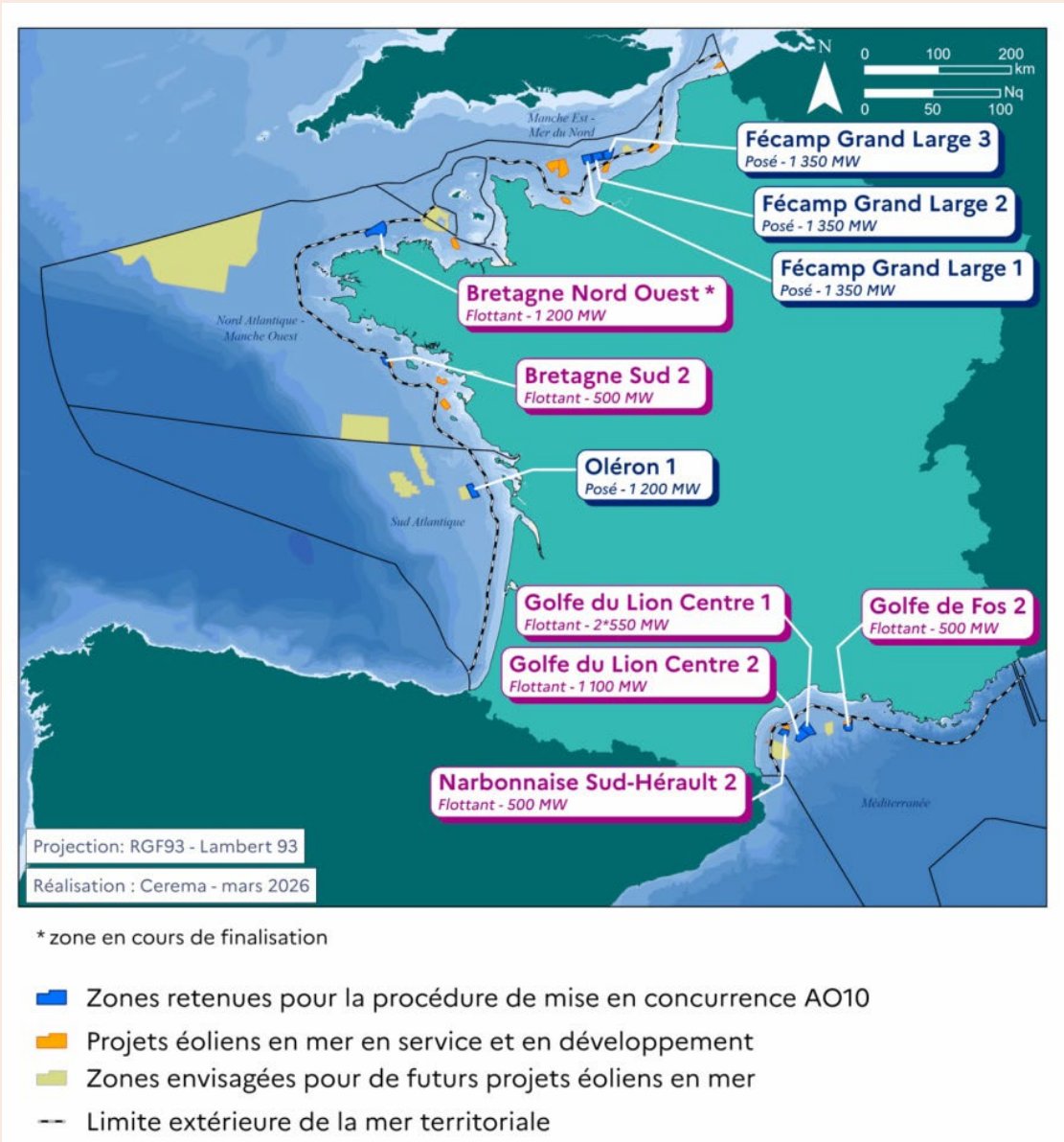


Image Source: Eoliennes en mer en France

12, June 2026

France has started a major offshore wind tender covering eleven projects with a combined capacity of just over 10 GW. The notice was published in the Official Journal of the European Union on 11 June 2026.

The tender includes seven floating wind projects and four fixed-bottom wind farms. The sites are spread across France's main maritime regions, including Normandy, Brittany, the South Atlantic and the Mediterranean Sea.

The largest fixed-bottom cluster is Fécamp Grand Large, where three projects are planned, each with 1.35 GW of capacity. Oléron 1 will add another 1.2 GW of fixed-bottom offshore wind capacity.

Floating wind accounts for a major share of the tender. Bretagne Nord Ouest is planned at 1.2 GW, while Bretagne Sud 2, Narbonnaise Sud Hérault 2 and Golfe de

Fos 2 are each set at 500 MW. In the Golfe du Lion Centre area, France is offering one 1.1 GW project and two additional 550 MW projects.

Developers must submit tenders by 12 October 2026. According to procurement information from CRE, questions from interested developers can be submitted until 19 July.

The tender forms part of France's plan to award around 10 GW through the combined AO9 and AO10 processes, with results expected by the end of 2026 or in early 2027.

The new process will assess bids not only on price, but also on industrial resilience, environmental performance and cybersecurity.

France is targeting 45 GW of offshore wind capacity by 2050, equal to 20% of national electricity demand. Under PPE 3, the country aims to reach 15 GW of installed offshore wind capacity by 2035.

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Ocean Winds Installs First Turbine at Dieppe Le Tréport Wind Farm

Ocean Winds has installed the first turbine at the 500 MW Dieppe Le Tréport offshore wind farm in France, with first power expected in the coming weeks.

15, June 2026

Ocean Winds has installed the first turbine at the 500 MW Dieppe Le Tréport offshore wind farm off the coast of France.

The project will include 62 turbines and is designed to supply electricity equivalent to the annual consumption of about 850,000 people.

The offshore substation has already been installed. First power is expected in the coming weeks as turbines are gradually connected to the grid.

Dieppe Le Tréport is located off Le Tréport and Dieppe.

Ocean Winds, jointly owned by EDP Renewables and ENGIE, is the majority shareholder and is leading the project's development and delivery.

Frédéric Flaus, project director for EMDT, said the first turbine installation followed several years of preparation and close cooperation among the parties involved. He also said the project is supported by a mainly European supply chain and continued dialogue with local stakeholders and sea users.

Siemens Gamesa is supplying the turbines. Nacelles and blades are produced in Le Havre, while tower sections

are manufactured in Bilbao and pre-equipped in Brest.

Foundations are manufactured in Fene, Spain, and stored in Cherbourg. The offshore substation was built by Chantiers de l'Atlantique in Saint-Nazaire.

Offshore installation work is being carried out by Jan De Nul and DEME, supported by ports along the Channel and North Sea coastline.

Marc Hirt, country manager for Ocean Winds in France, said the milestone shows the company's progress in offshore wind in France and its ability to advance several projects across the country at



Image source: OW Ocean Winds

the same time.

hmt-news.com

GWEC Urges Faster Offshore Wind Expansion

GWEC says global offshore wind capacity reached 92.5 GW in 2025 and is set for rapid growth, calling for faster permitting and stronger infrastructure investment.



Image source: Ocean Winds

15, June 2026

Global Wind Energy Council (GWEC) has called on governments to speed up offshore wind deployment and treat projects as critical energy infrastructure, saying faster development is needed to strengthen energy security and limit exposure to future energy market shocks. The industry is nearing the

100 GW installed capacity mark. GWEC's 2026 Global Offshore Wind Report, released on 9 June at the APAC Wind Energy Summit in Hanoi, shows global offshore wind capacity reached 92.5 GW by the end of 2025.

In 2025, 9.3 GW of new offshore wind capacity was connected to power grids worldwide. That was 16% higher than the previous year

and the third-highest annual total on record.

GWEC expects annual offshore wind installations to double in 2026 and continue growing over the next decade. More than 327 GW of new capacity is forecast to be added by 2035, taking cumulative global offshore wind capacity to 420 GW.

The report projects a 24% compound annual growth rate

for offshore wind between 2026 and 2030, placing the sector among the fastest-growing mainstream energy technologies.

More than 50 GW of offshore wind projects are under construction worldwide, while annual installations are expected to exceed 50 GW by 2035.

China remained the largest offshore wind market in 2025, commissioning 6.6 GW and increasing its total installed offshore wind capacity to 48.4 GW. Europe added nearly 2 GW across the UK, Germany and France, with the UK accounting for just over 1 GW.

GWEC said the sector still faces permitting delays, grid constraints, supply chain bottlenecks and weaknesses in auction design.

Around 25 GW of offshore wind projects outside China have already secured permits and planning approvals but are still waiting for final investment decisions. GWEC said unresolved grid connection, auction or subsidy arrangements often remain obstacles.

To address these issues, GWEC set out an eight-point action plan covering faster permitting, higher investment

in grid and port infrastructure, improved auction frameworks, closer government-industry cooperation, wider financing mechanisms and stronger supply chains.

The report also calls for offshore wind projects and related infrastructure, including transmission networks, energy storage facilities and ports, to be classified as nationally significant infrastructure. GWEC said this would help reduce regulatory delays and improve investment certainty.

Rebecca Williams, GWEC's Deputy CEO, said offshore wind built at scale is a strategic asset and one of the strongest utility-scale renewable power sources for a clean and secure power system.

Offshore wind accounted for 7.1% of total global wind installations by the end of 2025. China, the UK, Germany, the Netherlands and Taiwan represented more than 90% of the global offshore wind market. The average size of offshore wind turbines installed in 2025 exceeded 10 MW for the first time, reaching 10.3 MW.

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Dutch Government Raises Support for 2 GW North Sea Offshore Wind Projects

The Dutch government has raised subsidy ceilings and reserved about €6.2 billion to support the 2 GW IJmuiden Ver Gamma-A and Gamma-B offshore wind projects in the North Sea.

16, June 2026

The Dutch government has increased financial support for two offshore wind projects in the North Sea to help secure market interest in 2 GW of new wind energy capacity.

For IJmuiden Ver Gamma-A, the maximum subsidy level has been raised from €104/MWh to €117/MWh. For IJmuiden Ver Gamma-B, the ceiling has increased from €103/MWh to €116/MWh.

The government has reserved about €6.2 billion for the two projects. Final subsidy costs may be lower if winning bids are submitted below the

maximum tender prices. Actual spending will also depend on electricity prices during the subsidy period.

The updated ceilings were set after consultation with the Netherlands Environmental Assessment Agency (PBL). The assessment did not include the potential impact of an electricity feed-in tariff being considered by the Authority for Consumers and Markets (ACM).

To reduce financial uncertainty for developers, the government added more budgetary flexibility to the tender framework. Market consultations indicate strong interest in both tenders, with

competition expected to keep final subsidy levels below the maximum caps.

IJmuiden Ver Gamma-A and Gamma-B are intended to support the Netherlands' domestic energy supply and wider energy transition. The government is also preparing a new offshore wind support system based on Contracts for Difference (CfDs), with legislation expected to be submitted to the House of Representatives before the summer.

The subsidy tenders for both sites will open on 26 November and close on 10 December at 17:00. Permits are expected to be granted in the first quarter of 2027.

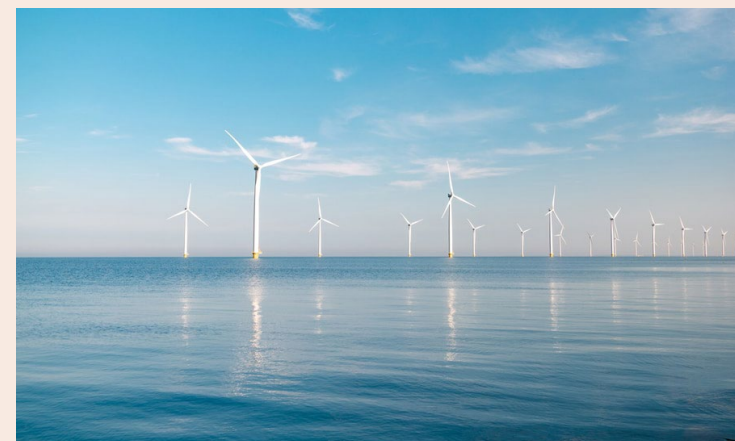


Image source: Shutterstock / ID-1882161103

If the schedule is maintained, the projects are expected to become operational around 2032. The tenders will be carried out by the Netherlands Enterprise Agency (RVO).

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HD Hyundai Heavy Industries Advances Korean Offshore Wind SOV Development

HD Hyundai Heavy Industries and Malcom have agreed to jointly develop an eco-friendly Korean-type SOV and pursue AiP certification to support the growing offshore wind sector.



Officials from HD Hyundai Heavy Industries and Malcom at the signing ceremony for a Korean offshore wind support vessel development partnership.

15, June 2026

HD Hyundai Heavy Industries has taken a step toward domestic produc-

tion of eco-friendly service operation vessels (SOVs) designed for the offshore wind sector.

The company recently

signed a memorandum of mutual cooperation with Malcom, a marine engineering and offshore consulting specialist, to

jointly develop a Korean-type offshore wind support vessel.

SOVs are used to support maintenance and repair activities at offshore wind farms. The vessels provide accommodation and operational facilities that allow technicians to remain offshore for extended periods while carrying out maintenance work from a dedicated support base.

Their role is becoming increasingly important as offshore wind projects move farther from shore. Greater travel distances and weather-related access restrictions can make offshore-based operations more efficient than daily transfers from land.

Growth in the offshore wind industry is also expected to support demand for these vessels. According to the Global Wind Energy Council (GWEC), cumulative global offshore wind capacity is forecast to increase from 83.2 GW at the end of 2024 to 441 GW by 2034.

Under the agreement, HD Hyundai Heavy Industries and

Malcom will jointly develop an eco-friendly SOV tailored to the operating conditions of South Korea's offshore wind sector. The companies also plan to pursue Approval in Principle (AiP) from Korean Register.

An official from HD Hyundai Heavy Industries said eco-friendly SOVs represent essential infrastructure for the reliable operation of the offshore wind market.

An offshore wind industry official said the global offshore wind market was estimated at approximately KRW 65 trillion to KRW 74 trillion in 2025, with cumulative installed capacity exceeding 83 GW. The official added that South Korea remains at an early stage of development, citing around 0.35 GW and approximately 260 MW in cumulative commercial operation records, while demand for offshore wind support vessels continues to grow both domestically and internationally.

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Vestas Reaches 100 Offshore Installations for V236-15.0 MW Turbine

Vestas has reached 100 offshore installations of its V236-15.0 MW turbine as construction advances at the 1.2 GW Baltic Power offshore wind farm in Poland.

16, June 2026

Vestas has reached 100 offshore installations of its V236-15.0 MW turbine, marking a milestone as construction continues at the Baltic Power offshore wind farm in Poland.

The 1.2 GW project is moving forward after Cadeler's jack-up vessel Wind Osprey installed the first of 76 Vestas 15 MW turbines at the site in July 2025.

In February and March this year, Van Oord completed the installation of the monopiles and transition pieces. Inter-array cable installation remains underway.

Baltic Power is owned by a joint venture between Orlen Group and Northland Power. The offshore wind farm is scheduled to start operations later this year.

hmt-news.com

AD Ports and Dajin Heavy Industry Sign Offshore Wind Supply Chain MoU



Photo courtesy of AD Ports

17, June 2026

AD Ports Group and Dajin Heavy Industry have signed a memorandum of understanding to review cooperation opportunities in offshore wind supply chain development, maritime logis-

tics, port infrastructure, and strategic vessel investments.

The agreement covers several areas linked to offshore wind project delivery. These include the transport of offshore wind components, the development of pre-assembly hubs, fabrication and assem-

bly work, logistics solutions for offshore energy infrastructure, and potential participation in selected offshore wind tenders and industrial projects.

The UAE-based port operator said on 16 June that the cooperation is aimed at combining port and logistics capabilities with manufacturing expertise to support offshore wind and energy infrastructure markets in Europe and other regions.

The MoU follows a series of offshore wind-related moves by AD Ports Group over the past year, including partnerships with Masdar, Siemens Energy, and Green Parrot.

The company has also recently acquired Spain's Balenciaga shipyard, which specializes in building offshore wind vessels.

hmt-news.com

US Wind Leasing Freeze Overturned as Trump Administration Withdraws Appeal

The Trump Administration has withdrawn its appeal of a federal court ruling that struck down the nationwide wind leasing and permitting freeze, leaving the decision in force and allowing federal approval processes for wind projects to continue.

16, June 2026

The Trump Administration has withdrawn its appeal of a federal court ruling that invalidated the section of a January 2025 Presidential Wind Memorandum that halted federal leasing and permitting activities for onshore and offshore wind projects.

The US Court of Appeals for the First Circuit granted the federal government's motion to voluntarily dismiss its appeal of a December 2025 decision by the US District Court for the District of Massachusetts. The lower court had found the challenged section of the Presidential Wind Memorandum unlawful and vacated it in its entirety.

With the appeal withdrawn, the district court's ruling remains in effect, meaning the nationwide indefinite pause on wind energy leasing and permitting activities can no longer be enforced.

President Donald Trump issued the memorandum on 20 January 2025, directing federal agencies to halt approvals required for the development



AI generated image

of offshore and onshore wind projects pending a review of federal wind leasing and permitting practices. Federal agencies subsequently suspended permitting and approval activities for wind

developments.

A coalition of states challenged the directive in May 2025, arguing that it unlawfully interfered with wind energy development and threatened investments in renewable

energy infrastructure, supply chains and workforce development. The states also argued that the measure would increase energy costs and undermine efforts to diversify electricity supplies.

In December 2025, the Massachusetts district court ruled in favor of the states, determining that the administration lacked the authority to impose the indefinite freeze and vacating the relevant section of the memorandum.

The federal government filed an appeal at the beginning of this year but has now withdrawn the case, leaving the lower court ruling intact.

California Attorney General Rob Bonta welcomed the outcome, stating that the states had challenged what they viewed as an unlawful action. He said the decision clears the way for investment, job creation and broader access to affordable energy while helping reduce the impact of rising utility costs on households.

The dismissal removes the legal basis for the federal wind leasing and permitting freeze and allows federal wind leasing and permitting activities to proceed under the court's ruling.

[hmt-news.com](#)

Netherlands Raises Subsidy Caps for 2 GW Offshore Wind Tender

The Dutch government has raised subsidy ceilings for the 2 GW IJmuiden Ver Gamma offshore wind tender to support market participation amid investment uncertainty in the sector.



17, June 2026

The Dutch government has increased the subsidy ceilings for the IJmuiden

Ver Gamma-A and Gamma-B offshore wind farms to support market participation in an upcoming tender for 2 GW of new offshore wind capacity.

The tender is scheduled to open on 26 November and close on 10 December. Winners are expected to be announced in the first quarter of 2027, while the projects are expected to be commissioned around 2032.

The maximum price for IJmuiden Ver Gamma-A has been raised from EUR 104/MWh to EUR 117/MWh. For IJmuiden Ver Gamma-B, the ceiling has increased from EUR 103/MWh to EUR 116/MWh.

The government has reserved around EUR 6.2 billion

for the support scheme. Actual spending will depend on final bid prices and electricity market conditions during the subsidy period.

The adjustment reflects investment uncertainty in the offshore wind sector, including possible new grid feed-in charges being considered by the national regulator. The Cabinet said it included additional headroom so developers can account for such risks in their bids.

The government still expects the winning tender amounts to come in below the

ceilings due to competition, with market consultations indicating sufficient interest in both sites.

The subsidies have been reintroduced after several zero-subsidy tenders, as the sector faces market challenges and the government prepares a transition toward auctions based on Contracts for Difference. Legislation for the CfD framework is expected to be submitted to Parliament soon.

[hmt-news.com](#)

Balaena Acquires APCL Group in £150 Million UK Shipyard Deal

Balaena has acquired APCL Group for £150 million, adding Cammell Laird, A&P Tyne, A&P Falmouth, and Falmouth Docks as UK shipbuilding consolidation accelerates.



Image credit: Balaena

15, June 2026

Balaena has acquired APCL Group in a £150 million transaction, adding four UK shipyard assets to its expanding shipbuilding and repair portfolio.

The deal includes Cammell

Laird, A&P Tyne, A&P Falmouth, and Falmouth Docks and Engineering Company. The yards were grouped under APCL in 2023 as part of Peel Group.

After the acquisition, Balaena said the enlarged business will operate 12 dry docks

and employ more than 2,000 people. Its activities will cover the UK and extend into the Mediterranean, creating what the company described as the country's largest ship repair and refit network.

The group will serve the Royal Navy, Royal Fleet Auxiliary, offshore energy projects, cargo vessels, cruise ships, and ferries. Balaena already has a long-term defense workload at its Gibraltar yard, where almost one-quarter of its capacity is assigned to UK naval-related work. It also operates a smaller yard in Cornwall.

Balaena plans to modernize APCL's facilities and expand capacity in ship repair, offshore fabrication, and low-emission propulsion systems. The company also intends to work with colleges

and maritime training institutions on a national skills and apprenticeship program.

Founded in 1828, Cammell Laird is one of the UK's oldest shipbuilding names. Its history includes passenger ship construction and the aircraft carrier HMS Royal Ark, which entered service in 1955. More recently, the yard delivered a polar research vessel and produced blocks for UK defense programs, including aircraft carriers, submarines, and the Type 26 frigate program.

A&P Tyne has also supported Type 26 frigate construction and has provided maintenance services for UK defense shipbuilding projects.

The acquisition comes as the UK gives shipbuilding a higher strategic priority. In March, the government identified shipbuilding, steel, arti-

ficial intelligence, and energy infrastructure as key sectors for national security, with guidance aimed at strengthening economic security and industrial resilience.

The transaction also reflects wider consolidation in UK shipbuilding. Navantia has acquired four shipyards from Harland & Wolff and secured UK defense shipbuilding work.

Industry observers view Balaena's acquisition of APCL as a strategic step ahead of the UK government's planned Future Fleet Plan, part of the delayed Defense Investment Plan. The move is expected to increase competition between established UK yards and expanding groups such as Balaena and Navantia.

[hmt-news.com](#)

Taiwan Offshore Wind Capacity Reaches 4.8 GW

Taiwan reached 4.8 GW of offshore wind capacity after installing its 500th turbine. The country ranked fifth globally in installed offshore wind capacity in 2025 and third for new additions.

16, June 2026

Taiwan ranked fifth worldwide for installed offshore wind capacity in 2025 and third for new capacity additions, according to the Energy Administration, which cited the Global Wind Energy Council.

The country reached another milestone on Friday with the installation of its 500th

offshore wind turbine. Total offshore wind capacity now stands at 4.8 GW, according to CNA. WindTurbines

Offshore wind generation in Taiwan also passed 10 billion kWh for the first time in 2024, showing the sector's growing role in renewable power supply.

Taiwan installed its first two demonstration offshore wind turbines in 2017. The Energy

Administration said the country reached its current scale in less than ten years, while some European markets took 20 to 30 years to develop offshore wind power.

The sector continued to move forward despite the COVID-19 pandemic, global inflation, and changing international conditions that disrupted offshore wind projects in other markets. CNA also re-

ported that offshore turbines in Taiwan have maintained stable operations through several typhoons and earthquakes.

The Energy Administration credited the achievement to developers, suppliers, financial institutions, civil society groups, and project teams. It also acknowledged government agencies for helping address development chal-

lenges.

Taiwan plans to keep expanding offshore wind to strengthen energy resilience, increase green power supply, improve industrial competitiveness, and support its net-zero emissions target by 2050.

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COP Names New Korea CEO for 5-GW Offshore Wind Portfolio

Copenhagen Offshore Partners has appointed Clement Helbig de Balzac as CEO of COP Korea to lead a 5-GW offshore wind portfolio, including Taeon Wind Power and other projects.



17, June 2026

Copenhagen Offshore Partners has appointed Clement Helbig de Balzac as Chief Executive Officer of COP Korea to lead its offshore wind development portfolio in South Korea. COP Korea is advancing a 5-GW portfolio that includes Taeon Wind Power, Haewoori Offshore Wind, Haesong Offshore Wind and Jeonnam Offshore Wind. Clement Helbig de Balzac will also serve as Project CEO of Taeon Wind Power. Copenhagen Offshore

Partners is the exclusive offshore wind development partner of fund manager Copenhagen Infrastructure Partners. Clement Helbig de Balzac joined Copenhagen Offshore Partners in 2022 and has served as CEO of COP Japan. Before joining the company, he held senior roles at Parkwind, working on offshore wind projects in Europe. Jesper Krarup Holst, Partner and Head of APAC at Copenhagen Offshore Partners, said Clement Helbig de Balzac brings more than 15 years of experience in offshore wind development, construction and operations across Europe and Japan. Jonathan Spink, former CEO of COP Korea, will relocate to Australia to continue his career in the energy sector.

hmt-news.com

Invenergy to Exit Four US Offshore Wind Leases in \$765 Million Deal

19, June 2026

The US Department of the Interior (DOI) said on 17 June that it had reached a settlement with Invenergy covering four offshore wind lease areas in the New York Bight, off California's Central Coast and in the Gulf of Maine. Under the agreement, Invenergy will relinquish the leases and receive \$765 million, approximately EUR 664 million, in reimbursement. The DOI said the capital will instead be directed to natural gas-fired

power generation and geothermal energy projects. The funds are expected to support gas-fired power plants in Indiana, Wisconsin, Iowa, Kansas and Missouri, as well as geothermal developments in the western United States. The settlement is part of a wider series of offshore wind lease termination agreements announced by the Trump administration as it moves to stop new offshore wind development and shift investment toward conventional power generation. Since the start of this year, the administration has also announced similar arrangements with TotalEnergies and the developers of the Golden State Wind and Bluepoint Wind projects, led by Ocean Winds. The four leases covered by the agreement were still in the early stages of development. In the New York Bight, Invenergy held a lease awarded in BOEM's 2022 auction. The company had been advancing the site as the Leading Light Wind project with energyRe. The California lease area

European Offshore Wind Supported 180,000 Jobs in 2025

Europe's offshore wind sector supported 180,000 jobs and generated EUR 26 billion in economic value in 2025, led by new wind farm construction and expanding operations.

18, June 2026

Europe's offshore wind industry supported around 180,000 full-time equivalent jobs in 2025 and generated about EUR 26 billion in gross value added, according to an analysis by Menon Economics and TGS I 4C. Of the total employment impact, around 55,000 jobs were linked directly to companies supplying goods and services to offshore wind projects. A further 125,000 jobs were supported through the wider supply chain. Construction and development of new offshore wind farms accounted for the largest share, supporting about 155,000 jobs. Operations and maintenance activities contributed approximately 25,000 jobs. Construction-related activity generated around EUR 16 billion in value creation. Operating offshore wind assets contributed about EUR 10 billion, including EUR 7 billion from electricity production and EUR 3 billion from oper-



Image source: Shutterstock / ID-1728462118)

ations and maintenance services. The largest economic effects were seen in Germany, the UK, Denmark, Spain and the Netherlands. Norway, France, Poland and Belgium also gained significant value from manufacturing, installation, maritime transport and engineering services. The analysis described 2025 as a transitional year for the sector. Higher costs and difficult auction conditions continued to affect the market,

while major project pipelines, record offtake awards and pressure to meet 2030 renewable energy targets supported long-term activity. The report also found that more than 80% of employment effects came from building new offshore wind farms. As installed capacity increases, operating assets are expected to represent a growing share of Europe's offshore wind value creation.

hmt-news.com

Ming Yang and Oceanic Wind Explore BC Offshore Wind Investment

Ming Yang Smart Energy and Oceanic Wind Energy signed an MoU to assess investment options for a 1.5 GW-2 GW Indigenous-led offshore wind project in British Columbia.

18, June 2026

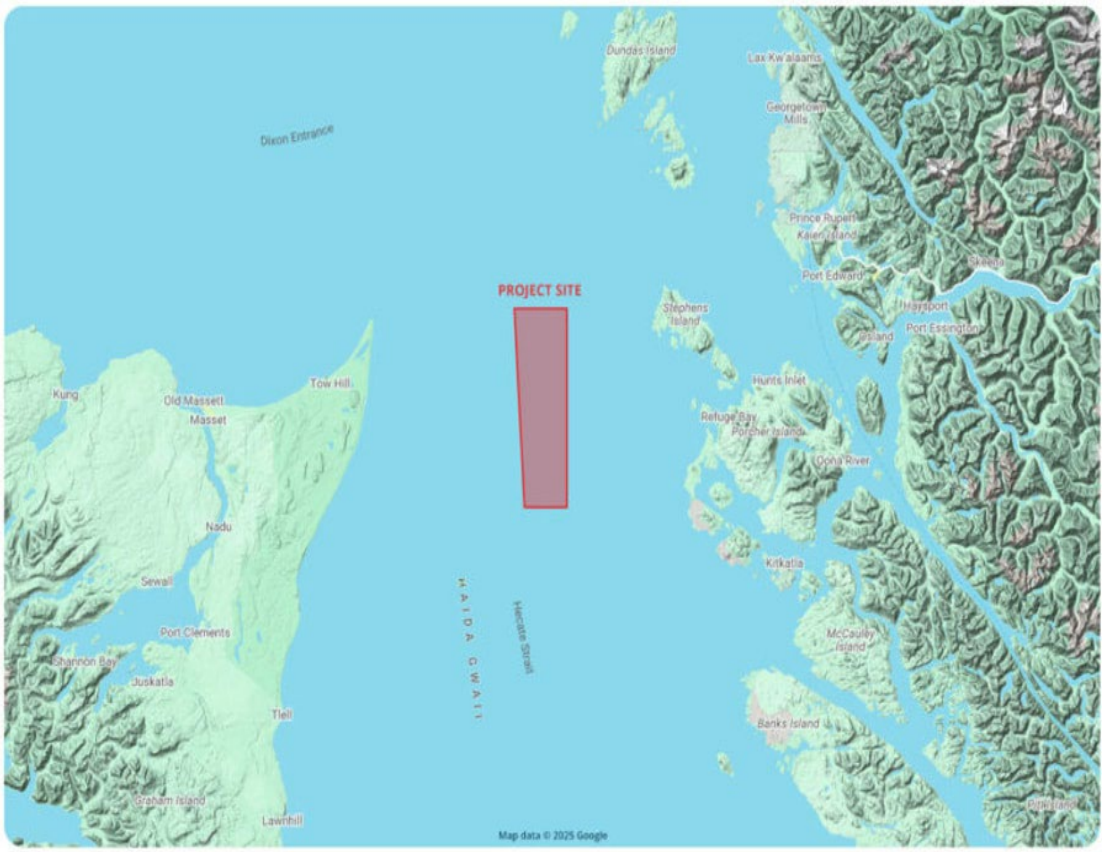


Image source: Oceanic Wind Energy

Oceanic Wind Energy and Ming Yang Smart Energy have signed a memorandum of understanding (MoU) to review a possible strategic investment partnership for a large offshore wind project in the Hecate Strait, off the northwest coast of British Columbia, Canada. The project is being developed by Oceanic Wind Energy and Coast Tsimshian Enterprises, a 50/50 partnership between the Metlakatla and Lax Kw'alaams First Nations. Oceanic Wind Energy said the offshore wind farm could provide 1.5 GW to 2 GW of installed capacity, making it one of Canada's largest Indigenous-led renewable energy opportunities. Under the non-binding MoU, Ming Yang Smart Energy will assess potential participation through equity

investment, debt financing, and wider strategic support for development, construction, and long-term operation. The parties will review the possible size and structure of the investment during a 90-day due diligence period. Oceanic Wind Energy also appointed Falkirk Environmental Consultants to begin the environmental approvals process. The work will start with preparation and submission of the Initial Project Description (IPD). The proposed site is near Stephens Island, about 30 km west of Prince Rupert. The project follows progress made last year, when the partners received an Investigative Use Permit (IUP) for the first phase of the offshore wind development. That phase could have a capacity of 600 MW to 700 MW.

hmt-news.com

Siemens Energy and Neptun Smulders Win 2 GW North Sea Converter Deal

Siemens Energy and Neptun Smulders Offshore Renewables have won a 50Hertz contract to deliver the 2 GW North Sea Connector 2 grid connection system.



Photo source: Siemens Energy

17, June 2026

Siemens Energy and Neptun Smulders Offshore Renewables have been awarded a contract by 50Hertz to deliver the North Sea Connector 2 grid connection system in the North Sea, with a capacity of up to 2 GW. Siemens Energy will equip the offshore converter platform with electrical transmission technology. The company has also secured a long-term service contract

covering maintenance, IT services, and on-call support. 50Hertz said the consortium was selected through a transparent tender process based on price and technology. Key components will be manufactured at a shipyard within 50Hertz's grid area. The offshore converter platform will be fabricated by Neptun Smulders Offshore Renewables, a joint venture between Neptun Werft, part of Meyer Werft Group, and Smulders. The work will be carried out mainly at the Neptun Werft shipyard in Rostock-Warnemünde. Around 95% of Siemens Energy's project scope for North Sea Connector 2 will be delivered in Germany. This includes transformers and converters from Nuremberg and SF -free gas-insulated

switchgear from Berlin. The company is investing several hundred million euros to expand these sites in response to demand for energy transition technologies. The topside will be built in Rostock-Warnemünde and later fitted with transmission technology. Smulders will manufacture the jacket in the Netherlands. The platform will be installed about 200 km west of Sylt. It will convert alternating current from offshore wind turbines into direct current for transmission to shore. Siemens Energy executive board member Tim Holt said offshore grid expansion is one of the most demanding parts of the energy transition and requires strong maritime partners as well as technology. 50Hertz chief executive

officer Stefan Kapferer said the tender showed the consortium's competitiveness on price and technology, while also bringing key manufacturing work into the company's grid area. Stiftung Offshore-Windenergie welcomed the 2 GW offshore converter platform contract, describing it as an important signal for Germany as an industrial location. Managing director Karina Würtz said the award shows the international competitiveness of Germany's maritime sector in key energy transition technologies.

hmt-news.com

Eitzen Orders Two Electric Container Vessels for North Sea Corridor

Eitzen has ordered two 900-TEU electric container vessels to support a new North Sea freight corridor linking Hamburg, Gothenburg and Oslo with battery-powered shipping.

13, June 2026

Norwegian maritime investment group Eitzen has confirmed an order for two battery-powered container vessels as it advances plans to expand electric shipping services in Northern Europe. Shipping& Logistics

The contract was signed on 12 June with Zhejiang Dongpeng Shipbuilding & Repairing Co. for the construction of the vessels in China. The first ship is scheduled for delivery in 24 months, followed by the second vessel three months later.

The initiative will be led by Zen, a company within the Eitzen group focused on maritime electrification. The vessels will be deployed on an electric freight corridor connecting key ports across the North Sea region.

Each ship will have a carrying capacity of 900 TEU and will operate on a route linking Hamburg, Gothenburg



Image source: Zen AS

and Oslo. According to the company, the vessels will be among the largest electric container ships placed into commercial service and will support the development of a new green shipping corridor in Northern Europe.

The ships will be equipped with electric propulsion sys-

tems powered by batteries developed within the Eitzen group. Battery capacity will exceed 100 MWh, enabling an operational range of approximately 500 to 600 nautical miles.

Production of the battery systems will take place at a facility in Tønsberg, Norway.

The company stated that the batteries offer twice the energy density per volume of comparable technologies. They are also designed to remain functional even under permanent water immersion.

Fridtjof C. Eitzen, Co-Founder and CEO of Zen, said electric shipping is

becoming commercially viable on selected trade routes and that the company aims to build the infrastructure required to expand its adoption.

The project is one of seven electric vessel initiatives that received support from Norway's Enova program in June 2025. Enova awarded NOK 200 million, equivalent to approximately \$21 million, for the development of the electric container vessels.

In a separate award, Enova allocated NOK 20.6 million, approximately \$2.2 million, to the Port of Oslo for shore-based charging infrastructure at Yilport Oslo. The facility will provide high-voltage charging capability for battery-powered ships.

According to the Port of Oslo, the charging station will operate at 6.6 kV and provide a capacity of 7.5 MVA to support future operations of the electric container vessels.

[hmt-news.com](#)

Samsung Heavy Industries Advances Floating Data Center Commercialization

Samsung Heavy Industries is expanding partnerships to support commercialization of Floating Data Centers, including its 50MW-class FDC design approved by ABS and Lloyd's Register.



Image source: Samsung Heavy Industries

17, June 2026

Samsung Heavy Industries is expanding partnerships to support the

commercialization of Floating Data Centers (FDCs), as demand for AI-driven data cen-

ter infrastructure continues to grow.

The company said conventional land-based data centers are facing increasing challenges, including limited site availability, power constraints, and cooling efficiency. FDCs are being developed as an alternative by deploying data centers on rivers or in offshore environments.

Samsung Heavy Industries said FDCs could help address these constraints while enabling more flexible and scalable infrastructure development.

Following the Approval in Principle (AiP) for its 50MW-class FDC design from ABS and Lloyd's Register at DCD Connect Virginia 2026, the company has continued to expand partnerships across

technology development, investment, market validation, and regulatory collaboration.

The company is working with ABB on power system development and with Mouserian on U.S. market initiatives. It has also formed strategic partnerships with Capital, Lloyd's Register, LR Advisory, and Supermicro to build the ecosystem needed to bring FDCs closer to commercialization.

By extending its shipbuilding expertise into the digital infrastructure sector, Samsung Heavy Industries said it is preparing for future opportunities in the data center market.

[hmt-news.com](#)

Balaena Acquires APCL Group in £150 Million UK Shipyard Deal

Balaena has acquired APCL Group for £150 million, adding Cammell Laird, A&P Tyne, A&P Falmouth, and Falmouth Docks as UK shipbuilding consolidation accelerates.



Image credit: Balaena

15, June 2026

Balaena has acquired APCL Group in a £150 million transaction, adding four UK shipyard assets to its expanding shipbuilding and repair portfolio.

The deal includes Cammell Laird, A&P Tyne, A&P Fal-

mouth, and Falmouth Docks and Engineering Company. The yards were grouped under APCL in 2023 as part of Peel Group.

After the acquisition, Balaena said the enlarged business will operate 12 dry docks and employ more than 2,000 people. Its activities will cover

the UK and extend into the Mediterranean, creating what the company described as the country's largest ship repair and refit network.

The group will serve the Royal Navy, Royal Fleet Aux-

iliary, offshore energy projects, cargo vessels, cruise ships, and ferries. Balaena already

has a long-term defense workload at its Gibraltar yard, where almost one-quarter of its capacity is assigned to UK naval-related work. It also operates a smaller yard in Cornwall.

Balaena plans to modernize APCL's facilities and expand capacity in ship repair, offshore fabrication, and low-emission propulsion systems. The company also intends to work with colleges and maritime training institutions on a national skills and apprenticeship program.

Founded in 1828, Cammell Laird is one of the UK's oldest shipbuilding names. Its history includes passenger ship construction and the aircraft carrier HMS Royal Ark, which entered service in 1955. More recently, the yard delivered a polar research vessel and produced blocks for UK defense programs, including aircraft carriers, submarines, and the Type 26 frigate program.

A&P Tyne has also supported Type 26 frigate construction and has provided

maintenance services for UK defense shipbuilding projects.

The acquisition comes as the UK gives shipbuilding a higher strategic priority. In March, the government identified shipbuilding, steel, artificial intelligence, and energy infrastructure as key sectors for national security, with guidance aimed at strengthening economic security and industrial resilience.

The transaction also reflects wider consolidation in UK shipbuilding. Navantia has acquired four shipyards from Harland & Wolff and secured UK defense shipbuilding work.

Industry observers view Balaena's acquisition of APCL as a strategic step ahead of the UK government's planned Future Fleet Plan, part of the delayed Defense Investment Plan. The move is expected to increase competition between established UK yards and expanding groups such as Balaena and Navantia.

[hmt-news.com](#)

Drydocks World Launches 5,000-tonne Crane ALNOKHADA

Drydocks World has launched afloat ALNOKHADA, a new 5,000-tonne floating crane developed with ZPMC Offshore. The project now moves into outfitting and load testing.

17, June 2026

Drydocks World has launched ALNOKHADA, its new 5,000-tonne floating crane, marking a key milestone as the project moves into the next phase of outfitting and load testing.

The name ALNOKHADA is inspired by the Gulf's maritime heritage and reflects the legacy of the region's captains. According to the company, the name symbolizes leader-

ship, resilience and the ability to navigate challenging waters, while honoring those who guided fleets across the Arabian Gulf and helped shape the region's maritime tradition.

Developed in collaboration with ZPMC Offshore, the crane has now entered its outfitting phase ahead of final commissioning.

The heavy-lift asset measures 138.5 m in length, with a beam of 52 m and a draft of 5.8 m. It is equipped with



Image source: Drydocks World

a lifting system featuring a 5,000-tonne main hook and a 600-tonne auxiliary hook, with a maximum lifting height of up to 180 m.

Once operational, ALNOKHADA is expected to strengthen Drydocks World's heavy-lift capabilities and support increasingly complex

offshore and energy projects across the region.

[hmt-news.com](#)

Hanwha Ocean Signs Canada FLNG MOU Ahead of Submarine Bid Decision

Hanwha Ocean has signed an MOU with Kanata for a Canada FLNG export project near Prince Rupert as the CPSP submarine bid decision approaches.

18, June 2026

Hanwha Ocean has signed a memorandum of understanding with Canadian energy developer Kanata to support joint development of the Kanata LNG project near Prince Rupert, British Columbia.

The agreement was signed on 16 June local time and announced on 18 June. The project is planned as a floating LNG export development with an annual capacity of up to 12 million tonnes. Its expected total cost is about \$15.7 billion.

Under the MOU, Hanwha Ocean and Kanata will review cooperation in facility operation and maintenance, possible strategic equity participation by Hanwha Ocean or its affiliates, long-term LNG purchase arrangements and midstream solutions including



Image credit: Kang Jinhyung / Asia Business Daily

LNG carriers.

The agreement also comes as Hanwha Ocean

is competing in Canada's next-generation submarine procurement program, known

as CPSP. Canada applies strict industrial and technological benefit assessments

[hmt-news.com](#)

to major defense projects, and the Kanata LNG cooperation is intended to show Hanwha Ocean's commitment to local energy infrastructure.

A key decision in the CPSP process is expected soon. On 13 June, Stephen Fuhr, Canada's Secretary of State for Defence Procurement, said in an interview in Berlin that a preferred bidder is expected to be selected within a month.

Philippe Levy, President of Hanwha Ocean's Offshore Business Division, said Canada has major natural gas resources and the potential to supply LNG reliably to the Asia-Pacific market. He said the partnership with Kanata could allow Hanwha Ocean's FLNG and offshore engineering capabilities to support the project.

Dry Cargo Vessel Fire Extinguished During Maintenance at Turkish Shipyard

A dry cargo vessel caught fire while undergoing maintenance at a shipyard in Tuzla, Türkiye. The engine room blaze was extinguished within an hour, with no injuries reported and an investigation now underway.

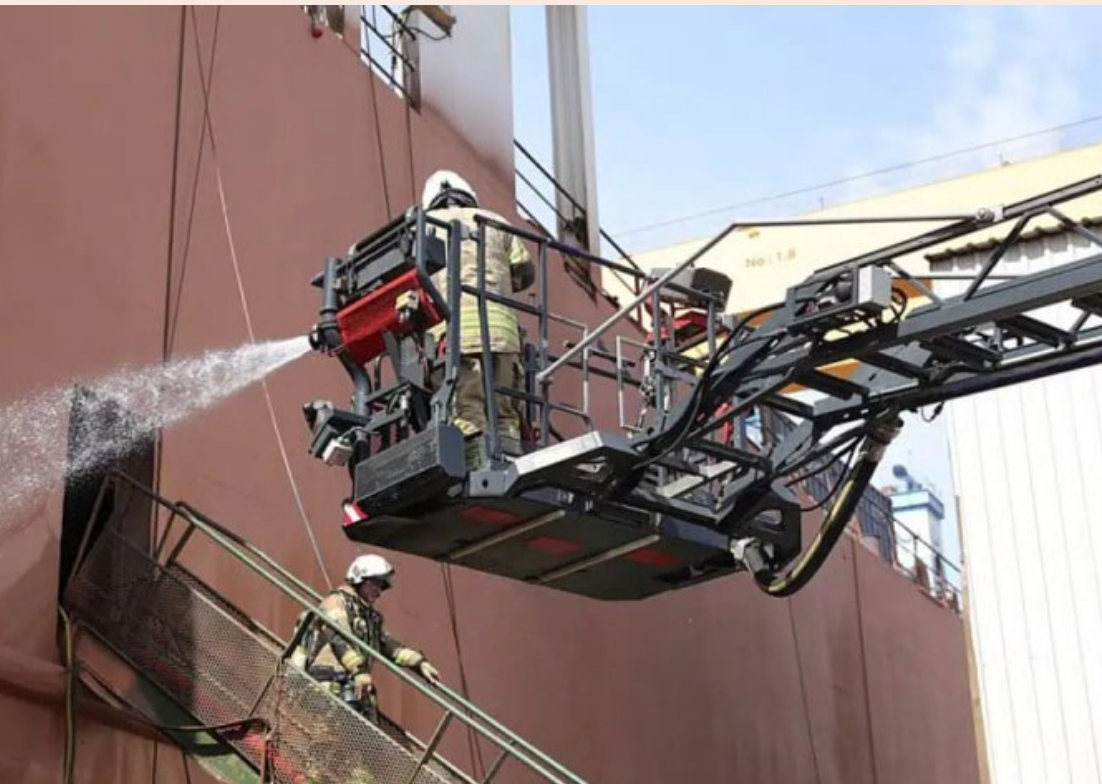


Image Credits: Istanbul Fire Department

19, June 2026

A fire broke out aboard a dry cargo vessel undergoing maintenance at a privately owned shipyard in Istanbul Province, Türkiye.

The incident occurred at approximately 15:00 local time in Tuzla on the Marmara Sea coast. Initial reports indicated that the fire started in the vessel's engine room while maintenance work was being carried out.

Shipyard workers immediately notified the authorities, and fire and rescue teams were dispatched to the facility within minutes.

Firefighting operations continued for about one hour before the blaze was brought under control and fully extinguished.

No injuries were reported

among shipyard personnel, vessel crews or emergency responders.

Following the incident, police implemented security measures around the site and temporarily closed a nearby road to vehicle traffic as a precaution.

Authorities have launched an investigation to determine the cause of the fire.

At the time of publication, the name of the vessel had not been disclosed, and further information regarding the circumstances of the incident remained unavailable.

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U.S. Senators Seek Ban on Chinese and Russian Research Vessels in Arctic Waters

U.S. lawmakers have introduced bipartisan legislation to prevent Chinese and Russian government-linked research vessels from operating in U.S. Arctic waters amid growing security concerns near Alaska.



USCG monitors Xue Long 2 in Arctic waters Image Credit: U.S. Coast Guard / Air Station Kodiak

16, June 2026

Two U.S. senators have introduced bipartisan legislation aimed at preventing Chinese and Russian government-linked vessels from conducting research operations in U.S. Arctic waters, citing growing security concerns

in the region.

The Arctic Security and Diplomacy Act, introduced by Republican Senator Mike Lee and Democratic Senator Jeanne Shaheen, would prohibit vessels connected to adversarial nations from carrying out research activities within the U.S. Exclusive Economic

Zone (EEZ) and on the U.S. continental shelf.

According to the lawmakers, the measure is intended to address concerns that survey and scientific missions could be used to support espionage or intelligence-gathering activities in strategically important Arctic waters.

The proposal follows an increase in Chinese research vessel activity near Alaska. In August 2025, the U.S. Coast Guard reported monitoring five Chinese research vessels operating in or near the U.S. Arctic, including the polar icebreaker Xue Long 2.

Maritime security experts have noted that seabed mapping, hydrographic surveys and oceanographic research can generate data with both civilian and military applications.

During the 2025 Arctic season, Chinese vessels operating near U.S. waters conducted submersible operations and deep-water research activities. Such missions can improve understanding of underwater terrain, communications infrastructure and submarine operating environments.

The legislation also reflects concerns over expanding cooperation between China and Russia in the Arctic. In 2024, four Russian and Chinese vessels carried out joint

operations near Alaska and transited the Bering Strait on multiple occasions.

Russia controls more than half of the Arctic coastline and has continued to develop military infrastructure across its northern territories. China has expanded its fleet of icebreakers, research vessels and other ships capable of operating in polar regions.

The U.S. Coast Guard currently relies primarily on the icebreakers Healy and Storis to maintain its Arctic presence and monitor foreign vessel activity near Alaska.

To strengthen long-term capabilities in the region, the service is pursuing a future fleet of Arctic Security Cutters designed to provide a more persistent U.S. presence in the Arctic.

The proposed legislation is scheduled to be considered by the Senate Committee on Foreign Relations on 17 June.

[hmt-news.com](#)

Container Ship Attacked in Gulf of Aden, UKMTO Says

A container ship was fired upon and faced an attempted boarding south of Yemen in the Gulf of Aden, according to UK Maritime Trade Operations.

15, June 2026

A container ship was fired upon in the Gulf of Aden on Monday morning after a small skiff approached the vessel south of Yemen, according to UK Maritime Trade Operations (UKMTO).

The incident took place about 14 nautical miles south of Yemen at 7:35 AM UTC. UKMTO said the crew of the skiff opened fire on the container ship and attempted to board it.

Authorities are investigating the incident.

The case points to continued maritime security risk in the Gulf of Aden and the wider Red Sea region, despite the putative ceasefire deal announced between the US and

Iran on Sunday night.

Yemen's Houthi movement has been behind most attacks on commercial shipping around Yemen since late 2022 and is backed by Iran. However, there is no confirmed link between the latest attack and the Houthis.

The incident may also have been piracy-related and separate from the Houthis or the wider regional geopolitical situation.

Attacks in the Red Sea and Gulf of Aden have led most major shipping companies to avoid the Red Sea and Suez Canal in recent years, increasing bunker demand as vessels take longer routes around Africa.

[hmt-news.com](#)



Location of the reported maritime security incident south of Yemen in the Gulf of Aden.

EU Sanctions Gazprom and Lukoil Shipping Units Over Russian Oil Transport

The European Union has sanctioned Gazpromneft Shipping and Lukoil-Western Siberia, targeting Russian oil transport practices linked to shadow fleet activity.

16, June 2026

The European Union has added shipping subsidiaries linked to Gazprom and Lukoil to its sanctions list, expanding measures against Russia's oil transportation network. Shipping& Logistics

According to a decision published in the EU Official Journal, Gazpromneft Shipping and Lukoil-Western Siberia were sanctioned over their alleged involvement in transporting Russian oil through irregular and high-risk shipping practices.

The move directly targets shipping operators affiliated with two of Russia's largest oil producers, rather than independent tanker managers or trading companies.

The EU identified Lukoil-Western Siberia as the commercial operator of the tankers Aries, Neva Lux and Nimbus Spb. The bloc said the vessels lacked adequate liability insurance and were involved in ship-to-ship transfers and AIS signal manipulation while carrying Russian



Image source: Shutterstock / ID-2155078397

crude and petroleum products.

Gazpromneft Shipping was listed as the technical manager of Omsk, Olanga and Murmansk. According to the EU, those tankers also lacked adequate insurance and were involved in ship-to-ship transfers and AIS manipulation while transporting Russian oil products.

The sanctions are part of the EU's wider effort to disrupt Russian oil exports that use opaque ownership structures, offshore intermediaries and tanker-to-tanker transfers. Previous packages have already targeted hundreds of vessels linked to Russia's shadow fleet, as well as ports, service providers and companies supporting oil transport.

Earlier this year, the EU sanctioned several Russian maritime and energy-related entities, including Gazprom Flot, Rosneftflot, Gazpromneft Marine Bunker and Lukoil-Nizhnevolzhskneft, along with dozens of tankers connected to Russian oil exports.

Since 2024, Arctic-linked operators have also been a focus of Western sanctions.

Measures by the United States, the EU and the United Kingdom have targeted Sovcomflot vessels, companies involved in Novatek's Arctic LNG 2 project, and LNG carriers and tanker managers associated with Russian Arctic exports.

Analysts said the designation of Gazpromneft Shipping and Lukoil-Western Siberia could complicate vessel insurance, classification, financing and chartering arrangements, even if the companies continue operating domestically or through non-Western counterparties.

The measures could also raise compliance risks for companies in Asia, the Middle East and other regions dealing with vessels managed by the sanctioned entities.

The sanctions are unlikely to halt Russian oil exports outright, but they could push Gazprom and Lukoil further toward opaque shipping arrangements and non-Western maritime services.

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Three Dead After Supply Boat Sinks Near Singapore Terminal

Three people died after a supply boat sank near Singapore's Pasir Panjang Terminal following a collision with a landing craft.



The Port of Singapore

17, June 2026

Three people died after a supply boat sank off

Singapore's Pasir Panjang Terminal on Friday morning following a collision with a landing craft.

The Maritime and Port Authority of Singapore said the accident occurred at around 09:30. Search and rescue

teams from the Maritime and Port Authority of Singapore, Police Coast Guard, and Singapore Civil Defence Force Marine Division were deployed after the collision.

Authorities said the Police Coast Guard recovered three bodies from the water. The deceased are believed to have been crew members of the sunken supply boat and were aged between 38 and 53.

A paramedic from the Singapore Civil Defence Force confirmed all three deaths.

Search and rescue work remained underway, including diving operations, to determine whether any other crew members were missing.

The landing craft involved

in the collision remained stable, and no injuries were reported among its crew.

The Maritime and Port Authority of Singapore said port operations were not affected. Navigational warnings were issued to advise vessels to stay clear of the area.

Authorities are continuing investigations into the cause of the collision.

The incident follows other recent maritime cases in the region, including a container vessel sinking near Indonesia's Batam island and a separate pleasure craft incident off Singapore's Southern Islands earlier this year.

hmt-news.com

Two Robbery Cases Hit Singapore Strait Bulk Carriers

ReCAAP ISC reported two security incidents involving bulk carriers in the Singapore Strait from 2-8 June, with no crew injuries and one case involving stolen service kits and a DG turbo charger.



Illustration purpose only (Image source: Ships & Ports)

12, June 2026

Two security incidents involving bulk carriers were reported to ReCAAP ISC in Asia during 2-8 June. The cases were classified as one CAT 3 incident and one CAT 4

incident.

Both cases took place on 5 June while the vessels were underway in the eastbound lane of the Traffic Separation Scheme in the Singapore Strait. No crew members were injured.

The first incident occurred at 0228 hrs, 1.9 nautical miles off Pulau Cula, Indonesia. Three perpetrators boarded the bulk carrier without weapons, and no items were taken. ReCAAP ISC placed the case under CAT 4, its least signifi-

cant category.

The second case was reported at 0352 hrs, 2.3 nautical miles off Pulau Cula. It also involved a bulk carrier. Three perpetrators were seen with knives and a gun-like object. Service kits and a DG turbo charger were stolen, but the crew were unharmed. ReCAAP ISC classified the case as CAT 3, which is described as less significant.

With the two latest reports, the number of incidents in the Straits of Malacca and Singapore since January 2026 has risen to 19.

ReCAAP ISC advised vessels to increase vigilance, keep a close watch when transiting areas of concern, and report incidents immediately to law enforcement agencies. It also urged littoral States to raise patrol levels, improve enforcement, respond quickly, coordinate more closely and

share information on incidents and criminal groups.

Separately, ReCAAP ISC said there had been no crew abduction incident in the Sulu-Celebes Seas and waters off Eastern Sabah for a 6th consecutive year. The last reported case occurred on 17 January 2020.

In January 2025, the Philippine Coast Guard, together with other stakeholders and counterparts, downgraded the threat level for crew abduction for ransom in the Sulu-Celebes Seas to LOW. ReCAAP ISC's advisory of 14 February 2025 asked ships transiting the area to remain vigilant, keep in communication with relevant authorities, and report incidents to the Operation Centers of the Philippines and ESSCOM.

hmt-news.com

Bella 1 Master Pleads Guilty After Atlantic Coast Guard Pursuit

The master of shadow fleet tanker Bella 1 pleaded guilty after refusing U.S. Coast Guard orders during an Atlantic interdiction case linked to Iran-origin oil movements.

13, June 2026

Avtandil Kalandadze, master of the shadow fleet tanker Bella 1, has pleaded guilty in the U.S. District Court for the District of Columbia after refusing a U.S. Coast Guard order during an Atlantic interdiction operation.

Kalandadze, a 47-year-old citizen of Georgia, was in command of Bella 1 when the tanker failed to stop for the U.S. Coast Guard cutter Munro. The case followed a pursuit that began after the tanker was intercepted while sailing toward Venezuela in December 2025.

Failing to comply with a lawful order to stop carries a maximum prison term of five years, unless aggravating circumstances apply. Sentencing is scheduled for 7 August, and U.S. prosecutors said Kalandadze will be deported after completing his prison sentence.

According to the plea agreement, Kalandadze



Photo source: USCG

served as master of Bella 1 from September 2025 until late December 2025. During that time, the tanker carried about 1.8 million barrels of Iran-origin oil to Asia.

U.S. authorities said the vessel used methods often linked to concealment at sea. These included sailing without an active AIS signal and hiding the tanker's name during a

ship-to-ship transfer involving Iran-origin oil.

When Bella 1 was challenged by Munro, the tanker did not follow repeated orders from authorized federal officers. Prosecutors also said Kalandadze acted under the direction of a representative of the tanker's operator and took steps to avoid interdiction, including destroying records

and information aboard the vessel.

The vessel's operators later sought Russian protection and announced that the tanker had been renamed Marinera and placed under the Russian flag.

After U.S. authorities stopped the tanker, it was taken to Scotland. The case later drew criticism over claims that

Kalandadze was removed at night while legal efforts were being made to prevent his deportation.

U.S. Homeland Security and the FBI described the incident as a reckless pursuit across the Atlantic. They said the tanker had used deceptive practices in connection with the movement of oil linked to Iran. However, the vessel was reportedly in ballast and empty when the chase began.

Following the seizure, public tracking of the tanker became limited and its ownership remained unclear. The vessel has since changed name again to Era and is now shown as registered in Comoros. AIS data indicates that the tanker is underway and expected to reach Trinidad next week.

The 318,518-dwt tanker was built in 2002 and has operated under nine identities.

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LH2 Shipping Wins Funding for Hydrogen Bulk Carriers

LH2 Shipping secured NOK 344.3 million in Enova funding for two liquid hydrogen-powered bulk carriers, advancing Norway’s push to commercialize zero-emission shipping and expanding its hydrogen vessel pipeline to six ships.



Photo credit: LH2 Shipping AS.

17, June 2026

Norwegian developer LH2 Shipping has secured new Enova funding for two additional liquid hydrogen-fuelled bulk carriers, expanding its project pipeline to six vessels. The Bergen-based company was awarded NOK 344.3

million, or \$36 million, to develop and build two 7,700 dwt shortsea bulk carriers. The vessels are designed to operate mainly on liquid hydrogen. The latest award raises total public support for LH2 Shipping’s hydrogen shipping programme to more than NOK 800 million, or \$74 million. It also adds momentum

to Norway’s efforts to bring zero-emission shipping technologies into commercial use. The vessels will operate in shortsea trades between Norway, continental Europe, and the Baltic region. Around half of their port calls are expected to be in Norway, with about 65% of sailing time taking place in Norwegian waters.

LH2 Shipping said the ships will be able to operate emission-free throughout the year using liquid hydrogen as their primary fuel. Bunkering is planned through hydrogen producer Gen2 Energy’s facility in Mosjøen.

Each vessel will measure 108.2 m in length and 18.1 m in beam. The design includes a 17-tonne liquid hydrogen storage tank, 3,400 kW of PEM fuel cells, and a 3 MWh battery pack. Shore power capability and a backup diesel generator able to run on diesel or bio-diesel will also be installed.

The company said the ships are being designed to consume at least 30% less energy than conventional vessels of similar size, supported by hull optimization, propulsion efficiency measures, advanced energy management systems, and solar panels on cargo hatch covers.

The project supports LH2 Shipping’s strategy to move hydrogen-powered shipping from pilot and demonstration

projects into commercial operation.

Founded in 2023 and headquartered in Bergen, LH2 Shipping draws on experience from the development and commissioning of MF Hydra, widely recognized as the world’s first liquid hydrogen-powered ferry.

Enova hydrogen and ammonia initiatives head Elin Ulstad Stokland said companies that move early with new technologies will be important for reducing emissions in the maritime sector.

The two newbuildings are part of the Strandbulk project, with LH2 Shipping acting as project owner and developer. The company said tightening emissions rules, including EU ETS and FuelEU Maritime, are expected to improve the business case for zero-emission vessels over the coming decade.

[hmt-news.com](#)

TAIC Finds Unsafe Lifting Work Led to Injury on Thor Nitnirund

TAIC found that poor planning, weak risk control and a damaged web sling contributed to a serious injury aboard the Thor Nitnirund in Cook Strait.



Bulk carrier Thor Nitnirund. Photo credit: www.marine traffic.com

18, June 2026

A New Zealand investigation found that poor planning, weak risk control and damaged lifting gear contributed to a serious injury aboard the Thor Nitnirund in Cook Strait on 20 March 2025.

The bulk carrier was drifting in Cook Strait while waiting for a berth in Wellington. Heavy weather in the preceding days had washed two cargo lashing chains over the side, and the crew set up an improvised recovery system using a mooring winch. One chain was brought

back on board. During the recovery of the second chain, a web sling holding the lifting arrangement failed. Parts of the system struck an able seaman, causing serious head injuries. The crew member was later evacuated by helicopter.

TAIC found that the sling failed at less than half of its expected minimum breaking load. Its webbing was damaged and in poor condition. The sling was not included in the ship’s lifting gear register and had likely been inherited from a previous operator without inspection or maintenance under the vessel’s safety management system.

The crew did not properly identify what could happen if the arrangement failed under load. The task was not adequately planned, risk-as-

sessed or supervised.

The ship’s safety management system required risk assessments and toolbox meetings, but those controls were not applied effectively. The toolbox meeting was held in the cargo office rather than at the worksite, limiting the crew’s ability to review the job, identify hazards and consider safer methods.

The case underlines the need to keep personnel clear of danger zones during lifting work, especially areas where equipment failure could release stored energy. TAIC also stressed that non-routine deck tasks require proper planning, direct supervision and equipment suited to the job.

The report said lifting and hazard-control equipment must be inspected, main-

tained and documented within the safety management system. Equipment outside that control can remain in use with hidden defects.

TAIC issued no new recommendations. The operator, Thoresen & Co (Bangkok) Limited, had taken action to address the safety issues identified in the inquiry. Measures included stronger lifting gear inspection and maintenance, unique equipment identification, color-coding, inventory controls and standardized fleet-wide management processes.

The operator also strengthened requirements for worksite toolbox meetings, task supervision, risk assessment and audits of onboard practices.

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Persian Gulf Hull Cleaning Demand Jumps Ahead of Hormuz Reopening

Demand for commercial diving crews is rising sharply as about 600 vessels in the Persian Gulf prepare for a possible Strait of Hormuz reopening after months of disruption.



Illustration purpose only (Image source: Shutterstock / ID-2616890129)

18, June 2026

More than three months of vessel delays in the

Persian Gulf have created a sharp increase in demand for diving teams that clean ship hulls, as operators prepare

for a possible restart of traffic through the Strait of Hormuz after an interim peace agreement between the United States and Iran.

Captain Manandeep Singh Kukreja, chief surveyor at Prominence Shipping Services LLC, said orders for underwater hull-cleaning work have risen more than 30 times since the agreement was announced. The work is needed as vessels affected by long idle periods prepare to move again.

Cleaning costs are also rising. Kukreja said the fee for underwater scraping on one vessel could climb as much as 60% to about \$8,000. Before the announcement, the same type of work was priced at

around \$5,000 per ship.

The increase reflects the pressure on shipowners to return vessels to service after months of disruption. Hull cleaning is only one of several steps required before ships can leave the area. Operators also need to address insurance, safe-passage arrangements and other transit-related risks.

About 600 vessels remain in the Persian Gulf as the disruption to global energy shipping moves toward its 16th week.

Marine growth has become a key concern for vessels that have been stationary in the Gulf’s warm, shallow waters since the conflict began in late February. Algae, slime

and barnacles can build up on hulls during long idle periods.

Barnacles attach firmly to ship surfaces and can carry invasive marine species. Many ports restrict entry for vessels with heavy hull fouling because of the environmental risk linked to attached organisms.

The level of cleaning required will differ by vessel. Raghu Sharma, a navigation officer and master mariner with tanker experience in the Persian Gulf, said some ships may only need slime removal, while others may require more extensive cleaning because of heavier marine growth.

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ESL Shipping Brings AtoB@C Shipping Under One Brand

ESL Shipping will integrate AtoB@C Shipping under one brand to strengthen market positioning, align Coaster and Handy services, and keep customer operations unchanged.

18, June 2026

ESL Shipping has announced that its subsidiary AtoB@C Shipping will be integrated into the ESL Shipping identity, creating a single brand structure for its shipping operations.

The company said the change is intended to strengthen its market position and make its service offering

easier to understand across key customer segments. Managing Director Mikki Koskinen said AtoB@C Shipping, which has been part of the group since 2018, will now be represented through a clearer and more unified brand. Shipping& Logistics

The move will also support closer coordination between the Coaster and Handy segments, giving customers and

partners a more consistent point of reference for communication and service delivery.

The transition will be introduced in stages over the coming months. Brand materials and digital channels, including websites, will be updated gradually to keep the process orderly and maintain continuity.

ESL Shipping stated that current commercial terms,

customer communication channels, and operating procedures will continue as before. The company said services will not be disrupted by the rebranding.

The company added that the unified identity is expected to improve internal efficiency while maintaining operational reliability and existing workforce structures.

Frida Rowland, Director,

Business Unit Coasters, said the company is focused on making the change seamless for customers and that the new brand structure reflects the combined capabilities of both organisations.

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