

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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IMO Condemns Strait of Hormuz Ship Attacks, Urges Protection of Seafarers

The IMO has condemned recent attacks on commercial ships in the Strait of Hormuz, urging shipowners and authorities to avoid exposing seafarers to unnecessary risks while around 6,000 crew members remain stranded in the Persian Gulf.

P25

Chinese Shipyards Double New Order Volume in First Half of 2026

Chinese shipyards doubled new order volume in the first half of 2026, securing 1,131 vessels and about 72% of global market share, according to Clarksons.

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CY Shipping and BigLift Shipping Christen First BC-Class HTV CY Frontier

CY Shipping and BigLift Shipping have christened CY Frontier, the first of four BC-Class Heavy Transport Vessels designed for off-shore, energy and industrial module transport..

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Saipem Wins \$2 Billion Kutei FPSO Contract in Indonesia

Saipem has secured an EPCI contract worth approximately \$2 billion for its share of the Kutei FPSO project in East Kalimantan, Indonesia. The project is expected to be completed over 48 months. **P10**



CY Shipping and BigLift Shipping Christen First BC-Class HTV CY Frontier

CY Shipping and BigLift Shipping have christened CY Frontier, the first of four BC-Class Heavy Transport Vessels designed for offshore, energy and industrial module transport.



CY Frontier christening ceremony

8, July 2026

CY Shipping and BigLift Shipping have christened CY Frontier, the first vessel in a four-ship BC-Class Heavy Transport Vessel series.

The ceremony was attended by representatives of CY Shipping, BigLift Shipping and Jing Jiang Nanyang Shipbuilding Co., Ltd. Jenny Jung served as the vessel's godmother.

CY Frontier is the first new-build in the BC-Class series for the companies' joint Heavy Transport fleet. The vessels are designed for large offshore, energy and industrial modules, with cargo handling arranged to support both RoRo and skidding operations.

The BC-Class design measures 180 m in length and 43 m in beam. It has an unob-

structed cargo deck of 6,020 m² and a deadweight capacity of 25,000 tonnes. Cargo can be loaded and discharged over the stern and the side. The vessels also include a high-capacity ballast system and tidal compensation capabilities for heavy transport and module installation projects.

The new class is compatible with BigLift Shipping's MC-Class vessels, BigLift Barentsz and BigLift Baffin.

Compared with the MC-Class, the BC-Class provides a longer cargo deck and enhanced stern-loading capability.

Johan Boer, Managing Director of BigLift Shipping, said the BC-Class would add cargo capacity, flexibility and operational efficiency to the company's Heavy Transport fleet.

Construction of the other three BC-Class vessels is continuing on schedule. BigLift

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AAL Shipping Moves King Rocks Wind Farm Cargo in Two Sailings

AAL Shipping transported 125,175 revenue tonnes of wind turbine blades and towers for Western Australia's King Rocks Wind Farm using AAL Antwerp and AAL Shanghai.

8, July 2026

AAL Shipping has completed the transport of 125,175 revenue tonnes of wind turbine blades and towers for the King Rocks Wind Farm in Western Australia.

The cargo was moved in two sailings by AAL Antwerp, a 32,000 DWT Super B-Class vessel, and AAL Shanghai, a 31,000 DWT A-Class vessel.

The final shipment arrived in Bunbury on AAL Antwerp with 91,739 revenue tonnes of wind energy cargo. The cargo included 51 wind turbine blades measuring up to 80 m in length and weighing more than 36 t each.

The blades were stowed up to six units wide and five tiers high. The shipment accounted for more than 70% of the project's total cargo volume.

Together with an earlier voyage by AAL Shanghai, the two sailings carried components for the 17-turbine King Rocks Wind Farm near Hyden, Western Australia.

Renate Poppe, Regional Operations Manager at AAL Shipping Australia, said the company used cargo stowage and vessel utilization planning to reduce the number of voyages required for the project.

Nicola Pacifico, Global Head of Engineering at AAL Shipping, said the discharge operation in Bunbury required planning around crew and cargo safety, as well as port crane height and outreach limitations. The discharge of AAL Antwerp was completed in nine days.

The King Rocks Wind Farm will generate 105 MW of renewable energy. The



Image source: AAL

project is expected to power approximately 70,000 homes and support around 200 jobs during construction and operations over its 30-year lifespan.

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PTSC M&C Starts Sail-away of Lac Da Vang Platform in Vietnam

PTSC M&C has completed load-out and started sail-away of the Lac Da Vang Central Processing Platform for offshore installation in Vietnam's Cuu Long Basin.



Lac Da Vang platform sail-away (Image source: PTSC M&C)

9, July 2026

PTSC M&C has completed the load-out of the Lac Da Vang Central Processing Platform and started sail-away for offshore installation.

The platform is part of the Lac Da Vang – A Project at Block 15-1/05 in the Cuu Long Basin, offshore Vietnam. Murphy Cuu Long Bac (MCB) operates the project, with PVEP and SK Earthon as partners.

PTSC M&C is the EPCIC contractor for the project. Its scope covers engineering, procurement, construction, transportation, installation, hook-up and commissioning.

The company said the proj-

ect has recorded more than 4.5 million safe man-hours without a lost-time injury.

The sail-away moves the central processing platform from yard completion toward offshore execution.

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MCSI Rotterdam B.V. – Offshore Shipbroker – Rotterdam or Dubai


MCSI Rotterdam B.V. is hiring an Offshore Shipbroker to support the growth of its maritime and offshore brokerage activities. The company has long-standing experience in ocean towage, salvage, offshore chartering, heavy lift, and project cargo markets.

The role is focused on managing an independent commercial desk, developing client relationships, and closing chartering, transport, towage, and sale & purchase deals for offshore support and project vessels. The position can be based at the company's Rotterdam head office or its Dubai office, depending on mutual agreement.

Key Requirements

- Minimum 3 years' experience in offshore chartering or shipbroking
- Strong knowledge of offshore oil & gas and renewables vessel markets
- Experience with OSVs, AHTS, tugs, barges, and heavy-lift vessels
- Familiarity with BIMCO contracts and maritime risk management
- Fluent English; Dutch or Arabic is an advantage

[View full job details: Click Here.](#)

Source: LinkedIn

SAL Heavy Lift Completes First Semi-Submersible Loading Operation with MV Luisa

SAL Heavy Lift has completed the first loading operation using its semi-submersible heavy transport vessel MV Luisa, loading two inland barges for transport from the Netherlands to Uruguay.



MV Luisa during its first loading operation. (Image source: SAL)

Wagenborg Begins Nordlicht I Monopile Transport to Eemshaven



Nordlicht I monopiles arrive in Eemshaven. (Image source: Royal Wagenborg)

Wagenborg has started transporting 68 monopiles for Nordlicht I from Rostock to Eemshaven, where the foundations will be transferred to Orion for installation in the German North Sea.

9, July 2026

The first shipment of monopile foundations for the Nordlicht I offshore wind project has arrived in Eemshaven, starting a large-scale transport and logistics campaign for the project in the German North Sea. Wagenborg is transporting all 68 monopiles on behalf of DEME. The foundations are being moved from Rostock to Eemshaven before transfer to

DEME's offshore installation vessel Orion for installation at the wind farm site. For the transport campaign, Wagenborg has deployed the 80tBP tug Waterland with the chartered tugs Eems Warrior and Grossnordsee. The operation also uses the 15,000 dwt Wagenborg Barge 7, Wagenborg Barge 8 and Wagenborg Barge 10, together with the chartered Müller Barge 10033-1. After arrival in Eemshaven,

the monopiles are unloaded and transferred to Orion. During the unloading work, Wagenborg is responsible for ballast operations to maintain barge stability and support safe cargo handling. The scope also includes terminal infrastructure, port agency and logistics services provided by Wagenborg in Eemshaven. These activities cover vessel calls, port logistics and operational support for the offshore installation campaign. Eemshaven is used as a logistics base for offshore wind projects because of its deep-water access, quay infrastructure and access to offshore project locations. The port can handle large offshore wind components, including monopiles and transition pieces. The Nordlicht cluster is located in the German North Sea and is among Europe's largest renewable energy projects currently under development. Nordlicht I will have an installed capacity of 980 MW and will comprise 68 wind turbines, each supported by a monopile foundation. The monopiles were manufactured in Rostock and measure up to

8, July 2026

SAL Heavy Lift, operating as part of the JSI Alliance, has completed its first loading operation using its fully owned and managed semi-submersible heavy transport vessel MV Luisa. The loading operation involved the float-on loading of the inland barges Scaldis and Duandra for transport from the Netherlands to Uruguay. According to the company, engineering, project management, marine operations and vessel execution were handled by a single integrated team throughout the operation. The company said the project demonstrates its ability

to execute semi-submersible heavy transport operations using in-house resources. It also marks the first loading operation carried out with MV Luisa. Earlier, SAL Heavy Lift acquired two semi-submersible deck carriers from Pan Ocean and renamed MV Sun Shine as MV Luisa and MV Sun Rise as MV Alma. Built in Korea in 2008, MV Luisa has a deadweight of 17,113 DWT. The vessel features a 148 x 48 m cargo deck, a maximum submerged draught of 7.05 m, a deck strength of 18 t/m² and a service speed of 9 knots.

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KANG SHENG KOU Transports Saturn 5701



KANG SHENG KOU delivers Saturn 5701 to Brazil. (Image: GMS)

7, July 2026

Recently, COSCO's semi-submersible heavy-lift vessel KANG SHENG KOU transported GMS's new barge Saturn 5701 from China to Brazil. The voyage took approximately 45 days and ended with the safe offloading of the

barge in Brazil. GMS said the delivery is linked to its expansion into the Latin American market. KANG SHENG KOU sails under the Chinese flag. The vessel has an overall length of 156 m and a beam of 32.28 m.

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80.5 m in length and weigh up to 1,290 tonnes each. Together with Nordlicht II, the cluster is expected to provide more than 1.6 GW of renewable energy capacity and generate about 6 TWh of fossil-free electricity annually.

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BOEM Issues Final Notice for Big Beautiful Gulf 3 Lease Sale

BOEM has issued the Final Notice of Sale for Big Beautiful Gulf 3, covering about 15,100 offshore blocks and 80.4 million acres in the Gulf of America.



Photo source: Shutterstock

9, July 2026

The Bureau of Ocean Energy Management (BOEM) has issued the Final Notice of Sale for Lease Sale Big Beautiful Gulf 3 (BBG3), the third offshore lease sale

required under the One Big Beautiful Bill Act. The notice is scheduled to be published in the Federal Register on 8 July, starting a 30-day waiting period before the lease sale. BOEM plans to livestream the public bid

reading on 12 August at 9:00 a.m. Central Time through its website. The bid reading venue will not be open to the public. Registered bidders may attend in person under BOEM instructions.

Lease Sale BBG3 includes approximately 15,100 unleased blocks covering about 80.4 million acres on the U.S. Outer Continental Shelf in the Gulf of America. The blocks are located 3 miles to 231 miles offshore, with water depths from 9 feet to more than 11,100 feet. BOEM said the sale supports Executive Order 14154, "Unleashing American Energy," which directs federal agencies to accelerate offshore oil and gas development. The Gulf of America Outer Continental Shelf spans approximately 160 million acres. BOEM estimates it contains 26.90 billion barrels of undiscovered, technically recoverable oil and 45.59 trillion cubic feet of natural gas. Several areas will be excluded from the lease sale. These include blocks covered by the 8 September 2020 presidential withdrawal, blocks adjacent to or beyond

the U.S. Exclusive Economic Zone in the Eastern Gap, blocks within the Flower Garden Banks National Marine Sanctuary, and any block currently under appeal. BOEM said offshore oil and gas leasing on the Outer Continental Shelf generates revenue through lease sales, rental fees and royalties. The funds are distributed to the U.S. Treasury and to states through revenue-sharing programs supporting coastal restoration, hurricane protection, public services and conservation efforts. BOEM also said Outer Continental Shelf development supports jobs, infrastructure, education and local economies. More information, including the Final Notice of Sale package and a detailed map of the proposed lease sale area, is available from BOEM.

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Aquaterra Energy and James Fisher Integrate Offshore Decommissioning Services

Aquaterra Energy and James Fisher have partnered to combine engineering, well access, subsea operations and offshore execution under a globally applicable decommissioning delivery model.



Aquaterra Energy and James Fisher partnership (Image source: James Fisher and Sons plc)

10, July 2026

Aquaterra Energy and James Fisher have partnered to combine engineering, well access, subsea operations and offshore execution within a single offshore decommissioning delivery framework. Under the arrangement, Aquaterra Energy will be responsible for front-end engineering, planning and well access. James Fisher's energy division will provide subsea operations and offshore execution support. The model will be applied globally, with an initial focus on the North Sea, Asia-Pacific and the Middle East, where demand for decommissioning services is expected to rise. The partnership is intended to reduce handoffs during well

abandonment and infrastructure removal. The companies said aligning their capabilities from the outset could help avoid downstream redesign and reduce the time required offshore. Matt Marcantonio, Head of Engineering at Aquaterra Energy, said the approach would allow the companies to develop more efficient project scopes by coordinating their expertise from the beginning. The two companies will work together on a project-by-project basis, with teams assembled according to the requirements of each assignment. Cross-trained personnel may also be deployed where appropriate, which the companies said could reduce offshore personnel requirements and lower risk exposure.

The partnership comes as decommissioning obligations continue to accumulate in mature offshore basins. Citing North Sea Transition Authority data, the companies said 153 wells on the UK Continental Shelf remain beyond their decommissioning consent deadlines. Around £44 billion (\$59 billion) in decommissioning spending remains in the North Sea. More than 2,500 offshore structures worldwide are expected to require decommissioning by 2040. Aquaterra Energy and James Fisher are in discussions with operators about upcoming opportunities across several regions.

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Altera Infrastructure Signs Baleine Phase 3 FPSO Deal with Eni

Altera Infrastructure has signed agreements with Eni for a new FPSO serving Baleine Phase 3 offshore Côte d'Ivoire under a fixed 15-year bareboat charter.

4, July 2026

Altera Infrastructure has signed principal agreements with Eni to supply a new floating production storage and offloading vessel for the Baleine Phase 3 development offshore Côte d'Ivoire. The agreements cover engineering, procurement, construction, installation and commissioning for the new FPSO, as well as a fixed 15-year bareboat charter for production from the Baleine field. Baleine Phase 3 is the next stage of the Baleine field development. The field is located about 70 km offshore Côte d'Ivoire in water depths of 700 m to 1,300 m. The new FPSO will be built in China by Wison New Energies. It will be able to produce 90,000 barrels of oil per day, process 160 million cubic feet of gas per day and store up to 1.4 million barrels of crude oil. Together with the existing Baleine developments, Phase 3 will increase total field production to about 150,000 barrels of oil per day and 200 million cubic feet of gas per day. All gas produced will be supplied to the domestic market to support Côte d'Ivoire's energy needs, electricity generation and industrial development. The project follows Altera Infrastructure's role in Baleine Phase 2, where the company redeployed and now operates the FPSO Petrojarl Kong and FSO Yamoussoukro. After construction is completed, Altera Infrastructure will own the new FPSO and provide long-term operations under the 15-year charter and related operating agreements. Altera Infrastructure also completed project financing, securing long-term commitment



Altera Infrastructure FPSO for Baleine Phase 3 (Image source: Altera Infrastructure)

ted funding from international institutional investors. The financing covers the period from the start of construction through the full 15-year charter. Chris Brett, President of Altera Production, said Baleine Phase 3 expands the company's partnership with Eni and its commitment to Côte d'Ivoire.

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Vår Energi Receives Havtil Consent for Balder Phase VI Start-up on the Norwegian Continental Shelf

Vår Energi has received Havtil consent to start up and operate Balder Phase VI on the Norwegian Continental Shelf. The project forms part of the Balder and Ringhorne development approved under the revised PDO.

4, July 2026

Vår Energi has received consent from the Norwegian Ocean Industry Authority (Havtil) to start up and operate Balder Phase VI on the Norwegian Continental Shelf (NCS). The Balder field is located in the central North Sea, west of the Grane field, in a water depth of 125 m. The field was discovered in 1967. Its original Plan for Development and Operation (PDO) was approved in 1996, and production began in 1999. The development consists of subsea wells connected to the Balder FPSO for production, storage and offloading. The Balder complex also includes the Ringhorne deposit, which is located about 9 km north of the vessel. Ringhorne is equipped with a combined accommodation, drilling and wellhead facility. It is tied back to the Balder and Jotun FPSOs for crude oil processing, storage and gas export. A revised PDO covering Balder and Ringhorne was approved in June 2020. The development plan includes the relocation and lifetime extension of the Jotun FPSO together with the drilling of new subsea wells.

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Jotun FPSO (Image Credit: Vår Energi)

Northern Ocean Sends Deepsea Mira to Walvis Bay After Shell Contract

Northern Ocean said Deepsea Mira completed its Shell contract on 2 July 2026 and is demobilizing to Walvis Bay for planned upgrades after generating about \$31 million in revenue.



Deepsea Mira semi-submersible rig.

6, July 2026

Deepsea Mira is being demobilized to Walvis Bay after completing its Shell drilling contract, Northern Ocean said. The semi-submersible rig started the Shell assignment on 4 April 2026 and finished the work on 2 July 2026. Northern Ocean said the rig earned the agreed day rate until the contract ended. Shell did not take up the option for a second well. Northern Ocean will use the Walvis Bay stay to carry out planned upgrades and modifications on Deepsea Mira before future operations. The company said the extended Shell campaign produced about \$31 million in contract revenue. The amount will be recognized in the second quarter of 2026, while operating costs remained in line with expectations. Northern Ocean is continuing to market Deepsea Mira and submit bids for relevant opportunities. The company cited current demand for harsh-environment drilling capacity. Deepsea Mira is managed by Odfjell Drilling. The rig is a sixth-generation enhanced and extended CS 60 E harsh-environment semi-submersible unit. It was built by Hyundai Heavy for operations in water depths of up to 3,000 m. The rig has previously worked offshore Namibia, including assignments involving TotalEnergies and Rhino Resources. Northern Ocean plans to publish its 2026 half-year report, including second-quarter results, on 28 August 2026.

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SeaBird Secures India 2D Seismic Survey Contract for Eagle Explorer

SeaBird Exploration has secured a 2D seismic survey contract offshore India for Eagle Explorer, with mobilisation expected in mid-July and vessel utilisation through the first half of 2027.



Eagle Explorer (Source: SeaBird)

6, July 2026

A subsidiary of SeaBird Exploration has secured a contract for a 2D seismic survey offshore India, SED Energy Holdings Plc said on 06 July. The survey will be carried out by Eagle Explorer. The vessel is expected to begin mobilization in mid-July and remain utilized through the first half of 2027. The contract adds to SeaBird Exploration's activity in India and provides further visibility for the vessel's utilization into 2027. SeaBird Exploration said the award strengthens its backlog. The company also linked demand for 2D seismic data in the region to energy security and resource development activity. The company said it continues to see demand for its services in India and the broader Asia-Pacific region.

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DOF Extends Skandi Vega Contract with Equinor Until Q3 2029

DOF Group ASA has secured a two-year contract extension for the anchor handling tug supply vessel Skandi Vega with Equinor Energy AS, keeping the vessel firm until Q3 2029.



Skandi Vega (Source: DOF)

6, July 2026

DOF Group ASA has secured a two-year contract extension for the anchor handling tug supply vessel Skandi Vega with Equinor Energy AS, following the client's exercise of existing options. The extension keeps the vessel under firm contract until the third quarter of 2029, adding to DOF's contracted backlog for the coming years. According to DOF Group ASA, Skandi Vega has been operating for Equinor Energy AS since its delivery in 2010. The latest extension continues the vessel's long-term employment with the same client under the extended agreement. Mons S. Aase, Chief Executive Officer of DOF Group ASA, said the two-year extension further supports the company's backlog and noted that DOF will continue providing services to Equinor Energy AS through Skandi Vega.

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Aker Solutions Completes Hugin B Topside Delivery from Verdal

The Hugin B topside has departed Aker Solutions' Verdal yard, completing a three-and-a-half-year delivery programme for Aker BP's Yggdrasil and Valhall PWP-Fenris developments.

6, July 2026

The Hugin B topside departed Aker Solutions' Verdal yard on 06 July, completing a series of offshore structures delivered to Aker BP for the Yggdrasil and Valhall PWP-Fenris developments over the past three and a half years.

The Verdal yard delivered four steel jackets and two topsides during the program. Earlier deliveries included the Fenris jacket and pre-drilling module in June 2024, followed by the Valhall PWP jacket, the Hugin A jacket, the Hugin B jacket, and the Fenris topside

before the final shipment of the Hugin B topside.

According to Aker BP, the overall portfolio generated nearly 3,500 man-years of work at the Verdal yard. More than 130 apprentices have participated in the projects since 2022.

The company said the projects were approved at the end of 2022 with objectives that included maintaining industrial activity, developing competence and preparing the supplier industry for future value chains. The Verdal yard was cited as one example of those efforts.

Aker Solutions said collab-

oration with Aker BP helped reduce construction time and support more efficient operations during project execution. The company also said the scale of the program enabled investments worth billions of Norwegian kroner in competence development, robotics and digital tools.

The Valhall PWP and Fenris facilities were delivered through the Fixed Facilities Alliance between Aker BP, ABB and Aker Solutions, while the Yggdrasil platforms were delivered through an alliance involving Aker BP, Aker Solutions and Siemens Energy.

In total, the Verdal yard



Hugin B topside departs Verdal yard. (Image source: AkerBP)

delivered more than 42,000 tonnes of offshore structures for the projects.

According to Aker BP, the projects were completed in a market marked by supply chain pressure and volatility while maintaining scheduled delivery, quality and safety requirements. The company said the alliance model played an important role in coordinating complex offshore installation schedules and supporting project execution.

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DOF Wins APAC Subsea Contract for Skandi Inventor in Australia

DOF has secured a large APAC contract for subsea construction and pre-commissioning support services. Skandi Inventor will execute the offshore campaign in North Australian waters from Q4 2026.



Skandi Inventor will support the APAC project. (Image source: DOF via LinkedIn)

7, July 2026

DOF has secured a large contract in the Asia-Pacific region for subsea construction and pre-commissioning support services, with offshore operations scheduled to begin in the fourth quarter of 2026 in North Australian waters.

The work will be carried out by Skandi Inventor. Ac-

cording to the company, the scope includes in-house project management and engineering, procurement, and logistics support services. The offshore campaign is expected to continue for between 160 and 250 days.

DOF said the vessel has secured firm backlog in the APAC region through the end of 2027 following its arrival in

the region in early 2026.

The company classifies a "large" contract as having a value between \$50 million and \$100 million.

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Kosmos Energy Advances Ghana Drilling as Net Debt Falls in H1 2026

Kosmos Energy reported new Ghana production, GTA LNG cargo liftings and lower net debt in the first half of 2026, with Jubilee output expected to rise after J77 starts production.



Illustration (Image source: Shutterstock)

7, July 2026

Kosmos Energy reported progress across its portfolio in the first half of 2026, with new production from Ghana, cargo liftings from the GTA LNG project, and a reduction in net debt.

In Ghana, the J76 well was completed and started production in mid-June, two weeks later than initially planned. The well is contributing approximately 20,000 barrels of oil per day (bopd) to gross production.

Jubilee production averaged approximately 72,000 bopd in the second quarter of 2026, with an exit rate above 85,000 bopd.

The J77 well has been completed and is expected to begin production shortly. Kosmos Energy expects the well

to lift gross Jubilee production to approximately 90,000 bopd.

The final producer well in the 2026 program, J50, is a completion of a previously drilled well and is expected online around the end of July. A water injector well is expected online around the end of the third quarter to support preparation of the northeastern area of Jubilee for the 2027/2028 drilling program.

Two Jubilee cargo liftings and one TEN lifting took place in the second quarter. A third Jubilee cargo began lifting on the last day of the quarter and was completed on 2 July 2026.

In Mauritania and Senegal, the Greater Tortue Ahmeyim (GTA) LNG project lifted nine LNG cargoes in the second quarter. A condensate cargo was also lifted during the period.

In the Gulf of America, the farm-down process for Tiberius is continuing after the project was sanctioned in March. Completion is expected in the

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Equinor to Take Full Ownership of Bay du Nord Offshore Canada

Equinor will acquire bp's non-operated interest in the Bay du Nord project offshore Newfoundland and Labrador, raising its ownership to 100% as the project moves toward a planned FID in early 2027.

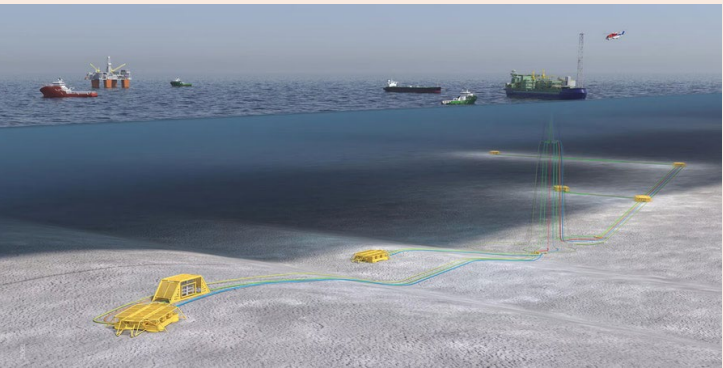


Illustration of the Bay du Nord field, including potential future subsea tie-backs. (Source: Equinor)

7, July 2026

Equinor has agreed to acquire bp's non-operated interest in the Bay du Nord project offshore Newfoundland and Labrador, Canada, in a transaction that will

increase Equinor's ownership to 100%.

The project is located in the Flemish Pass Basin, about 500 km offshore Newfoundland and Labrador. Equinor is the operator, while bp's interests across 10 licenses linked to Bay du Nord represent an average working interest of 37.212%.

Bay du Nord is being developed around a floating production, storage and offloading vessel, with subsea tiebacks and additional resource potential across the basin. The project has entered front-end engineering and design, with work continuing on capital efficiency, execution planning and project robustness.

Equinor said the acquisition would give it greater flexibility as it continues to mature Bay du Nord toward a final investment decision, currently targeted for early 2027. The decision remains subject to

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Norway Offshore Workers Agree 5.2% Wage Increase

6, July 2026

Offshore workers in Norway reached a new wage agreement on Thursday evening, preventing a strike that had been scheduled to begin at midnight.

The agreement was concluded between labour unions representing employees on drilling rigs and floating production platforms and the Norwegian Shipowners Association, which represented employers during the negotiations.

Under the settlement, wages will increase by 5.2% across the board, matching agreements already reached in other parts of Norway's oil and gas industry. The parties also agreed to increase pension contributions.

Before the agreement was reached, the unions had warned they would call out more than 600 members working on Transocean's Encourage rig, Odfjell Technology's Linus rig, AKOFS Offshore's Seafarer well intervention vessel and the Equinor-operated Gullfaks B platform.

The deal was reached shortly before the midnight deadline, allowing offshore operations covered by the negotiations to continue without a strike.

The planned industrial action would have added pressure to Norway's oil and gas industry, which has already been disrupted by ongoing labour disputes among oil service workers.

Source: Reuters

Saipem Wins \$2 Billion Kutei FPSO Contract in Indonesia

Saipem has secured an EPCI contract worth approximately \$2 billion for its share of the Kutei FPSO project in East Kalimantan, Indonesia. The project is expected to be completed over 48 months.

7, July 2026



Photo: SAIPEM

Saipem has secured a contract for the engineering, procurement, construction and installation (EPCI) of a floating production, storage and offloading (FPSO) unit for the Kutei North Hub Field Development Project in the Kutei Basin, East Kalimantan, Indonesia. The contract was awarded by Eni North Ganal, a company controlled by Searah Ltd., the business combination company established by Eni and Petronas. The award was made to Saipem, through its subsidiary PT Saipem Indonesia, in a joint venture with PT

Tripatra Engineers and Constructors. Saipem's share of the contract is valued at approximately \$2 billion. The project is expected to be completed over 48 months. The scope of work includes project management, detailed engineering, procurement of materials, fabrication, construction, installation, commissioning and start-up of the FPSO. The Kutei FPSO project forms part of the Kutei North Hub Development, which includes a subsea development connected to the new FPSO, a dedicated gas export pipeline to the Bontang LNG Plant, and domestic gas supply through the existing East Kalimantan System. Saipem stated that the contract qualifies as a related party transaction under the applicable Consob Regulation because it was awarded by Eni North Ganal, a subsidiary controlled by Eni and Petronas. The company said the transaction falls within the applicable exclusion for ordinary transactions carried out under market-equivalent or standard conditions.

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ACCC Moves Saipem and Subsea7 Merger to Phase 2 Review

The ACCC has moved Saipem and Subsea7's proposed merger to a Phase 2 review, citing possible competition concerns in subsea infrastructure services for Australian offshore oil and gas projects.



7, July 2026

The Australian Competition and Consumer Commission has decided that Saipem S.p.A's proposed merger with Subsea7 S.A requires an in-depth Phase 2 assessment. The ACCC said the transaction could substantially lessen competition in the supply of certain subsea infrastructure services used in Australian offshore oil and gas projects. Saipem and Subsea7 both provide engineering, construction and maintenance services to offshore oil and gas producers in Australia. The companies also supply design, engineering, procurement, fabrication and installation services for subsea infrastructure that connects subsea wells and production systems to surface facilities. ACCC Commissioner Dr Philip Williams said the regulator would seek more information on the likely competitive effects of the proposed merger during the Phase 2 process. The ACCC said it has not reached a final conclusion on the issues. It has invited submissions in response to its Phase 2 Notice by 21 July 2026. Under the Competition and Consumer Act, a Phase 2 assessment can take up to 90 business days unless extended under specific circumstances.

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Ventura Offshore Adds \$25.1 Million Backlog Through SSV Catarina Option in Indonesia



8, July 2026

Ventura Offshore will continue operating its SSV Catarina semi-submersible drilling rig in Indonesia after Eni Muara Bakau B.V. exercised an option covering the fourth optional well and top hole work. The option was exercised by Eni Muara Bakau B.V., a subsidiary of Searah Limited, the joint venture between Eni and PETRONAS. Following the award, Ventura Offshore expects SSV Catarina to remain on contract through the fourth quarter of 2026. The company said the additional scope will add approximately \$25.1 million to its firm backlog. No further commercial terms or operational details were disclosed.

hmt-news.com

Equinor Awards NOK 6 Billion in Contracts for Norwegian Subsea Projects

Equinor has awarded contracts worth about NOK 6 billion for four subsea projects on the Norwegian continental shelf, covering TWIN, Omega Sør, Tyrihans Nord and Brime.

8, July 2026

Equinor, on behalf of its partners, has awarded contracts worth approximately NOK 6 billion for four subsea development projects on the Norwegian continental shelf. The contracts cover the TWIN, Omega Sør, Tyrihans Nord and Brime projects. Together, the four developments are expected to contribute between 130 million and 220 million barrels of oil equivalent to future production. The awards form part of the first of several planned subsea development waves. Equinor said the coordinated contracting model is intended to support faster execution and lower costs by allowing suppliers to work across several projects. Equinor expects around 75 subsea developments on the Norwegian continental shelf by 2035. The company said it aims to reduce both development costs and execution time through simpler processes and standardised solutions with partners and suppliers. Under the contracts, TechnipFMC will supply subsea production systems for Brime, Omega Sør and Tyrihans Nord. The company will also install rigid pipelines on the Troll field, with linepipe supplied by Tenaris. OneSubsea will supply the subsea production system for the TWIN project and provide umbilicals for all four projects. Ocean Installer has been awarded the marine operations contract. Its scope covers installation and connection of subsea facilities, control cables and flexible pipelines. NOV will supply flexible pipelines for Omega Sør, Tyrihans Nord and Brime. Equinor said early ordering of long-lead equipment is needed to shorten the time from discovery to production.

hmt-news.com



Vessels operated by Ocean Installer during offshore operations on the Norwegian Continental Shelf. (Photo: Ocean Installer)

Well-Safe Solutions Appointed for Apache North Sea Beryl Field Decommissioning

Well-Safe Solutions has been appointed lead contractor for Apache North Sea's Beryl Field decommissioning project, with Archer and NMC Energy supporting the work.



Well-Safe Solutions appointed for Beryl Field (Image source: Well-Safe Solutions)

8, July 2026

Well-Safe Solutions has been appointed lead contractor for Apache North Sea's Beryl Field decommissioning project. The award is the second contract Apache North Sea has given to Well-Safe Solutions this year. The company is also working on the decommissioning of the Forties Field. Together, the Forties and Beryl Field scopes cover more than 260 wells. Well-Safe Solutions has contracted Archer to provide platform-based drilling services and specialist technical solutions for the project. The scope includes well services, wireline, coiled tubing and a Compact Workover Rig. NMC Energy has also been contracted to provide integration, commissioning and topside decommissioning services. The combined scope will provide Apache North Sea with an integrated solution for platform and subsea well decommissioning across the Forties and Beryl Field. Preparatory work is underway on subsurface, well engineering and project management scopes. Offshore well operations on the Beryl Bravo platform wells are due to begin this summer. Subsea well decommissioning operations are scheduled to start in 2027, beginning a multi-year program of work. Phil Milton, CEO of Well-Safe Solutions, said the additional scope reflects Apache North Sea's continued confidence in the company's decommissioning delivery. Donald Martin, Vice President of Decommissioning at Apache North Sea, said the addition of the Beryl Field program brings together Apache North Sea, Well-Safe Solutions, Archer and NMC Energy for the Forties and Beryl Field work.

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Bahri Logistics Orders Two Offshore Service Vessels from Grandweld Shipyard

Bahri Logistics has ordered two offshore service vessels from Grandweld Shipyard for operations at Ras Tanura Port. Delivery is expected in August 2026.



Bahri Logistics orders two OSVs. (Photo source: Bahri)

9, July 2026

Bahri Logistics has signed a newbuild agreement with Grandweld Shipyard for two offshore service vessels to support its offshore operations in Saudi Arabia. The vessels will be built for work at Ras Tanura Port, an energy hub in the Kingdom. They are intended to add operational capacity and improve service flexibility for customers in the energy and industrial sectors. Each vessel will be fitted with navigation, communication and safety systems for offshore work. The planned scope includes support for vessel clearance procedures

with relevant authorities, crew changes, emergency response, maintenance assistance, technical support for vessels and offshore facilities, and inspection support. The vessels will be required to comply with international maritime and environmental standards. Both vessels will be constructed at Grandweld Shipyard's facility in Dubai Maritime City. Delivery is expected in August 2026 after a 12-month build period. The order is part of Bahri's strategy to modernize its fleet, strengthen technical capabilities and adopt more energy-efficient vessel designs.

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Vår Energi Secures NOD Permits for Two Wildcat Wells Offshore Norway



COSL Prospector (Image source: COSL)

9, July 2026

The Norwegian Offshore Directorate (NOD) has granted Vår Energi drilling permits for two wildcat wells offshore Norway. One permit covers wellbore 6407/5-3 S in production license 1002 in the Norwegian Sea. Vår Energi operates the license with a 42.3% share,

while Equinor holds 57.7%. The other permit applies to wellbore 36/7-6 S in production license 636 in the North Sea. Vår Energi is the operator with a 30% stake. Inpex Idemitsu Norge and Orlen Upstream Norway each hold 30%, and DNO Norge holds the remaining 10%. Both drilling operations will use COSL's COSLProspector,

hmt-news.com

Dolphin Drilling Extends Blackford Dolphin Contract with Oil India



Blackford Dolphin (Image source: Maritime Optima)

8, July 2026

Dolphin Drilling has extended the drilling contract for the deepwater-capable semisubmersible rig Blackford Dolphin with Oil India Limited. The contract will continue until at least 28 August 2026. The extension is intended to allow completion of drilling,

testing and abandonment work at locations East of India. The company said the extension is based on the same terms and scope of work as the existing contract. Dolphin Drilling also said it will continue to focus on safe and efficient operations under the contract.

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BP Considers Exit From Yamagata Yuza Offshore Wind Project in Japan

BP is considering withdrawing from the 450 MW Yamagata Yuza offshore wind project in Japan, with remaining partners likely to take over its 25% stake.



Photo: Akita Offshore Wind Corporation (AOW)

9, July 2026

BP is considering withdrawing from the 450 MW Yamagata Yuza offshore wind project off northern Japan, according to Nikkei Asia, as the company keeps most of its offshore wind activity within its joint venture with JERA. The project remains outside JERA Nex bp, the 50-

50 offshore wind joint venture formed by BP and JERA. The development rights for Yamagata Yuza were awarded in December 2024, before the joint venture was incorporated. The Yamagata Yuza consortium is led by Marubeni Corporation. Other partners include Kansai Electric Power, Tokyo Gas and Marutaka Corporation.

The project structure created complications for a transfer into JERA Nex bp because Kansai Electric Power, a major Japanese utility, was already part of the consortium. Adding JERA would have placed two rival utilities in the same project group. According to Nikkei Asia, BP has started discussions with its partners on a possible withdrawal. BP said no

decision has been made on Yamagata Yuza. Nikkei Asia reported that the remaining consortium members are likely to take over BP's 25% stake. The Yamagata Yuza offshore wind farm is scheduled to start operations in June 2030. The project is among Japan's Round 2 and Round 3 offshore wind developments facing slower progress while government support terms are reviewed. The review followed the decision by three Mitsubishi-led consortiums to return three projects awarded in Japan's first offshore wind auction in 2021. Those withdrawals were linked to higher supply chain costs, currency depreciation, rising interest rates and uncertainty over vessel access. The Yamagata Yuza consortium has continued early development work while awaiting any additional government support. Marubeni Corporation recently reached a preliminary agreement to acquire 15 MW wind turbines from one of Europe's two largest turbine manufacturers, according to Recharge. A possible BP exit would follow Equinor's decision to

Source: RECHARGE

Fraunhofer IWES Study Finds Cross-Border North Sea Offshore Wind Expansion Could Lower Costs

A Fraunhofer IWES study finds that expanding offshore wind capacity into neighboring countries' waters could increase energy yields and reduce offshore electricity costs while supporting Germany's 70 GW offshore wind target by 2045.

9, July 2026

A new study by Fraunhofer IWES indicates that expanding offshore wind capacity into the waters of Germany's neighboring countries could improve energy output while reducing the cost of offshore electricity supplied to Germany. The research evaluated multiple offshore wind development scenarios for the North Sea. According to the findings, concentrating future

capacity less densely within Germany's Exclusive Economic Zone (EEZ) and shifting part of the planned expansion to neighboring countries would reduce wake and shading effects between wind farms, improving overall wind farm performance. Germany currently aims to install 70 GW of offshore wind capacity by 2045. The study states that, under existing area development plans, offshore wind utilization in the German North Sea would

remain below its technical potential despite the region's strong wind resources. Dense wind farm development would reduce achievable output, including full-load hours that could otherwise reach up to 5,000 hours. The study was commissioned by the German Association of Energy and Water Industries (BDEW) and the German Offshore Wind Energy Association (BWO). It proposes scenarios in which up to 20 GW of offshore wind

capacity would be installed in the waters of Germany's neighboring countries, with the generated electricity transmitted to the German power grid. According to the analysis, the offshore wind farms located outside the German EEZ would achieve higher capacity utilization while lowering overall construction and operating costs. Depending on the scenario, average full-load hours and energy yields could increase by 6% to 13%, while

the levelized cost of offshore electricity could decline by 6% to 11%. The study concludes that prioritizing energy yield and cost efficiency could result in approximately 50 GW to 60 GW of installed offshore wind capacity within Germany's EEZ by 2045. Combined with up to 20 GW of cross-border offshore wind capacity, the country's overall target of 70 GW would remain achievable.

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JERA Nex bp Raises Stakes in Nobelwind and Northwester 2 in Belgium

JERA Nex bp has acquired Sumitomo Corporation's stakes in Nobelwind and Northwester 2, increasing its ownership in two offshore wind farms in Belgium.



JERA Nex bp expands Belgian offshore wind stakes. (Image source: JERA Nex bp)

3, July 2026

JERA Nex bp has completed the acquisition of Sumitomo Corporation's stakes in the Nobelwind and Northwester 2 offshore wind farms, expanding its ownership in both Belgian assets.

The deal gives JERA Nex bp full ownership of Northwester 2 after acquiring Sumitomo Corporation's 30% stake. In Nobelwind, the purchase of Sumitomo Corporation's 39.02% holding raises JERA Nex bp's total ownership to 80.1%.

JERA Nex bp developed, constructed and operates both offshore wind farms from its operations hub in Ostend, Belgium. The company said the transaction supports its

strategy to build an offshore wind business around competitive assets in markets where it can act as a long-term owner and operator.

Zlati Christov, Chief Investment Officer at JERA Nex bp, said the transaction strengthens the company's position in assets it operates and knows well. He also said Belgium has been central to the company's offshore wind activities for more than a decade.

Northwester 2 was commissioned in 2020 and has a total installed capacity of 219 MW. Nobelwind was commissioned in 2017 as the second phase of the Belwind offshore wind farm and has a total installed capacity of 165 MW.

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EEW Group Expands EEW KHPC Plant in South Korea

EEW Group will expand its EEW KHPC facility in Gwangyang, South Korea, raising offshore wind foundation production capacity to more than 200,000 tonnes annually from the second half of 2027.



EEW KHPC expands its Gwangyang facility. (Image source: EEW Group)

7, July 2026

EEW Group will expand its EEW KHPC manufacturing facility in Gwangyang, Jeollanam-do Province, South Korea, to meet demand for offshore wind foundations in Southeast Asia.

The expansion will enable the plant to manufacture monopiles, pin piles, jacket

components and jacket legs with diameters of up to 13 m, unit weights of up to 2,500 tonnes and lengths of up to 120 m from the second half of 2027.

Following the expansion, the facility will be able to process up to 200,000 tonnes of steel into LSAW pipes in the future. Production capacity at EEW KHPC is expected to

increase from around 60,000 tonnes per year to more than 200,000 tonnes annually.

To support the project, EEW Group has acquired additional production halls and adjacent land next to the existing facility. The expansion will more than double the available production area. The company will also enlarge the port storage area to support higher production volumes through the site's direct port access.

The project is expected to create around 200 skilled jobs in the region.

According to EEW Group, the expansion is intended to address increasing demand for offshore wind foundation components in Southeast Asia. The company also said the project will be carried out without affecting ongoing production at the facility.

[hmt-news.com](#)

Boskalis Ndurance Installs Cables for French Offshore Wind Farm



Ndurance installs cables for a French wind farm. (Image source: Boskalis)

8, July 2026

Boskalis has installed inter-array cables for a 496 MW offshore wind farm in France using its cable-laying vessel Ndurance.

The vessel installed 31 inter-array cables over the past few weeks, linking the wind turbines to the project's offshore substation.

Ndurance carried out the work after an operational

period in Taiwan. Before the French campaign, the vessel loaded the project cable in Greece and then mobilized to Europe for the installation work.

Boskalis said the loading arrangement in Greece helped improve the efficiency of the vessel's mobilization and supported the wind farm's development schedule.

[hmt-news.com](#)

Ecowende's Offshore Wind Farm Delivers First Power to TenneT Grid

Ecowende's Hollandse Kust West offshore wind farm has started producing electricity after connecting to TenneT's offshore grid. The 760 MW project is expected to complete full commercial power delivery by the end of 2026.

6, July 2026

The Ecowende offshore wind farm at Hollandse Kust West has been connected to TenneT's offshore grid and has started generating electricity from the Dutch North Sea project.

The wind farm is located 53 km off the Dutch coast and is being developed by Ecowende, a joint venture of Shell, Chubu and Eneco. It will have 52 wind turbines, each rated at 15 MW, with a total installed capacity of 760 MW.

Offshore construction began in December 2025 with the installation of the first monopile. Full commercial power delivery is expected to be completed by the end of 2026.

Once fully commissioned, the wind farm is expected to generate 3.3 TWh of renewable electricity per year, equal to about 3% of the Netherlands' total electricity demand.

Power from the project is transmitted to the Dutch onshore grid through TenneT's offshore high-voltage infrastructure. TenneT developed the offshore grid connection in coordination with Ecowende, relevant ministries and coastal authorities.

Operations and maintenance will be handled by Eneco Wind Offshore Operations

and Vestas Services.

The project includes several ecological measures. Seven Vestas turbines are being fitted with one red-painted blade to test whether stronger color contrast can reduce bird collision risk. Other above-water measures include a bird corridor, wider turbine spacing, elevated nacelles, adaptive curtailment and AI-assisted radar monitoring for birds and bats.

Below the waterline, specially designed scour protection creates rock crevices and bays intended to provide shelter for fish and other marine species. Fish holes in the monopile foundations are also being trialed as additional fish habitat.

Electricity trading is handled by Next Kraftwerke, together with SEEL and EET. Next Kraftwerke began marketing the wind farm's electricity on 4 July and acts as Balancing Service Provider and Congestion Service Provider for the project.

The wind farm also provides balancing energy, including automatic frequency restoration reserve, by adjusting power fed into the grid to help manage frequency fluctuations.

[hmt-news.com](#)

Cadeler Wind Apex Keel Laid at COSCO Shipping Offshore Shipyard



7, July 2026

Cadeler has completed the keel laying of Wind Apex at the COSCO Shipping Offshore shipyard in Qidong, China, marking the completion of the vessel's first hull block and the start of hull assembly.

Scheduled for delivery in

Bernhard Schulte Offshore Adds Windea Clarke CSOV from Ulstein Verft

Bernhard Schulte Offshore has taken delivery of the CSOV Windea Clarke from Ulstein Verft, adding a hybrid battery propulsion vessel to its offshore wind fleet.



Windea Clarke delivered from Ulstein Verft (Image source: ULSTEIN)

4, July 2026

Bernhard Schulte Offshore has taken delivery of the commissioning service operation vessel Windea Clarke from Ulstein Verft, adding another vessel to its offshore wind service fleet.

The vessel was delivered on 2 July 2026. It is the fourth CSOV delivered by Ulstein Verft to Bernhard Schulte Offshore within the past year, and the seventh offshore wind service vessel of Ulstein design in the company's fleet.

Windea Clarke will support offshore energy projects

during construction, commissioning and operations (O&M). The vessel is fitted with Ulstein's TWIN X-STERN® solution, hybrid battery propulsion and a design prepared for future methanol fuel.

The vessel has 111 cabins for up to 132 people, including up to 90 window cabins for offshore personnel. Its offshore access system includes a height-adjustable walk-to-work gangway and an integrated elevator tower for personnel and cargo transfers.

The CSOV is also equipped with a helideck for helicop-

ters up to 8.6 tonnes, a 3D motion-compensated crane with a lifting capacity of up to 5 tonnes, storage areas and a height-adjustable boat landing system.

During sea trials, Windea Clarke achieved the voluntary DNV SILENT-E class notation for reduced environmental noise emissions.

The vessel is named after American electrical engineer Edith Clarke. Other vessels in the series are Windea Curie, Windea Clausius and Windea Carnot.

[hmt-news.com](#)

the first half of 2027, Wind Apex will become the twelfth vessel in Cadeler's fleet and the third A-class vessel to be commissioned.

The A-class series is designed to support both foundation and wind turbine installation. Wind Apex will feature 5,600 m² of deck space, a payload capacity of more than

17,000 tonnes and a hybrid design that allows conversion between foundation installation and wind turbine installation modes. The capacity of the vessel's main crane will be disclosed at a later date.

According to Cadeler, A-class vessels can transport and install seven complete 15-MW turbine sets per load or

six sets of XXL monopile foundations.

The company announced the contract for the third A-class vessel on 22 May 2024. The contract price for the vessel's delivery is approximately \$400 million.

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Dogger Bank Owners Challenge UK Approval of Dogger Bank South

Dogger Bank Wind Farm owners have filed a judicial review claim over UK approval of the nearby Dogger Bank South offshore wind project.

7, July 2026

The owners of Dogger Bank Wind Farm have filed a judicial review claim over the UK government's approval of the nearby Dogger Bank South offshore wind project. SSE, Equinor and Vargronn brought the claim after development consent was granted to RWE and Masdar. The case could affect progress on Dogger Bank South, which is planned near the 3.6GW Dogger Bank Wind Farm. The dispute concerns the wake effect, where turbines at one wind farm can reduce

wind speeds for another project nearby. During the consent process, Dogger Bank Wind Farm's owners argued that more turbines in the area could reduce output and affect the economics of the existing wind farm. The issue comes as offshore wind developers face higher costs and supply chain pressure, making long-term project returns more sensitive to changes in expected generation. A Dogger Bank South spokesperson told Bloomberg that a judicial review challenge had been lodged against the consent process. RWE said



Illustration (Image source: doggerbank.com)

the project had been approved after a rigorous and transparent assessment and that it remains focused on delivering the wind farm. Under UK law, a judge must first decide whether the case

can proceed. If permission is granted, the court will review the evidence and decide whether the government was wrong to approve the project. Although a bill passed last year limited the use of

judicial reviews, the Dogger Bank case shows that legal challenges can still create uncertainty for offshore wind developers. hmt-news.com

Taiwan to Include Canceled Offshore Wind Projects in Next Development Phase

Taiwan will include the canceled Hai Xia 1, Hai Xia 2, and Hai Ding 2 offshore wind projects in its next development phase, with expansion rules, penalties, and guarantees outlined for developers.



Image source: Shutterstock / ID2314470703

7, July 2026

Taiwan's Ministry of Economic Affairs will include the canceled Hai Xia 1, Hai Xia 2, and Hai Ding 2

offshore wind projects in the next phase of development. The ministry discussed the plan with the Taiwan Offshore Wind Industry Association, covering selection criteria and

incentives for awarded developers and expansion projects. Energy Administration Deputy Director-General Chen Chung-hsien said the three terminated projects are

now available for expansion. Developers may apply for expansion capacity of up to half of their awarded capacity. The ministry said expansion capacity will be set after marine spatial planning and allocation. Any expansion site must not overlap with an awarded site. Developers must also carry out on-site inspections and submit environmental impact assessment reports. The ministry also outlined penalties for developers that fail to meet expected local and economic contributions or energy resilience standards. A 20% penalty will apply to the gap between tentative and committed investment amounts. Serious breaches, including project delays, will face an additional 10% penalty. Awarded developers must provide a performance bond or guarantee to support project completion. The ministry also said developers cannot

expand beyond their awarded capacity. Contract revisions have been limited to penalties and performance guarantees. A contract template will be released later, but Chen said there is no exact rollout timeline. The ministry also addressed developer concerns over grid conditions and capacity, energy trading, coordination between the ministry and local governments, and future development and tender windows. The Energy Administration, Taipower, and other agencies will continue communication with the Taiwan Offshore Wind Industry Association to monitor progress. Taiwan ranks fifth globally in installed offshore wind capacity, and the government said it remains committed to transparency and inclusivity. hmt-news.com

PlemCat Test Site Secures EIA for NextFloat X100 Floating Offshore Wind Pilot in Spain

The PlemCat test site has secured Environmental Impact Assessment approval for the NextFloat Project in Spain, enabling deployment of X1 Wind's X100 8.5 MW floating offshore wind platform following recent DNV design validation.



Photo source: X1 Wind

9, July 2026

The PlemCat test site has received Environmental Impact Assessment (EIA) approval, clearing a key regulatory requirement for the deployment of the NextFloat Project in the LEBA 1 commercial area of the Spanish Mediterranean Sea. The approval, published in Spain's Boletín Oficial del Es-

tado (BOE) on 8 July, confirms that the PlemCat test site complies with environmental protection requirements established by the Ministry for the Ecological Transition and the Demographic Challenge (MITECO). The assessment verified compatibility with marine environmental protection and biodiversity conservation, while also meeting a mandatory condition for future oc-

cupation of the Maritime-Terrestrial Public Domain for offshore wind development. The NextFloat Project is led by Technip Energies and X1 Wind and will deploy X1 Wind's X100 8.5 MW floating wind platform. The design combines a Tension-Leg Platform (TLP) with semi-submersible characteristics to reduce environmental impact while maintaining cost efficiency. Its

vertical mooring system significantly reduces the seabed footprint compared with conventional catenary moorings, limiting seabed disturbance and underwater noise while supporting coexistence with marine activities such as fisheries and scientific research. The tripod-based X100 platform is designed for turbines with a rotor diameter of 160 m and requires approximately 1,500 tonnes of primary steel. According to the project, this represents an estimated steel weight reduction of 30% to 50% compared with conventional steel floating foundations used in European pre-commercial projects of a similar scale. The demonstration unit will be equipped with a downwind turbine rated at 8.5 MW with a 160 m rotor diameter. Operational experience from the pilot installation will support prototype certification and the future commercialization of the larger X150 platform, which is intended for turbines exceeding 20 MW. Project funding includes private investment together with support from the EU-funded NextFloat and

NextFloat+ programs, the PAREF project financed by the French State under France 2030 and operated by ADEME, and Spain's RenMarinas program. The environmental approval follows another recent milestone for the project after X1 Wind's X100 platform received a Statement of Compliance for Basic Design from DNV. Together, the environmental authorization and independent design validation support the project's next steps toward offshore deployment. Alex Raventós, CEO and Co-founder of X1 Wind, said the EIA approval, together with the recent DNV Basic Design certification, demonstrates that the platform is prepared for deployment while meeting environmental and technical requirements. Jacques Vendé, NextFloat Project Manager at Technip Energies, said the approval reflects the contribution of project partners and supports progress toward financial close ahead of the commercial-scale pilot deployment in the Mediterranean Sea. hmt-news.com

OWC, GoBe Partner on UK Offshore Wind Decommissioning

OWC and GoBe Consultants have signed an MoU to support UK offshore wind decommissioning as around 5 GW of capacity approaches end of life in the 2030s.



OWC and GoBe sign UK decommissioning MoU (Image source: APEM Group)

10, July 2026

Around 5 GW of offshore wind capacity in UK waters is expected to enter its end-of-life phase in the early to mid-2030s, prompting OWC and GoBe Consultants to establish a decommissioning partnership. The companies have signed a memorandum of understanding to develop technical solutions for UK offshore wind decommissioning. Activity involving the identified

assets could peak between 2032 and 2034. Under the agreement, the partners will provide engineering, environmental planning and consultancy services to help asset owners prepare, plan and carry out decommissioning campaigns. The collaboration combines OWC's offshore wind engineering and project and environmental advisory capabilities with the environmental, consenting and regulatory services of GoBe Consul-

ants and its parent company, APEM Group. The companies said decommissioning programs involve technical, environmental and cost uncertainties and require planning across the full process, from initial strategy to delivery. hmt-news.com

Neretek Launches BC90 Offshore Wind Foundation for UK Deepwater Projects

Wood Thilsted and COP Frontier launched Neretek in London with BC90, a foundation technology for fixed-bottom offshore wind projects in 60-90 m water depths.



Neretek launches BC90 foundation technology. (Image source: Neretek)

9, July 2026

Wood Thilsted and COP Frontier have launched Neretek, a UK-based offshore wind technology company developing foundation solutions for projects in 60-90 m water depths.

The company was launched in London on 07 July 2026 with its BC90 foundation technology. The design is aimed at fixed-bottom offshore wind projects in deeper waters, including the UK's emerging Other Deepwater Offshore Wind (ODOW) cate-

gory.

The launch followed the UK Government's Allocation Round 8 announcement on 06 July, which included plans to expand offshore wind development in 60-90 m water depths. Neretek said BC90 is intended to address that seg-

ment by offering a fixed-foundation option between conventional fixed-bottom designs and floating offshore wind.

Jonathan Cole has been appointed Executive Chair of Neretek. The company said BC90 was developed after

about ten years of research by offshore structural designers.

According to Neretek, BC90 can use existing technologies, local supply chain capability and current port infrastructure. The company said the foundation does not depend on large specialist vessels and is designed to lower CAPEX compared with deepwater monopiles or jackets in 60-90 m water depths.

The technology was developed in the UK and is also intended for deeper-water offshore wind markets in Europe and Southeast Asia.

Jonathan Cole said BC90 could help maintain offshore wind deployment while floating wind technologies continue to move toward commercialization.

Alastair Muir Wood, Founder and CEO of Wood Thilsted, said the technology was developed with COP Frontier to provide a fixed-structure option for projects in 60-90 m water depths using existing supply chains and materials.

Alan Hannah, Chief Operating Officer of COP Frontier, said BC90 addresses cost and development challenges in offshore wind and could support further deployment in the UK and other markets.

UK Energy Minister Michael Shanks said offshore wind is part of the country's clean power strategy and that companies working on deeper-water solutions will be needed to support future development.

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Mangalia Shipyard Sale Resumes at EUR 184 Million Going Concern Price

Mangalia shipyard's bankruptcy manager will reopen the Romanian yard's sale on 29 July 2026 at EUR 184 million, with creditors including Damen seeking a single-package asset sale.

6, July 2026

The bankruptcy manager of Mangalia shipyard in Romania will reopen the sale of the shipyard's assets on 29 July 2026 at a going concern price of EUR 184 million.

The asking price remains unchanged from the first auction after creditors requested that the sale continue under the same conditions. The creditor group includes Damen, the shipyard's minority shareholder and former manager. Prospective buyers

of six auctions approved by creditors on 26 May 2026 at the same going concern price.

Creditors are seeking almost RON 2 billion, equivalent to EUR 380 million, from the shipyard. Damen holds the majority of those claims directly and indirectly.

The EUR 184 million asking price is about EUR 100 million higher than the liquidation value. According to the source, the Romanian state would be prepared to accept the lower valuation without an auction as part of a broader arrange-



Mangalia Shipyard. (Image source: Damen)

Rheinmetall and MSC did not submit bids during the first auction held on 27 June 2026.

The second auction will take place after the shipyard's remaining workforce leaves the company. The contracts of the last 1,011 employees are scheduled to end on 15 July 2026.

The assets are being offered as a single package, with no option to purchase individual assets. Bidders must provide a guarantee equal to 10% of the asking price, or EUR 18.4 million. The sale on 29 July 2026 is the second

ment with Rheinmetall related to offshore patrol vessel construction.

Rheinmetall has already been awarded a contract worth EUR 920 million, excluding VAT, under the EU-backed SAFE scheme. The contract covers two offshore patrol vessels and two diver support vessels. According to the source, keeping construction in Romania depends on the recovery of Mangalia shipyard.

Rheinmetall has stated that only 10%-15% of the shipyard's capacity would be required to complete the con-

Canada Selects ThyssenKrupp Type 212CD Submarines for Naval Expansion

Canada selected ThyssenKrupp Marine Systems and its German-Norwegian partners to build 12 Type 212CD diesel-electric submarines for naval expansion and Arctic patrol missions.



HMCS Victoria transits the Strait of Juan de Fuca during naval operations in 2015. Photo: Canadian Ministry of National Defence.

7, July 2026

Canada has selected a German-Norwegian proposal led by ThyssenKrupp Marine Systems to build 12 Type 212CD diesel-electric submarines for the Royal Canadian Navy, choosing the bid over a competing offer from Hanwha Ocean.

The decision supports Prime Minister Mark Carney's plan to expand Canada's naval capability, increase defense spending and reduce military reliance on the United States. The submarines are also expected to strengthen Canada's ability to patrol its Arctic waters.

The Type 212CD submarines will be built under cooperation involving ThyssenKrupp Marine Systems and the governments of Germany and Norway. The submarine type

has not yet entered service, but ThyssenKrupp Marine Systems has contracts to build the design for Germany and Norway.

Canada also reviewed a proposal from Hanwha Ocean, which has built submarines for South Korea and Indonesia. Assessments by the Canadian government and the Royal Canadian Navy found that both proposals were broadly suitable, with different advantages and limitations.

Diesel-electric submarines use diesel engines while surfaced to charge batteries, which power the vessel underwater. Canada did not follow Australia's 2021 decision to shift from French-built diesel-electric submarines to nuclear-powered vessels from a U.S.-U.K. program, citing cost and logistical reasons.

Delivery timing was a key factor for Canada as it looks to replace an aging and limited submarine fleet. The country bought four secondhand submarines from the United Kingdom in 1998, and only one is currently operational.

The procurement also includes an industrial component. Canada asked both bidders to improve their commitments on domestic benefits during the process, including investment and job creation.

The new submarines are expected to be used mainly for Arctic patrol missions. Canada has already met NATO's previous defense spending target of at least 2 percent of gross domestic product and has committed to reach the alliance's new 5 percent target by 2035.

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tract. The company has previously built similar offshore patrol vessels with different configurations at MTG Dolphin Shipyard in Varna, Bulgaria.

The company expanded its naval shipbuilding business through the acquisition of NVL, completed in March

2026. Its MMPV 90 model, produced by NVL, was selected over Damen's OPV 2600 design, which was found not to meet the programme's technical requirements.

Romania also contracted and received another military offshore patrol vessel from

Turkish defence contractor ASFAT. The contract, signed last December, was valued at EUR 233 million excluding VAT and included training. It covered the Turkish Navy's Hisar-class OPV.

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Chinese Shipyards Double New Order Volume in First Half of 2026

Chinese shipyards doubled new order volume in the first half of 2026, securing 1,131 vessels and about 72% of global market share, according to Clarksons.

9, July 2026

Chinese shipyards doubled their new order volume in the first half of 2026 compared with the same period last year, according to Clarksons.

Global shipbuilding orders reached 1,481 vessels during the period. Chinese yards secured 1,131 of those orders, totaling 31 million CGT. That gave China about 72% of global market share, close to its position in 2025.

China has held the largest share of global shipbuilding orders for four consecutive years. Its lead over South Korea, the nearest competitor, remained wide in the first half of 2026.

South Korean shipbuilders received 195 vessel orders totaling about 8 million CGT.



Image credit: Hudong-Zhonghua Shipbuilding

That was 60% higher than the same period last year, but represented about one-fifth of the global market in the first half.

China's market share lead over South Korea is expected to widen to 53 percentage points for the full year in 2026.

South Korean yards have focused more on profitability than order volume and have

been selective in taking new contracts. The country's three largest shipbuilders secured a higher share of more profitable vessel segments, including LNG carriers. According to Wood Mackenzie, South Korea holds about two-thirds of the global LNG carrier orderbook.

Chinese yards continued to secure large volumes in segments such as small container ships and bulk carriers. They have also attracted major container ship orders.

MSC now has all of its current newbuild container ship orders placed at Chinese yards, according to Clarksons data. The company operates more than 1,000 container ships and has another 128 vessels on order.

[hmt-news.com](#)

Pakistan Starts Assembly of 1,100 TEU Containership at Karachi Shipyard

Pakistan has begun assembling a 1,100 TEU containership at Karachi Shipyard, its first large commercial shipbuilding project in more than 40 years.



Karachi Shipyard begins containership assembly. (Photo: Karachi Shipyard)

10, July 2026

Pakistan has begun assembling its first large commercial ship in more than 40 years, a 1,100 TEU containership under construction at Karachi Shipyard & Engineering Works for Pakistan National Shipping Corporation.

The project was announced in 2024, and the contract was signed in February that year. Financial difficulties delayed progress before government support helped restart the program. Steel cutting began in January 2026 and has now been completed, allowing assembly work to proceed.

Karachi Shipyard & Engineering Works, Pakistan's only shipyard, has focused mainly on naval construction since commercial shipbuilding largely stalled in the 1980s. Its recent work has included frigates, corvettes, fleet tankers and logistics ships for the Pakistan Navy.

The shipyard reports that it can build vessels of up to 26,000 dwt. Its stated construction range includes bulk carriers, tankers, dredgers, ferries, fishing boats and tugs.

The containership project forms part of a broader government initiative to develop Pakistan's blue economy. A maritime task force established in 2024 identified 99 obstacles affecting the sector. The government reports that solutions have been implemented for 84 of them.

Financial reforms have also been introduced to support shipbuilding and vessel ownership. The government abolished a 22 percent sales tax on vessel purchases and shipbuilding materials. It noted that neighboring countries, including India, provide shipbuilding subsidies of up to 30 percent.

The reforms are intended to make Pakistan more attractive to shipowners. The government has also noted that the country's largest shipowners have previously registered vessels in Panama and Liberia.

Pakistan is separately working to modernize port operations. Measures reported by the government include shorter customs clearance times, advanced container scanners and the introduction of 24-hour port operations.

The maritime plan also covers the recovery of the country's ship recycling sector, which declined because of financial pressures and new environmental requirements. Pakistan has become a signatory to the Hong Kong Convention, while five ship recycling yards have reportedly achieved full compliance.

The government expects domestic shipbuilding to reduce foreign exchange costs and create employment. It also believes Pakistan could develop the capacity to export newly built ships.

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HD Hyundai and Schneider Electric Partner to Develop Floating Data Centre Infrastructure

HD Hyundai and Schneider Electric have signed an MoU to jointly develop floating data centre infrastructure by combining offshore engineering with power and cooling technologies.

8, July 2026

HD Hyundai is expanding into floating data centre technology through a new agreement with Schneider Electric to develop offshore digital infrastructure.

HD Korea Shipbuilding & Offshore Engineering, the shipbuilding holding company of HD Hyundai, has signed a memorandum of understanding with Schneider Electric to jointly develop infrastructure for floating data centres.

Floating data centres use offshore floating structures to house servers and supporting systems. HD Hyundai said the concept could help address two constraints facing land-based data centre development: limited suitable sites and high cooling costs.

Under the agreement, the companies will review the infrastructure and technical requirements needed to operate



Image source: HD Hyundai Heavy Industries

data centres at sea. The work will focus on combining data centre power and cooling

systems with floating offshore platform technologies. The partners also plan to

share information on emerging floating data centre technologies and identify further

joint research and development opportunities.

Schneider Electric will contribute experience in power, cooling and energy management for hyperscale data centres and AI infrastructure. HD Hyundai will bring floating structure design and offshore engineering capabilities.

Kim Hyung-kwan, Chief Executive Officer of HD Korea Shipbuilding & Offshore Engineering, said the company is accelerating offshore data centre technology development based on its accumulated design and construction capabilities in shipbuilding and floating structures.

He said the collaboration will help advance the core technologies needed to reliably implement large-scale, high-density computing infrastructure at sea.

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US Requests Naval Shipbuilding Capacity Details from South Korean Shipbuilders

The U.S. has requested naval shipbuilding capacity information from HD Hyundai Heavy Industries, Hanwha Ocean and Samsung Heavy Industries as Seoul and Washington advance shipbuilding cooperation.

9, July 2026

The United States has asked major South Korean shipbuilders to provide information on their ability to build naval vessels, including destroyers and fleet replenishment ships.

The U.S. Department of Defense and the Navy recently sent requests for information to HD Hyundai Heavy Industries and Hanwha Ocean. The companies submitted details last month on their destroyer design capabilities and shipbuilding capacity, according to industry sources.

For a separate request covering medium-sized naval tankers, HD Hyundai Heavy Industries, Hanwha Ocean and Samsung Heavy Industries also provided responses.

An industry official said the

responses included information on shipyard capabilities, construction records, design workforce and expertise, and annual shipbuilding capacity. The official asked not to be named.

Under the U.S. Federal Acquisition Regulation, a request for information is used by the government to collect market information, including pricing and delivery terms, for planning purposes.

The requests followed discussions between U.S. President Donald Trump and South Korean President Lee Jae Myung during last month's Group of Seven summit. Trump asked whether South Korean shipbuilders could quickly build 10 U.S. Navy vessels, and Lee said they had the capability and would make their best efforts.

The move has increased expectations that South Korea and the United States could advance shipbuilding cooperation under the Make American Shipbuilding Great Again initiative, known as MASGA. The initiative was announced during the Lee-Trump summit in October last year.

Under the agreement, South Korea allocated \$150 billion of its \$350 billion U.S. investment package to shipbuilding projects covering naval and commercial vessels, as well as related supply chains.

South Korean shipbuilders have since increased efforts to enter the U.S. naval shipbuilding market, where foreign participation is restricted by the Jones Act and other regulations.

Hanwha Ocean has been



Image source: HD Hyundai

seeking licenses to build U.S. Navy destroyers after acquiring Philadelphia Shipyard in Pennsylvania. HD Hyundai has formed a partnership with Huntington Ingalls Industries,

while Samsung Heavy Industries has partnered with General Dynamics NASSCO.

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Seatrium Cuts First Steel for Kinetics' LNGT Karadeniz FSRU

Seatrium has cut first steel for LNGT Karadeniz, the first high-capacity FSRU for Kinetics and the first of three LNG carrier conversions covered by an earlier letter of intent.



Image source: Seatrium

10, July 2026

Seatrium has cut first steel for LNGT Karadeniz, the first high-capacity floating storage and regasification unit being converted for Kinetics, an initiative established by Karpowership.

The LNG carrier-to-FSRU conversion is under way at Seatrium's Tuas Boulevard yard in Singapore. The vessel will provide up to 600 million cubic feet per day of regasification capacity.

LNGT Karadeniz is the first of three LNG carrier-to-FSRU conversions covered by an earlier letter of intent between Seatrium and Karpowership. It is also the eighth FSRU conversion project undertaken by the two companies.

The conversion includes a regasification module, spread mooring system and supporting systems for cargo handling, LNG offloading, utilities, electrical distribution and automation.

Seatrium said the integra-

tion of these systems during a live conversion requires engineering expertise, project coordination and established delivery capabilities.

According to Kinetics, the vessel will be equipped with low-, medium- and high-pressure send-out systems. These systems will allow it to serve a broader range of LNG import projects and downstream gas networks.

Mehmet Katmer, General Manager of Kinetics, said LNGT Karadeniz marks an important stage in the company's plans for floating LNG infrastructure. He said the expansion of its FSRU fleet would support countries seeking to improve energy security and move towards lower-carbon energy systems.

Kinetics develops floating energy infrastructure as part of Karpowership's integrated energy offering.

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UK and Netherlands Sign £2.4bn Amphibious Ship Deal

The UK and the Netherlands have signed a £2.4 billion agreement to build eight Dutch-designed amphibious transport ships, with four vessels allocated to each country.



Illustration purpose only.

10, July 2026

The UK and the Netherlands have signed a £2.4 billion agreement to jointly deliver eight Dutch-designed amphibious transport ships. The deal was signed on

7 July during the NATO summit in Ankara.

Four vessels will be allocated to the Royal Navy and four to the Royal Netherlands Navy. The ships will be constructed at UK shipyards in cooperation with Dutch indus-

try.

The British government said the program is expected to support hundreds of highly skilled jobs in the UK.

Each ship will be 160 m long, with a stated tonnage of 15,000 tonnes. The vessels

will transport troops, vehicles and equipment, including drones, to locations where they are required.

Their flight decks will be designed to operate existing and future long-range drones and autonomous systems. The capability will support the Royal Navy's transition to a hybrid Navy.

UK Prime Minister Keir Starmer and Dutch Prime Minister Rob Jetten announced the partnership on Tuesday. The agreement is intended to increase joint training, deployments and operations between the Royal Navy and the Royal Netherlands Navy.

The two governments said closer naval cooperation would improve NATO's ability to respond rapidly to crises.

The program will also expand industrial and military cooperation in autonomous and uncrewed technologies.

According to the British government, companies in both countries will participate in this area of the partnership.

The agreement follows a recent UK-Norway deal covering five Type 26 vessels for the Norwegian Navy. Those ships will also be constructed in UK shipyards, with the program supporting 4,000 British jobs.

The amphibious ship agreement also comes as the UK invests in its hybrid Navy through the Defense Investment Plan.

Starmer said the partnership would combine UK industrial expertise with Dutch ship design and maritime experience. He also said construction in British shipyards would create and sustain employment in the UK.

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IMO Council Opens With Hormuz Security and Piracy on Agenda

The IMO opened its 137th Council session in London with maritime security, Strait of Hormuz risks and renewed piracy concerns in the Red Sea and Gulf of Aden high on the agenda.



IMO Council opens in London.

7, July 2026

The International Maritime Organization opened its 137th Council session in London on 6 July 2026,

with maritime security, the Strait of Hormuz and piracy risks among the main issues before delegates.

Secretary-General Arsenio Dominguez said recent in-

stability around the Strait of Hormuz had shown the risks facing international shipping, with effects on global trade, energy and food security. He said conditions in the area

had started to improve and that a further update would be provided under the Council agenda item on protecting vital shipping lanes.

Dominguez also warned that piracy had again become a major concern off Somalia and Yemen. He said 24 piracy and attempted piracy incidents had been recorded in the region over the past three months.

He called for the release of 44 seafarers held aboard the hijacked vessels MT Honour 25, Eureka and Sward. He said the cases showed that piracy and armed robbery against seafarers still require vigilance and coordinated action.

The IMO Secretary-General also reported that the Palau-flagged bulk carrier Lady Naeima was attacked by pirates in the Red Sea on 5 July 2026. The vessel continued its voyage, and all crew members

were reported safe.

The five-day Council session, running through 10 July 2026, will cover strategy, planning, resource management and reports from IMO committees. A dedicated item will address the protection of vital shipping lanes.

Council members will also consider a proposed resolution reaffirming the IMO's commitment to navigational rights and freedoms for commercial ships transiting international straits.

Dominguez also said the 2012 Cape Town Agreement and the 2010 HNS Protocol had met the requirements to enter into force. The IMO Council, made up of 40 members, acts as the organization's executive body between Assembly sessions.

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INTERCARGO Report Shows Decline in Bulk Carrier Losses and Continued Liquefaction Risks

INTERCARGO's latest report shows fewer bulk carrier losses over the past decade while identifying cargo liquefaction and flooding as the leading causes of seafarer fatalities.



INTERCARGO reports bulk carrier safety trends.(Image source: TASS)

8, July 2026

The latest safety report from INTERCARGO shows that bulk carrier losses have declined over the past decade, while cargo liquefaction and flooding continue to pose the greatest risks to seafarer safety.

According to the report, 17 bulk carriers of 10,000 dwt or above were lost between 2016 and 2026. These incidents resulted in the loss of 71 seafarers and 1.63 million

dwt of shipping capacity. The association also noted that the rolling 10-year average of annual vessel losses has continued to fall.

The global bulk carrier fleet also grew during the period covered by the report. The number of vessels increased by more than 30%, from 10,400 in 2013 to 13,669 in 2026.

INTERCARGO Chairman John Xylas said the steady reduction in bulk carrier losses reflects continued efforts to

improve safety, while adding that every incident shows the importance of learning and acting together.

The report links the improvement to enhanced ship design, improved crew training, operational experience, and stronger regulatory compliance.

Cargo liquefaction remained the leading cause of loss of life, accounting for 37 fatalities, or more than half of the total. The report also found that vessels in the 50,000 dwt to 59,999 dwt range accounted for 52% of lives lost, despite representing only four of the 17 vessels lost. INTERCARGO said this concentration reflects the danger of nickel ore and similar high-risk cargoes carried by this class of ship.

Flooding was also identified as a risk to lives. Although fewer flooding incidents were recorded, the report said nearly half of all lives lost were

due to flooding. Although outside the reporting period, the report also referred to the loss of the MV Devon Bay in early 2026 while carrying nickel ore. Two seafarers were lost and four were declared missing.

Groundings remained the primary cause of vessel losses, accounting for 41% of casualties. The report noted that these losses were concentrated in vessels aged 15 to 19 years, underlining the need for navigational discipline and passage planning as ships age.

The report also noted five bulk carrier casualties in the Red Sea and Gulf of Aden linked to missile, drone, and uncrewed vessel attacks. INTERCARGO condemned the actions, which resulted in fatalities and injuries.

INTERCARGO and its members said they continue to work with stakeholders to strengthen safety. The asso-

ciation called for continued vigilance on cargo declaration, testing procedures, and enforcement by flag and port states. It also recommended training for ship and shore personnel.

The report said practical implementation of the IMSBC Code is critical, including more prescriptive requirements on moisture testing, sampling procedures, and shipper declarations of cargo properties. INTERCARGO also called for transparent and timely casualty investigations so that lessons can be learned and shared more effectively.

With global dry bulk trade continuing to grow, INTERCARGO said maintaining and improving safety standards requires ongoing collaboration between shipowners, charterers, shippers, ports, and regulators.

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Panama Canal to Cut Neopanamax Draft Limits in July and August

The Panama Canal Authority will lower Neopanamax draft limits in July and August as it manages Gatun Lake water levels during forecasts for a severe El Niño.



Image for illustration purposes only. (Source: Shutterstock)

7, July 2026

The Panama Canal Authority will lower the maximum authorized draft for Neopanamax vessels in two additional stages as it manages water levels during forecasts for a severe El Niño. In a 1 July announcement, the authority said the measures form part of its water management strategy. It is monitoring Gatun Lake, the main reservoir used for canal

DRIFT Energy and Commenda Set Framework for 50-Vessel Hydrogen Program

DRIFT Energy and Commenda Capital Partners have agreed an exclusive framework to support at least 50 wind-powered hydrogen production vessels, targeting more than \$500 million in project-level investment.

8, July 2026

DRIFT Energy has entered into an exclusive strategic framework with Commenda Capital Partners to support the commercial deployment of at least 50 wind-powered hydrogen production vessels. The program targets more than \$500 million of project-level investment, expected to be financed through project-specific vehicles. Under the framework, DRIFT Energy will continue to lead vessel technology, intellectual property, hydrogen production systems, routing software, project origination and offtake development. Commenda Capital Partners has been appointed as the exclusive capital and project partner for the agreed program scope. Its responsibilities include capital structuring, investor engagement, debt and equity processes, SPV establishment and project execution. DRIFT Energy is developing high-performance sailing vessels designed to harvest deep ocean wind and produce green energy onboard. The energy is stored on the vessels for delivery to demand centers, including ports, islands and coastal users. The agreement follows DRIFT Energy's 2026 Approval in Principle from RINA for an energy-harvesting ship. The approval supports the company's move from vessel design and proof of concept toward commercial deployment. Ben Medland, CEO of DRIFT Energy, said the framework with Commenda Capital Partners is intended to support the financing and scaling of the company's model. Ulrik Uhrenfeldt Andersen, CEO and Managing Partner of Commenda Capital Partners, said the vessels should be structured as maritime assets carrying maritime risk and financed accordingly. For Commenda Capital Partners, the agreement represents a mandate for an independent maritime investment company focused on conventional shipping and new maritime asset classes. Tags: Commenda Capital Partners, DRIFT Energy, Energy-Harvesting Ships, Green

operations. The Neopanamax draft limit will fall to 49 ft on 24 July. A further decrease to 48.5 ft is expected on 15 August. The normal 50 ft draft had been maintained during the spring, before the first reduction was introduced in June. The new limits are less severe than the restrictions used during the 2022–2023 drought. At that time, the canal repeatedly lowered draft levels to the 43 ft to 44 ft range, before reaching a low of 38.5 ft. Daily transits were later reduced. Those restrictions led to vessel backlogs and higher bids in auctions for booked transit slots. Large gas carriers diverted around South America, while larger container ships discharged boxes for transshipment across the Isthmus. The authority is moving earlier in the water management cycle to reduce the risk of similar disruption. As of 6 July, the canal's online dashboard showed stable operations. Ten vessels without reservations were waiting, while 65 vessels with booked slots were standing by near the canal's entrances. Waiting time for non-booked northbound vessels was four days, down from 11.5 days last month. Southbound waiting time was 1.8 days, compared with 15 days in June. The source also stated that canal volume increased this year following the reported closure of the Strait of Hormuz and regional disruptions. It also cited reports of record prices in auctions for available transit slots. The Panama Canal Authority said it appreciates the continued understanding and cooperation of the maritime community.

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DRIFT Energy hydrogen vessel programme (Source: Drift Energy)

Hydrogen, Maritime Finance, offshore energy, RINA, SPV

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Boskalis Christens Windpiper After Subsea Rock Installation Vessel Conversion

Boskalis has christened the Windpiper after a year and a half of conversion work. The vessel measures 227 m by 40 m and has a cargo capacity of 45,500 tonnes across two holds.



Windpiper (Image source: Boskalis)

6, July 2026

Boskalis has officially christened the Windpiper after a year and a half of conversion work to turn the vessel into a subsea rock installation vessel. The ceremony took place last Friday and was performed by Ms. Jones-Bos, a member of the Boskalis Supervisory Board. The company also welcomed more than 3,000 employees and family members on board the following day. The Windpiper measures 227 m by 40 m. Boskalis said the commissioning of the vessel will double its rock installation capacity. The vessel has a cargo capacity of 45,500 tonnes across two holds. According to Boskalis, the capacity is intended for projects involving long transit distances between rock loading facilities and project sites. Boskalis describes the Windpiper as the world's largest subsea rock installation vessel.

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IMO Condemns Strait of Hormuz Ship Attacks, Urges Protection of Seafarers

The IMO has condemned recent attacks on commercial ships in the Strait of Hormuz, urging shipowners and authorities to avoid exposing seafarers to unnecessary risks while around 6,000 crew members remain stranded in the Persian Gulf.



9, July 2026

The International Maritime Organization (IMO) has condemned recent attacks on commercial ships transiting the Strait of Hormuz, warning that seafarers continue to face serious safety risks as tensions in the region persist. IMO Secretary-General Arsenio Dominguez said attacks over the past two days had targeted several commercial ships using the waterway. He said the incidents had once again placed crews in danger due to geopolitical circumstances beyond their control. Dominguez stated that no seafarer should have to risk their life simply for carrying out their work. He also urged flag States, shipowners, operators and relevant authorities to avoid exposing crews to unnecessary danger by sending vessels through the Strait while their safety and security cannot be assured. According to the IMO, around 6,000 seafarers remain stranded aboard hundreds of ships that have been unable to depart the Persian Gulf safely since the beginning of the Middle East conflict. The organization said the latest attacks have increased fear, uncertainty and psychological pressure among affected crews. Dominguez called on all States involved to exercise maximum restraint, de-escalate the situation without delay and facilitate the safe departure of vessels still trapped in the Gulf. He said the safety of seafarers must remain the foremost priority.

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