

LEAD STORY:

Stena chief seeks diplomatic support as concerns grow for 23 detained crew

WHAT TO WATCH:

Sanctions-busting tanker de-flagged by St Kitts & Nevis registry

Iran says UK may release Grace 1 oil tanker

Freight forwarders hit back on cargo misdeclaration fines

MARKETS:

Brexit uncertainty forces DFDS to downgrade earnings expectations

IN OTHER NEWS:

Fredriksen enters bunkering joint venture with Trafigura

IMC founder Frank Tsao dead at 94

Moore Stephens strengthens shipping service

Seafarers to receive extra payments if attacked in Strait of Hormuz

South Korea eyes support for US-led coalition in Strait of Hormuz

Malaysia developing \$477m oil storage and bunker facility next to Singapore

Yang Ming says trade war is weighing on demand

ICTSI first half volumes up 7% on operational ramp-ups and new terminals in Papua New Guinea

Pangaea posts reduced profit but continues to 'outperform' market

HFW takes over old Ince & Co Monaco office

Pioneer Marine remains profitable despite weak rates

Stena chief seeks diplomatic support as concerns grow for 23 detained crew



ONE MONTH ON from the seizure of the *Stena Impero* by Iranian authorities, concern about the welfare of the 23 crew on board is growing as efforts by the ship's owners to secure their release continue to be met with a wall of silence from Tehran and limited information from governments seeking a diplomatic resolution behind closed doors.

For the past 26 days Erik Hanell, president and chief executive of Stena Bulk, owner of the detained product tanker at the centre of diplomatic the stand-off between Iran and UK, has been seeking every possible channel to get access to his crew, with very limited success.

While Mr Hanell is managing to keep up limited communication with the crew via family members who have been allowed some phone access, daily discussions with government contacts, diplomatic sources and industry experts has got him no closer to getting access to the crew than he was a month ago.

"We're working through the various embassies trying to get help," Mr Hanell told Lloyd's List. "But so far we've had no results in that respect... in fact, we've had very little feedback from all sides. Unfortunately, the situation is pretty much unchanged since this first happened a month ago."

Stena Bulk has been working with UK and Swedish government agencies as well as all other national governments with crew members on board in a bid to secure their release.

Indian, Russian and Philippines embassy officials have all managed to get on board *Stena Impero*, which is being held at anchor in Bandar

Abbas. They have met crew members from their respective countries and the limited contact suggests they remain physically in good health, but as Mr Hanell says “we continue to be concerned about their welfare given the amount of time they have been in confinement”.

Despite the regular face to face meetings with senior government representation, Stena is yet to receive an official answer from the Iranian authorities regarding its request to visit the crew on board the vessel. Its requests to replace the crew have been similarly met with no response.

Mr Hanell is acutely aware that he is stepping a fine diplomatic line in making any public statements about the crew given the political sensitivities surrounding the vessel's detention.

“We are aware of the politics and we don't want to put ourselves in a worse situation by upsetting people, but we are focusing on getting access to the crew or changing the crew as quickly as possible,” said Mr Hanell.

Earlier this week, Mr Hanell wrote directly to Narendra Modi, asking the Indian prime minister to personally intervene in negotiations with Tehran.

Eighteen of the 23 crew detained on the *Stena Impero* are Indian nationals — and there are several other Indians detained from two other smaller tankers in Iran, as well as on the *Grace 1* currently being held in Gibraltar, so India's diplomatic heft is important in adding pressure.

India was also a significant customer of Iranian oil prior to sanctions kicking in, taking 1.7bn barrels of oil from Iran in 2018, so financially it has some leverage in such discussions.

Mr Hanell wrote in his letter to Mr Modi: “Before the situation with those on board and with their families becomes more distressing, I would request you to personally intervene and ask for the release of the crew back to their families, who anxiously await their safe return.”

The reality is that such diplomacy was already under way, but adding a little public pressure is one of the few avenues left open to Mr Hanell right now.

An official from the External Affairs Ministry in India told Lloyd's List that the Indian embassy in Tehran has been in constant contact with the Iranian authorities for the release and repatriation of the Indian crew members on board *Stena Impero* even before Stena Bulk's appeal to Mr Modi. “India is pushing for their early release,” said the spokesperson.

While Mr Hanell's access to details of the various diplomatic channels currently open with Tehran are limited, he remains confident that everything that can be done to release the crew is being done.

“Is there anything not being done that should be done? I genuinely don't know,” said Mr Hanell.

“We know there is diplomatic work happening, but we don't know the details of what's being done. There are clearly reasons for that, but we don't know if there's anything we have been missing out on. It's very difficult to tell... all I can say is that we are doing everything we can to help the crew — that's my priority”.

Given the length of time the crew have now been held captive, there is growing industry concern about the impact the ordeal is having on them.

“We are extremely disappointed to see this incident drawn out to such an extent. While it is our understanding that the crew of *Stena Impero* are safe, this prolonged detention will undoubtedly be impacting the health and wellbeing of these innocent seafarers being held captive in Iranian waters,” said Bob Sanguinetti, chief executive of the UK Chamber of Shipping.

“The safe return of the crew is a key priority, and can be best achieved by finding a diplomatic solution between both parties as soon as possible. We call on all relevant authorities to continue to do everything possible through diplomatic means to bring this sad incident to a swift and successful conclusion” he continued.

WHAT TO WATCH

Sanctions-busting tanker de-flagged by St Kitts & Nevis registry

ST KITTS & Nevis has immediately de-flagged the Aframax tanker *Bonita Queen*, after learning the vessel had been tracked loading crude at Kharg Island earlier this month.

The 1995-built vessel is technically managed by Singapore-based IShips Management, also linked to the Iranian-controlled *Grace 1*, which was seized by Gibraltar on July 4 for breaching European Union sanctions. The beneficial owner is not known.

Bonita Queen is the second-largest ship in the Caribbean flag's current 288-ship registry, data from Lloyd's List Intelligence show. It loaded its 600,000-barrel cargo at Kharg Island on August 2, based on vessel-tracking data.

For the past three days the ship remained at anchor off Iranian waters near Asaloyeh.

"For the sake of good order, under the direction of the Director of Maritime Affairs, we have terminated the vessel's registration with immediate effect and a note to that effect has been distributed to the vessel owners and to all of the port state control MOUs," Liam Ryan, head of the St Kitts & Nevis registry, said in an email to Lloyd's List.

The St Kitts & Nevis International Ship Registry is operated by a UK-based company in Romford, Essex. The flag is best known for registering vessels for their last voyage before scrapping, but in 2017 had to de-register sanctioned North Korean vessels found to be flying its flag. The country's International Maritime Organization representative, Nigel Smith, is a part-owner of the registry, Companies House documents show.

Bonita Queen's movements follow a similar pattern of behaviour used by Chinese-owned or Iranian-controlled ships to avoid detection and obfuscate the origin and destination of the Iranian oil being transported.

The St Kitts & Nevis registry was initially unaware of the *Bonita Queen*'s voyages to and from Iran, when first contacted by Lloyd's List about the tanker earlier yesterday.

"I will carry out an investigation and liaise with our government superiors upon outcome of the investigation," Mr Ryan said in his first email to Lloyd's List.

"This administration takes compliance with sanctions very seriously." Four hours later he sent a second email saying that the registry had de-flagged the tanker.

Like other vessels shipping Iranian crude, *Bonita Queen* not only turns its AIS transponder on and off, but is also undertaking ship-to-ship transfers in waters off Malaysia and Fujairah in the United Arab Emirates. This followed the vessel's AIS signals reappearing after last being tracked heading to Iranian waters.

The vessel is also linked to a logistics chain of very large crude carriers in waters off Malaysia near the Singapore Strait where STS transfers of Iranian crude for onward sailing to China is commonplace.

This is the 28th tanker or gas carrier identified by Lloyd's List that is not owned by the National Iranian Tanker Co but involved in a complex international logistics chain that delivers Iranian cargoes to either China or Syria. The US re-imposed sanctions on Iran's petrochemical and shipping sector in November. Of this fleet of 28, 19 ships are flagged in Panama with the *Bonita Queen* the first seen flagged with St Kitts & Nevis. The Liberian registry has de-flagged several tankers and liquefied petroleum gas carriers in the past seven weeks for carrying sanctioned cargo or having their AIS transponder turned off.

Subterfuge around Iranian tanker calls has intensified as the Trump administration maintains its "maximum pressure" campaign against Iran.

The number of ships sailing under the radar with Iranian cargoes has increased since May, when the US did not renew 180-day exemptions granted to eight countries which allowed them to import limited volumes. The *Grace 1* was detained as it sailed through Gibraltar's territorial waters en route to a Syrian refinery subject to EU sanctions.

Iran says UK may release Grace 1 oil tanker

THERE are signs that Iran and the UK are close to reaching a rapprochement over the very large crude carrier *Grace 1*, detained in Gibraltar since July 4.

Iranian television reported on Tuesday that the government of Gibraltar, a British Overseas Territory, might soon release the Iranian-controlled tanker after documents were exchanged with the UK.

The tanker, loaded with 2m barrels of Iranian crude, was impounded as it sailed through the Gibraltar's territorial waters to pick up supplies en route to a Syrian refinery, in breach of European Union sanctions. Iran denied this. The master and chief officer of the tanker were arrested several days later but have not been charged.

Britain has become interested in releasing the vessel after the documents were exchanged, according to a report in the IRNA news agency, citing the deputy head of Iran's ports and maritime organisation, Jalil Eslami.

In an emailed response, the chief minister's office in Gibraltar said that it is continuing "to seek to de-escalate issues arising since the lawful detention of *Grace 1*". Gibraltar's Supreme Court extended the *Grace 1* detention for 30 days, Gibraltar's attorney

general said on July 19. The order would therefore expire on Sunday, August 18.

Iran's Islamic Revolutionary Guard Corps seized the Gibraltar-flagged product tanker *Stena Impero* in the Strait of Hormuz on July 19 in retaliation for the *Grace 1* impounding.

Complicating diplomatic negotiations to release both vessels was the change in the UK's Prime Minister earlier this month. A cabinet reshuffle saw a more hawkish foreign secretary, Dominic Raab, replace the outgoing minister Jeremy Hunt. Mr Hunt had earlier signalled the *Grace 1* would be released if Iran undertook not to continue the voyage to Syria. Mr Raab has since rejected this option and the UK is the only country so far to join a US-led international naval coalition to patrol the Strait of Hormuz.

The UK Foreign and Commonwealth Office released a statement attributed to a spokesperson that said: "The investigations being conducted around the *Grace 1* are a matter for the Government of Gibraltar. As this is an ongoing investigation we are unable to comment further."

Royal Marines had helped Gibraltar police take the VLCC in a high-profile interdiction.

Freight forwarders hit back on cargo misdeclaration fines

THE main trade association for freight forwarders is now seeking urgent dialogue with the top carriers, in the wake of recent moves by big name lines to impose stiff penalties on shippers who misdeclare cargoes.

The move comes after Maersk, Hapag-Lloyd, HMM and OOCL all confirmed last week that they have adopted the controversial practice, after a spate of fires at sea were blamed on the practice.

Steve Morris, acting director general of the Switzerland-based Fédération Internationale des Associations de Transitaires et Assimilés, questioned the legal right of carriers to levy fines in the first place, arguing that only statutory authorities have that power.

However, he conceded that in practice, carriers can refuse service to customers unwilling to pay up. Mr Morris is also unhappy at what FIATA sees as

the failure of container shipping companies to consult with his members on the matter.

According to the Cargo Incident Notification System, anything up to a quarter of all serious incidents on board container ships are attributable to misdeclared cargo.

The conflagrations have caused not only loss of life but significant extra costs and delays to cargo deliveries.

Hapag-Lloyd, for example, has responded by instituting a penalty of \$15,000 per teu for misdeclared cargoes emanating from China, effective from September 15.

The German line was hit by a fire on board *Yantian Express* earlier this year that took weeks to extinguish and is thought to have cost millions of dollars.

South Korea's HMM has also brought in penalties at the same rate, while Hong Kong's COSCO-owned OOCL is introducing fines of unspecified amounts, according to media reports.

Maersk last week confirmed to Lloyd's List that it too has brought in a misdeclaration fee, albeit as just one of range of measures that also includes additional cargo screening and knowledge sharing efforts with clients.

Where there is a resort to a financial penalty, fines are assessed on a case-by-case basis, depending on the seriousness of the infraction.

In a telephone interview this morning, Mr Morris stressed that forwarders are fully supportive of the need for safety at sea, and the lives of seafarers and the protection of shipowners' property in vessels should rightly be paramount.

"But what we would have thought to be appropriate would be to have discussion with the lines," he went on.

"Where were the discussions about how this would work, and how both sides can improve the exchange of information?"

Moreover, there are legal questions about whether fines are within carriers' prerogatives.

"It's interesting that they talk about fines, because I don't think that in the private sector you can fine people. Usually fines relate to regulators and law enforcement agencies."

Legal action against those suspected of misdeclaration would be a possibility, but in that instance, fines would be a matter for the courts.

However, operators would be within their rights to refuse to carry future consignments for those that declined to stump up the penalties.

Another question on which FIATA is seeking clarity is whether the fines apply solely to the misdeclaration of dangerous goods, or any instance in which goods are misdeclared.

Mr Morris also highlighted the difference between full container load and less than container load consignments.

"If you're stuffing a container with a variety of other people's goods, you don't know the condition of those goods and whether the goods in that container are properly described on the documentation, or whether those goods are compatible in terms of creating a chemical reaction."

While there has to be due care and diligence, misdeclaration can even result from simple mistakes rather than dishonest intent.

FIATA has already been in telephone contact with major carriers, requesting a chance to talk over the matter, Mr Morris maintained.

"What we are saying is, let's have some discussion on how we can help you, and we can help our members comply with your provisions."

MARKETS

Brexit uncertainty forces DFDS to downgrade earnings expectations

DESPITE bigger earnings and expanded business ventures, Danish ro-ro operator DFDS has downgraded its growth expectations for 2019 due to the uncertainty caused by Brexit, which has already weighed down results.

The Copenhagen and Oslo-listed company revealed on Tuesday that its still new Mediterranean business, born through the acquisition of Turkey's U. N. Ro-Ro last year, increased revenues of its ferry division by 13.6% year on year during the second quarter of 2019.

DFDS operates ferries and provides logistic services in the North Sea, the Baltic Sea, the Channel and the Mediterranean Sea.

Overall profits for the second quarter rose to Dkr434m (\$65.1m) compared to Dkr407m last year. However, the company's profit for the first half of 2019 was lower than first-half 2018's Dkr564m, standing at Dkr554m.

Revenues grew from Dkr 3.89bn in last year's second quarter to Dkr4.24bn this year. However,

prolonged Brexit uncertainty has led the company to reduce its expected revenue growth for 2019 to 6%-8%, down from 10%-12% estimated previously.

“Brexit is an exceptional situation currently lowering volumes in our ferry and logistics network. In spite of this headwind, we are still on track to continue our growth this year,” DFDS chief executive Torben Carlsen said in a statement.

The UK is a “major market” for DFDS, according to the company, and trading between that country and the European Union declined in the first two months of the second quarter.

Nonetheless, DFDS insists that it is well prepared for a no-deal Brexit but warned that its customers are not, “due to insufficient awareness of required customs documents and systems”. That poses a risk for the transition, according to DFDS.

The company had benefited from stockpiling in the first quarter of the year, as Brexit was set to materialise on March 29, 2019. However, stockpiling reversed in the second quarter after Brexit was delayed to October 31.

The new UK administration has claimed that it would like to see the country leave the EU with a deal. But it has also emphasised it is prepared to leave without one if a better agreement cannot be reached by the revised deadline.

DFDS said a second round of stockpiling may take off in September and October, the same period when business ramps up ahead of the holiday season.

“Activity in the remaining two months of the year, November and December, may consequently be lower than normal, particularly in a no-deal Brexit,” DFDS said.

DFDS was one of three companies that had won contracts awarded by the UK government in early 2019 to provide ferry capacity to the country in case of a no deal Brexit. The government ultimately scrapped the contracts when Brexit was postponed.

“DFDS received a cancellation income in accordance with the agreement to cover costs incurred in ensuring availability of capacity for the six-month duration of the agreement,” the firm said.

Aside from being engulfed in geopolitical uncertainties, DFDS has made its own internal changes over the past few months.

It announced that new chief financial officer Karina Deacon will join the firm on January 1, 2020, and is currently recruiting an executive vice-president for IT and digital, a new role announced recently.

DFDS also issued a five-year Nkr400m (\$44.9m) unsecured bond in June and signed a collaboration agreement with Volvo Trucks for transporting goods using the latter’s autonomous solution, Vera.

It further initiated a new ro-ro route between Istanbul and Sète, France, in July and launched a five-year deal with Stora Enso in May to move 700,000 tonnes of paper and board products between the Swedish port of Gothenburg and Zeebrugge, Belgium.

IN OTHER NEWS

Fredriksen enters bunkering joint venture with Trafigura

NORWEGIAN shipping billionaire John Fredriksen is to set up a global bunkering business with trading giant Trafigura.

Fredriksen-led tanker-focused unit Frontline and bulker owner Golden Ocean Group will acquire 10% and 15% interests in the venture respectively, which is expected to begin operations in the third quarter of 2019.

Chief executive of Frontline Management Robert Hvide Macleod and Golden Ocean chief

Birgitte Ringstad Vartdal said in a joint statement: “It is anticipated that the International Maritime Organization 2020 rules will create logistical marine fuel supply issues for shipowners globally.

“In addition to presenting a compelling economic opportunity, our participation in the joint venture will ensure our ability to source and acquire marine fuels at competitive prices on a continuous basis.”

IMC founder Frank Tsao dead at 94
FRANK Tsao Wen King, founder and chairman of

Singapore-based IMC Group, has died at the age of 94.

Dr Tsao, born in Shanghai in 1925, founded IMC in 1966 after he moved to Hong Kong during the Second World War. With a BA degree in economics from St John’s University, he followed his family’s history of entrepreneurial business acumen.

His early success in the dry bulk business saw him crowned as one of the four magnates, or “kings” as the locals put it, in Hong Kong’s modern history of shipping.

He was bestowed the Asia Pacific Lifetime Achievement Award by Lloyd's List in 2018. The award recognised Dr Tsao's long and illustrious career over 70 years, in which he had played a pivotal role not just in shaping the growth of the maritime industry, but in promoting maritime education and research across Asia.

Moore Stephens strengthens shipping service

ACCOUNTANCY and advisory network Moore Stephens has formalised a group approach to international shipping that, it says, was underdeveloped in the past, despite its strong 75-year involvement in the industry.

The Moore Stephens Shipping Group was formed after the departure earlier this year of the network's previous London team, with Costas Constantinou, managing partner of Moore Stephens Greece, now appointed global leader for shipping.

The Greek and Singapore offices have long been seen as strong hubs of shipping expertise and with complementary expertise being chipped in from centres such as London and Monaco, the case for a more joined-up approach was compelling, the network says.

Seafarers to receive extra payments if attacked in Strait of Hormuz

SEAFARERS will gain an extra degree of insurance after the International Bargaining Forum designated the Strait of Hormuz as a Temporary Extended Risk Zone following the incidents in the Gulf of Oman, and specifically the Strait of Hormuz, over the past 12 weeks.

That entitles seafarers who are subject to an attack in the zone to a bonus and doubled death and disability compensation.

The International Transport Workers' Federation said in a press release that its collective bargaining mechanism for maritime employers and unions had reached the decision after a period of discussions by its Warlike Operations Areas Committee over the past weeks, who have been closely monitoring the situation and the risk to shipping.

South Korea eyes support for US-led coalition in Strait of Hormuz

SUGGESTIONS that South Korea may be ready to join a US-led coalition in the Strait of Hormuz have gathered momentum, with reports surfacing that it is sending a fresh batch of troops to the Gulf of Aden for anti-piracy efforts. Their remit could easily be extended to the Strait of Hormuz.

South Korean news agency Yonhap reported on Tuesday that the Cheonghae Unit, South Korea's anti-piracy fleet, is scheduled to depart Busan in South Korea to conduct anti-piracy missions off the coast of Somalia for six months starting in September. The South Korean navy has been conducting these overseas deployments since 2009.

The 300-strong contingent of personnel on board the destroyer *Kang Gam Chan* includes special forces — such as an underwater demolition team, a Navy Seal team, marines and navy pilots — aimed at protecting South Korean vessels off the Somali coast and providing support to ships of other nations in nearby waters.

Malaysia developing \$477m oil storage and bunker facility next to Singapore

MALAYSIA's Johor Port Authority together with private sector company Smart Crest are

developing a RM2bn (\$477m) oil storage and bunkering facility across the strait from top bunkering hub Singapore.

Local media said Bunker Island Development, otherwise known as the Integrated Oil Terminal Facility, will be built on 100 acres of reclaimed land at Tanjung Bin in the waters off southern Johor state and within the port limits of Port of Tanjung Pelepas.

Smart Crest, which is funding the development, signed a 30-year sublease agreement for the site with JPA on Tuesday.

The facility will have two jetties, seven berths and storage capacity for 1.2m cbm of various oil and gas products as well as blending and redistribution facilities aimed at domestic and regional markets.

Yang Ming says trade war is weighing on demand

YANG Ming Marine Transport remained in the red in the second quarter of 2019, amid pressure from an escalating Sino-US trade war.

The Taiwanese carrier, which is about 45% owned by the government, narrowed its net loss to \$T1.27bn (\$40.2m) in the three months, from \$T3.8bn in the year-ago period.

The latest shortfall, however, was bigger than the \$T682m deficits seen in the first quarter, and has pushed the combined net losses for the first half to \$T1.9bn.

Revenue in April-June was up 20.2% to \$T40.4bn, although liftings rose only 5% to 1.4m teu.

"The market demand is weaker than expected since the ongoing US-China trade conflict has

weighed on the global economy," Yang Ming said in a press release.

ICTSI first half volumes up 7% on operational ramp-ups and new terminals in Papua New Guinea

INTERNATIONAL Container Terminal Services, Inc saw first half throughput rise 7% to 5.04m teu from 4.71m in the previous corresponding period on continuing increase in operations in Melbourne and Manzanillo.

ICTSI said in a press release that improvement in trade in Subic, north of its main Manila base in the Philippines, Matadi in the Democratic Republic of Congo and Rijeka in Croatia as well as new liner calls and services in Gdynia, Poland and its new terminals in Lae and Motukea in Papua New Guinea also helped.

This has been achieved with strong financial performance as well with revenue from port operations rising 14% to \$751.8m from \$661.8m previously and resulting in a 42% jump in profit to \$128.5m from \$90.2m in the previous corresponding period.

ICTSI said the increase in revenue was mainly due to volume growth, tariff adjustments for certain services at multiple terminals, new contracts with shipping lines and services, as well as the continuing ramp-up of operations at new terminals.

Pangaea posts reduced profit but continues to 'outperform' market

BULKERS owner and operator Pangaea Logistics has outperformed the market in the second quarter of this year, according to chief executive Ed Coll, despite turning in a reduced profit.

US-based, Ndaq-listed Pangaea, which began paying dividends earlier this year, posted net income of \$4m, down from \$5.8m in the second quarter a year ago, as revenues dipped by 16% to \$83.3m.

The company said that the total number of second-quarter shipping days decreased by 17%, mainly due to a sharp fall in time-charter days, although average time charter equivalent rates also dipped to an average \$12,933 per day, down from \$13,728 in the year-ago quarter.

In spite of this the company claimed to have achieved a premium of 49% over average market earnings, up from a 32% premium a year earlier.

HFW takes over old Ince & Co Monaco office

SHIPPING law firm HFW is opening a Monaco office next month, after hiring seven lawyers from the old Ince & Co affiliate in the principality.

The team will specialise in shipping, yachts, business aviation, international trade, commodities, energy and insurance.

Three partners – Ian Cranston, Andrew Charlier and Marco Crusafio – will be joined by legal directors Ian Fisher and Ruth Monahan, associate George Kaye and trainee legal executive Laura Pike.

HFW will have added seven shipping partners and a senior consultant in the past four months, in addition to making a number of internal promotions, and has also lured former shipbroker Chris Jones out of

retirement in Singapore to act as a consultant.

The firm now claims to have the world's largest shipping law practice.

Pioneer Marine remains profitable despite weak rates

HANDYSIZE drybulk shipowner Pioneer Marine posted a profit in the second quarter, improving over its performance in the same period last year.

The Greece-based company made a net profit of \$2.2m compared with a profit of \$1.1m for the second quarter of 2018, it said in a statement.

This came amid time charter equivalent rates of \$7,461 for the first half of 2019, a 19% decline from the first half of 2018.

"In the first half of 2019, dry bulk freight rates brought back unpleasant memories from 2016. However, especially in the first quarter, Pioneer comfortably weathered this unexpected decline in the market," said chief executive Torben Janholt in the statement.

For classified notices please view the next page.



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GLOBAL TENDER

TENDER NO.H/OP/LTPG/151/004/19-20

NOTICE INVITING TENDER FOR TIME CHARTERING OF ONE SELF TRIMMING PANAMAX GEARLESS / GEARED (OFFERED AS GEARLESS) BULK CARRIER OF 70000 - 78000 DWT

Sealed tenders are invited from the owners / disponent owners of Indian / Foreign flag vessel or through their authorized brokers for time chartering of one self trimming panamax gearless / geared (offered as gearless) bulk carrier with a minimum loading rate of 3500 MTs per hour and TBN vessels can also be considered for a period of 9 months + 3 months +/- 10 days choption with the lay days from 05.09.19 to 20.09.19 for coastal transportation of thermal coal in East Coast of India (Paradip / Dhamra / and Kakinada Ports to Ennore), for NTECL's Vallur Thermal Power Station, North Chennai.

One Self Trimming Panamax gearless / geared (offered as gearless) with the lay days from 05.09.2019 to 20.09.2019.

TENDER NO.H/OP/LTPG/151/004/19-20

Period - 9 months + 3 months +/- 10 days choption

Tender box to be closed at - on 28.08.2019 at 15:00 hours

Tender box to be opened at - on 28.08.2019 at 15:30 hours

Cost of tender document - Rs.5,000/- each for Indian flag vessel
- USD 100/- each for Foreign flag vessel

EMD - Rs. 10,00,000/- for Indian flag vessel
- USD 17,000/- for Foreign flag vessel

Tender document is available in our website: www.tamilship.com / www.tntenders.gov.in from 14.08.2019 & the same may be downloaded free of cost.

For more details visit our website www.tamilship.com / www.tntenders.gov.in

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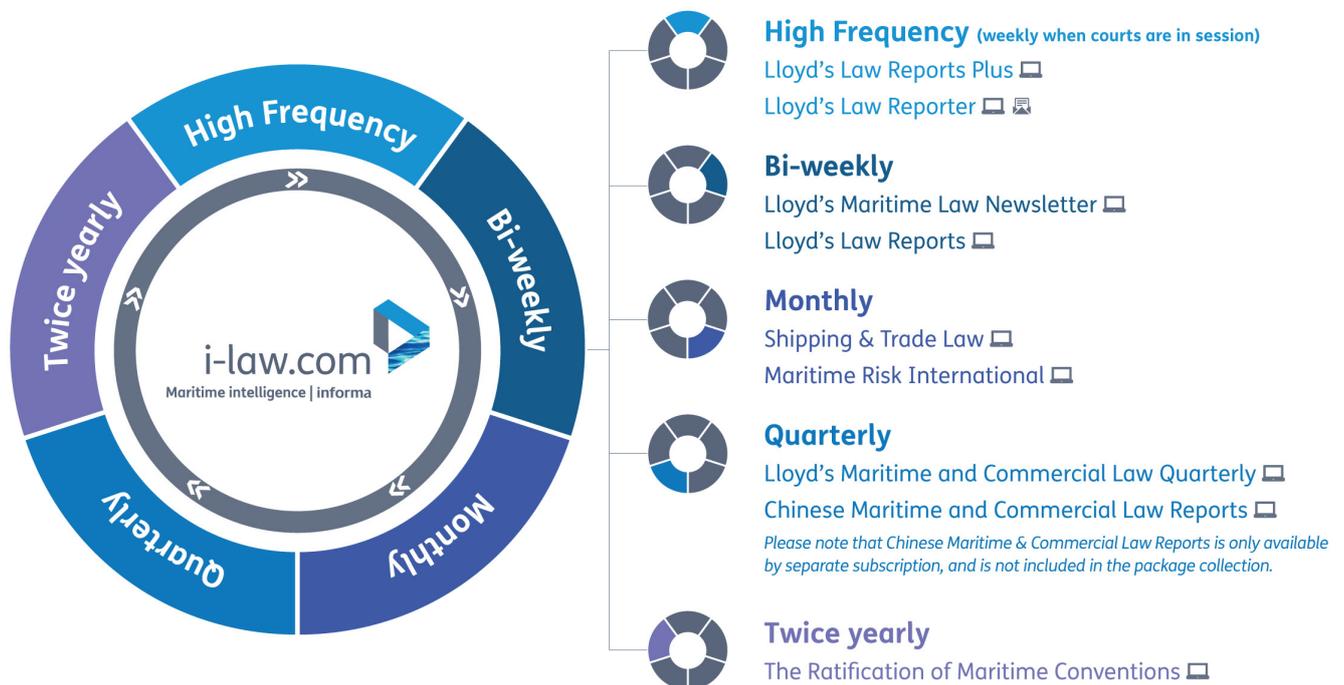
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