Svitzer reinforces growth and adaptability

Take a deep dive into 190 years of distinctive towage!

Dubai Customs: Facilitating the growth of the UAE’s economy through innovative solutions

DHL: Securing the future of the supply chain with advanced digital logistics platforms

Sea Horizon: 45 years of excellence in the oil and gas sector

Albwardy Damen: Revolutionising shipbuilding since 1927

Hapag-Lloyd leads the global shipping industry with distinctive services

ADNOC Logistics and Services inks 15-year charter agreement with AG&P

Essam AlAmmari: Saudi Arabia collaborates with IMO Member States towards a sustainable maritime industry
Keeping pace with a dynamic industry

The maritime industry is surely one of the most prominent contributors to the global economy. Last year, the grounding of the Ever Given in the Suez Canal highlighted how one incident could cause such massive disruptions to the global trade routes and pretty much force the entire world to come to a standstill. Such hindrances to maritime trade routes have the potential to significantly impact economies across the globe due to shortage in supply of goods as compared to their rising demands. In an industry so essential to the continuity of the world’s operations, it is necessary to constantly upgrade and improve.

Without doubt, advanced technologies are one of the most important improvisations to help upgrade facilities and products used in the industry. Adoption of these advanced solutions has been one of the key differentiating factors for some of the leading companies operating in the sector. For instance, SVITZER constantly looks for innovative green solutions in order to ensure that it not only keeps pace with the dynamics of the industry, but also works towards a safer marine environment. Similarly, many other players in the sector have found ways not to only upgrade their capabilities with the help of state-of-the-art solutions, but also drive the progress of the sector towards a greener future.
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A distinctive hub strategically located between the Indian and Mediterranean Oceans
DMC operates a 360 hub for the maritime industry

Frontage parking with an open space for loading/unloading and an easy accessibility of vessels

700 TN – 3000 TN – 6000 TN
Ship Lifting Facility

Yacht Manufacturing Workshops are leasable, and facilitate the manufacture, repair and construction of yachts of all sizes of yachts

Warehouses are available to store spare parts and materials used for marine related business activities

Ship Repair plots are strategically located within easy access to dry & wet berths, the ship lifts facilities and open sea access

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Maersk opens first integrated logistics centre in Dubai

Maersk Kanoo UAE, an integrator of container logistics, opened its first integrated logistics centre in Dubai at Jebel Ali Free Zone (JAFZA), DP World’s trade and logistics hub. Spanning over 10,000 square metres, the centre will offer services to various industries such as petrochemicals, retail and lifestyle, consumer goods (FMCG), technology, and the automotive sector. The facility will have solar panels on its rooftop, which will generate 434-megawatt of clean energy, to meet its electricity needs. This is in line with A.P. Moller – Maersk’s ambition to achieve a minimum of 90 per cent green operations at its warehouses, depots, and cold stores worldwide by 2030.

CEPA paves way for a new era of growth for UAE and India

The Comprehensive Economic Partnership Agreement (CEPA) between the UAE and India paves the way for a new era of joint economic growth and prosperity in the two countries, improves mutual access to markets, enhances economic and investment opportunities, and paves the way for broader prospects. The agreement between the two nations aims to raise the value of non-oil trade from $40 billion annually to $100 billion annually within five years, which creates tremendous opportunities for the business community and companies in both countries to grow and prosper.

Ships must sail.

Albwardy Damen. We carry out repairs, maintenance and conversion of some 500 ships per year. Our mobile teams are operating from five locations and cover the UAE and Oman main ports and anchorages. New building of Damen and Non-Damen design in steel and aluminum. Operating 24/7 and with 1200 staff in all disciplines we carry out 80% of repairs in-house. Whatever project we do, our solutions come with an uncompromising dedication to safety, quality and efficiency.
Dubai Customs discusses trade and economic cooperation with the Indian Consul

H.E. Ahmed Mahboob Musabih, CEO of Ports, Customs and Free Zone Corporation, and Director General of Dubai Customs met K. Kalimutu, Indian Consul General for Trade and Economy to Dubai to discuss ways in which the UAE and India could cooperate and partner in trade to enhance trade between the two nations. Speaking on the collaboration opportunities, H.E. Musabih said, "India is a major trade partner of Dubai. Our long-standing relationship enables growth in mutual trade, and helps India gain more from the Emirate's central location and its role as a leading hub for trade. We provide the best facilities and custom services to Indian businesses, in addition to advanced infrastructure and logistics."

Drip Capital partners with CARGOES Finance by DP World to provide financial services

CARGOES Finance by DP World announced a partnership with Drip Capital Inc., a digital trade finance platform, to deliver seamless access to working capital for companies looking for trade financing. CARGOES Finance is a fintech platform that connects global importers, exporters, and logistics companies searching for investments to financial institutions. As a result of this partnership, DP World customers will now have access to various Drip Capital financing options, including collateral-free financing solutions for SMEs engaged in cross-border trade, allowing SMEs to manage their cash flow a lot better, and also invest in business growth. CARGOES Finance will provide Drip Capital with valuable trade data to improve its risk analysis and mitigation processes.

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Dubai completes hydrographic data survey of all marine areas

Dubai Municipality announced the completion of a first-of-its-kind hydrographic survey of the territorial waters of the Emirate, conducted to generate comprehensive marine data in accordance with the specifications of the International Hydrographic Organization. The survey is a part of the municipality’s efforts to support the development of major world-class marine infrastructure projects launched by the UAE. The survey covered not only Dubai’s coastline and its territorial waters, but also parts of international waters bordering it. The project aims to develop nautical charts according to the specifications of the IHO, in addition to providing hydrographic data with international specifications. The data generated about the marine infrastructure of Dubai will be used for strategic planning and early warning systems for emergencies and crises.

UAE and Bahrain discuss cooperation in land and maritime transportation

The UAE Ministry of Energy and Infrastructure and the Bahrain Ministry of Transportation and Telecommunications discussed ways of strengthening their cooperation in land and maritime transportation. The discussion took place during the first meeting between the two nations to monitor the progress of the land and maritime transport cooperation and the implementation of an MoU signed by Suhail Al Mazrouei, UAE Minister of Energy and Infrastructure, and Kamal bin Ahmed Mohammed, Bahrain Minister of Transportation. The virtual meeting addressed the future action plan of the two parties to support joint projects and initiatives, and create organisational frameworks to achieve the MoU’s objectives related to smart transportation legislation and policies.

ADNOC expands strategic partnerships across the Hydrogen value chain with leading German companies

Abu Dhabi National Oil Company (ADNOC) announced that it has signed an MoU and joint study agreements (JSA) with counterparts in Germany in order to accelerate and deepen collaborations for clean Hydrogen. As part of its ambitious decarbonisation drive, the German government’s National Hydrogen Strategy expects clean Hydrogen demand to reach 3 million tons per annum (Mtpa) by 2030, out of which 60 per cent is expected to be imported. Demand may also grow to over 11 Mtpa by 2050. With its planned expansion in Europe, ADNOC is expected to further accelerate the delivery of the UAE’s Hydrogen Leadership Roadmap, which has identified Germany as a key export market, with a target of providing up to 25 per cent of the country’s imported clean hydrogen.

مملكة البحرين ودولة الإمارات تبحثان تعزيز التعاون في النقل البري والبحري

بحثت وزارة الطاقة والبنية التحتية في دولة الإمارات العربية المتحدة، ومملكة البحرين وزارة النقل البري والبحري، في آذار/مارس، عمليات التعاون بين البلدين الشقيقين. جاء ذلك خلال الاجتماع الأول الذي عقده الجانبان لمتابعة المستجدات المتعلقة بالتعاون المشترك في النقل البري والبحري بين البلدين، والذي بلغت فيه كل من الجهات الدوائر المشتركة في مجال النقل البري والبحري بين البلدين كواحدة من أهم الاستثمارات المشتركة في إطار اتفاقية التعاون بين البلدين الشقيقين، والتي تهدف إلى تعزيز التعاون والتنسيق في مجالات الشحن والنقل وال modele، والسياحة والاتصالات.

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International Maritime Industries (IMI), one of the largest shipyards in the MENA region, signed an agreement with Columbia Ship Management (CSM) in a bid to boost Saudi Arabia’s capabilities in shipbuilding, ship repair, and engineering excellence. The Memorandum of Agreement (MOA) comes only six months after both companies agreed to a Memorandum of Understanding (MoU) to explore opportunities in various areas within the maritime sector. IMI will work closely with CSM, one of the leading providers of ship management and maritime services, to support its vision of becoming a fully integrated global maritime facility. CSM’s maritime service portfolio, engineering expertise, and worldwide network of clients and partners will help support IMI’s ongoing development, and further enhance its incorporation technology for vessel performance optimisation, engineering solutions, vessel design, and newbuild planning and supervision.

Oman is set to start general cargo operations at the newly-opened Port of Duqm on the southeast coast of the Sultanate, which wants to turn the facility into a global trade hub that is adjacent to a number of energy projects. Oman’s Alyag Group will operate and manage three berths for cargo operations at the facility. The Port of Duqm is a 50:50 joint venture between Oman and Consortium Antwerp Port. One berth is a general cargo facility, and the other two are bulk cargo berths with a capacity of 5 million mt/year, and the third one is a Ro-Ro vehicle berth.

The Saudi Ports Authority (MAWANI) signed an agreement with Saffania Navigation Co. Limited to operate and manage a bunker station at King Fahad Industrial Port in Yanbu. As per the terms of the contract, Saffania Navigation will maintain a bunker station at King Fahad Industrial Port for a period of ten years. The bunker station will feature storage tanks for bunker fuel around the clock to incoming vessels through the terminal that spans 20,000 sqm in addition to managing its operations and maintenance needs for a period of ten years. The bunker station will feature storage tanks for bunker fuels like heavy fuel oil and marine diesel oil, pumping stations, pipeline networks, bunker measurement and metering stations, heating and cathodic protection for bunker tanks and pipeline networks, control rooms, and safety and fire protection systems to ensure smooth and seamless functioning of the terminal in compliance with global best practices.

MAWANI signs agreement for Yanbu Port bunker station

The Saudi Ports Authority (MAWANI) signed an investment agreement with Saffania Navigation Co. Limited to operate and maintain a bunker station at King Fahad Industrial Port in Yanbu. As per the terms of the contract, Saffania Navigation will be bunkering fuel around the clock to incoming vessels in terms of the terminal that spans 20,000 sqm in addition to managing its operations and maintenance needs for a period of ten years. The bunker station will feature storage tanks for bunker fuels like heavy fuel oil and marine diesel oil, pumping stations, pipeline networks, bunker measurement and metering stations, heating and cathodic protection for bunker tanks and pipeline networks, control rooms, and safety and fire protection systems to ensure smooth and seamless functioning of the terminal in compliance with global best practices.

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MIDDLE-EAST NEWS

**Full-scale operations of first and second phases of Hamad Port Container Terminal 2 begin**

QTerminals has started full-scale operations of the first and second phases of Hamad Port Container Terminal 2 (CT2). The development of CT2, which was completed within budget and within the timeframe set out, despite the difficulties posed by the Covid-19 pandemic, is one of the major development stages of the Phase 2 of Hamad Port. The opening of phases 1 and 2 of CT2 increases the port’s total TEU capacity to three million per year. The terminal is equipped with the latest environmentally friendly, and technologically advanced equipment to keep pace with the needs and requirements of the global shipping lines. In addition, CT2 is also focussed towards increasing the volume of the intra-regional trade of Qatar with other countries across the globe, as well as improving the country’s competitiveness by turning it into a regional business hub.

**Saudi Ports Authority records 17.5% increase in volume of cargo handled**

Saudi Ports Authority, MAWANI, recorded a 17.5 per cent increase in the volume of general cargo handled during February 2022, compared to the same period in 2021. The volume of general cargo handled exceeded 24.6 million tons, while the number of transshipment containers handled increased by 3.4 per cent during the same period. However, the global supply chain disturbance has led to a decrease in the volume of foodstuffs handled by Saudi’s ports by 20.5 per cent during the same period.

**Construction of a solar-powered integrated inspection facility begins at Hutchison Ports Sohar**

Hutchinson Ports Sohar has started constructing its new Solar Powered Integrated Inspection Facility Project. The new $30 million project will be a part of the terminal’s development plans to enhance the inspection services for inbound and outbound containers. The integrated inspection facility will further support Oman Customs and other related authorities to seamlessly turnover the inspection with enhanced security measures under The Sultanate of Oman’s Logistics Strategy (SOLS) 2040.
ONE maps growth strategy calling for $20B in investments by 2030

Bolstered by its strong performance in its first four years of operations and the record profitability for the container shipping industry in 2021, Ocean Network Express (ONE) detailed an aggressive growth plan for the remainder of this decade. The alliance formed by Japanese carriers in 2018, plans to invest more than $20 billion in its fleet and operations by 2030. Jeremy Nixon, CEO of ONE, highlighted the company’s rapid development and success in its first four years in operation. He noted that they had been profitable since 2019, a year after beginning operations, and as of today, operates 156 weekly services to 120 countries.

PortXchange implements PilotTracker platform at Port of Houston

PortXchange Products B.V. announced that it has successfully completed the migration of users from the Greater Houston Port Bureau’s Harborlights Vessel Tracking System to its PortXchange PilotTracker platform. PilotTracker is the next-generation platform for real-time pilot scheduling and vessel movement information. It was successfully developed in partnership with GHPB and the Houston Pilots six months after the announcement of a five-year digitalisation partnership. PilotTracker is integrated into the pilot’s booking system, which means that the pilot information is updated in real-time, directly from the source. PilotTracker provides essential information and updates including vessel movement information and filtering functionality, port closure status updates, email notifications, booking agent information, extensive vessel information, terminal and berth restrictions, and an interactive map with live vessel tracking.

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The Largest Drydock Facility in Abu Dhabi

A&D Shipyard operates two state-of-the-art drydocking facilities. Each year, an average of 800 vessels are drydocked and serviced. The new floating drydock in Mina Zayed and the Synchro Lift in Mussafah are fully equipped to meet clients’ needs with high quality services and competitive rates.
Harness our expertise
to discover new opportunities

As one of the few banks in the United Arab Emirates to have a dedicated energy and marine unit, National Bank of Fujairah is uniquely positioned to provide bespoke solutions to the marine and oil & gas sectors. With a significant portfolio of financed vessels, our experience has enabled us to play an ongoing role in the expansion plans of UAE ports, and also ensures that we understand the unique banking requirements of the offshore sector, terminal operators and oil traders. When it comes to developing a sustainable future for your business, look no further than NBF.

nbf.ae
Call 8008 NBF (623) to start our partnership

INTERNATIONAL NEWS

Evergreen orders 3 more ULCVs as containership orderbook grows

The race to build more containerships is continuing with no reduction seen in the construction orders early in 2022. In 2021, shipping companies drove a strong rebound in shipbuilding with a dramatic increase in containership construction orders. Evergreen confirmed that it is continuing its fleet expansion and modernisation efforts, becoming the latest carrier to place additional orders for ultra-large containerships. The company currently has 12 ultra-large containerships with a capacity of approximately 26,000 TEU on order. China’s Hudong Zhonghua Shipbuilding, a division of CSSC, floated the line’s largest ULCVs at the end of 2021. This order was followed by the introduction of the Ever Ace in August 2021, which is the largest containership in the world.

Sydney to launch the world's first renewable-powered shipping district

Officials in Sydney, Australia, announced plans to create the world’s first 100 per cent renewable energy shore-powered shipping district. Five years after deciding not to pursue shore power capabilities due to its cost, Sydney’s maritime sector is now planning to introduce shore power for both cruise ships and bulk carriers at the Bays Port in the heart of Sydney. The Bay Ports zone includes Glebe Island and White Bay, and according to the announcement, it will be the first bulk shipping district to be fully run by shore power. As part of the project, they will be bringing renewable capabilities to the White Bay Cruise Terminal, which they reported will also be the first shore-powered cruise berth in the Southern Hemisphere.

SEIDEN تخطط لإنشاء أول منطقة شحن تعمل بالطاقة المتجددة في العالم

أعلن مسؤولون في سيدي بني افريقيا عن خطط لإنشاء أول منطقة شحن على مستوى العالم تعمل بالطاقة المتجددة بنسبة 100 في المائة. في عام 2021، قام عدد من شبكات الشحن بإدخال قرار نحو استخدام المحركات المدمجة في موانئ إقليم أستراليا وآسيا. وفقًا لمسح عمليات الشحن خلال السنوات الخمس الماضية، فقد استمرت الشحنات في تعزيز الطلب على الدفعات المدمجة، إذ بلغت نسبة الشحنات التي تستخدم المحركات المدمجة حوالي 5%.

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Chantiers de l'Atlantique announced that it has received an order for two luxury superyacht cruise ships to be built for The Ritz-Carlton Yacht Collection. The order is one of the few new cruise ship contracts to be awarded since the onset of the pandemic and is being called the next step in the development of the ultra-luxury cruise market. The order is for the construction of two 46,750 gross-ton cruise ships to be named Ilma and Luminara along with an option for additional cruise ships. Each of the new ships will measure 794 feet in length and will have accommodations for 456 passengers in 228 suites, each with a private balcony. The delivery of these cruise ships is scheduled for 2024 and 2025.

Carnival Corporation expects to return to profitability during the third quarter of the year as they continue to make good progress with the restart of operations despite recent challenges. The world's largest cruise company reports that it has successfully restarted three-quarters of its fleet with plans to have most operations back completely in the next few months. After significant cutbacks in its fleet in 2020, Carnival now plans more consistent levels of growth with fleet management removing three additional ships this year. To date, since the operational restart, Carnival said that more than 2.2 million passengers have been on their cruises, and more than 70,000 crew members have returned to work.
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SAFEEN Group Reinforces Harbour Fleet with Addition of ‘SEMAIH’ Harbour Tug

Ramparts 2200 ASD Tug Expands the Organisation’s Towage Service Capabilities and Enhances its Unique Maritime Logistical Offering

SAFEEN Group, the marine arm of AD Ports Group, has announced the acquisition of SEMAIH, a Ramparts 2200 – Sanmar ‘SIRAPINAR’ Series Harbour Tug, to expand and bolster its towage service capabilities.

The acquisition is an integral part of the organisation’s ongoing efforts to expand its capabilities and exemplifies AD Ports Group’s commitment to enhance its unique maritime logistical offering with the latest vessel designs in the market. The new vessel is the latest addition to SAFEEN Group’s 20-strong tugboat fleet.

The acquisition is a strategic move that will enable the organisation to meet the evolving trade demand and requests for chartering services, as well as address the increasing complexity of logistical operations across the region.

“Through continued fleet expansion and investments into industry-leading service capabilities, AD Ports Group’s Maritime Cluster has positioned its assets to not only support our customers and stakeholders, but also to drive the development of the maritime services, as well as address the increasing complexity of logistical operations across the region,” said Al Shafei, Head of Maritime Cluster - AD Ports Group.

The Ramparts 2200 ASD Tug is equipped with a Caterpillar 3512C / Tier II “C” Rating engine achieving a bollard pull of 50 tons ahead and 45 tons astern, and features a rigidity and reliabilty that result in a substantial reduction in maintenance requirements.

The vessel is equipped with a 32 tons bollard pull ASD Tugs, which were produced back in 2016, 2017, and 2018, namely AL SHAHEED, AL HILJI 1, and JIMI 1.

Facilitated as part of an agreement signed with Sanmar Shipyards at the recent Seatrade Maritime Middle East event in Dubai, the new tug, while currently under construction at one of the tugboat manufacturer’s purpose-built, state-of-the-art shipyards in Turkey, will be delivered to AD Ports Group in Q1 2022 via a Sanmar delivery crew.

The Ramparts 2200 ASD Tug, to SAFEEN Group’s marine service fleet, which has greatly enhanced our ability to meet the evolving trade demand and requests for chartering services, as well as address the increasing complexity of logistical operations across the region.

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In a new achievement that consolidates the UAE’s leadership in the maritime sector and its efforts in innovation and sustainability, the Ministry of Energy and Infrastructure won the “Regulatory Initiative in Maritime Sustainability & Innovation Award” at ShipTek International Awards 2022. This recognition underlines the UAE’s leading global maritime position.

H.E. Hassan Mohamed Juma Al-Mansoori, Undersecretary for the Infrastructure and Transport Affairs, said, “The UAE Ministry of Energy and Infrastructure contributes to enhancing sustainability in various sectors in the UAE, including the maritime industry, which is part of its digital port community powered by blockchain. The UAE is also home to DP World, the leading enabler of smart trade, which through its membership in the IMO Council, the UAE has transported more than 10,000 containers through the ‘Cargospeed’ system for transporting goods in pods that move inside vacuum tubes at a speed that is equal to planes but on land.

H.E. Hessa Al Males, Advisor to the Minister for Maritime Transport Affairs, said, “The UAE Ministry of Energy and Infrastructure continues to contribute to enhancing sustainability across all sectors in the UAE, including the maritime industry, which is adopting the highest standards of sustainability and environmental protection. This positioning consolidates the UAE as a leader in the maritime sector in the world. Through its membership in the IMO Council, the UAE has introduced fundamental amendments to many decisions about preserving the environment as well.”

Ministry of Energy and Infrastructure wins “Regulatory Initiative in Maritime Sustainability & Innovation Award” at ShipTek 2022
ADNOC Logistics and Services inks 15-year charter agreement with AG&P

ADNOC Logistics & Services (ADNOC L&S) and Atlantic Gulf & Pacific International Holdings (AG&P), a leading downstream LNG platform and infrastructure development company, have signed a charter agreement to utilise ADNOC L&S’ LNG Carrier Ish as a Floating Storage Facility (FSU).

Under the terms of the agreement, starting Q3 2022, AG&P will use the carrier for the first LNG Import Terminal in the Philippines at Ifijin in Batangas Bay (PHLNG). The agreement, which is valid for 11 years with the option of extension by 4 years, strengthens an existing relationship between the two companies and builds on a previous agreement between the two companies to provide another FSU in India, signed in 2021. It continues ADNOC L&S on-going drive to diversify its customer base and enhance revenue streams.

Capt. Abdulreem Al Masabi, CEO of ADNOC L&S said: “This agreement builds on our existing partnership with AG&P and demonstrates our continued focus on maximising value from our assets. By providing AG&P with another flexible storage solution for their new LNG terminal, we are able to extend the operational life of this vessel, unlocking incremental value and new opportunities for growth. Furthermore, as the provider of world-class shipping, offshore logistics and onshore services, we are growing our global footprint, delivering cutting-edge technology and services to our partners. Our project with AG&P in the Philippines will contribute to the economic growth of the country by leveraging the potential of clean LNG for power generation.”

The supply, operations and maintenance of the FSU will be undertaken by ADNOC L&S while the conversion of the LNG Carrier (LNGC) to FSU will be completed by AG&P.

The Ish is built was built in 1995 in Japan and has a capacity of 137,315.444 cubic meters of LNG. At the time of its inauguration was one of the largest LNG vessels in the world. &

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The Ish is built was built in 1995 in Japan and has a capacity of 137,315.444 cubic meters of LNG. At the time of its inauguration was one of the largest LNG vessels in the world.

ADNOC Logistics & Services (ADNOC L&S) and Atlantic Gulf & Pacific International Holdings (AG&P), a leading downstream LNG platform and infrastructure development company, have signed a charter agreement to utilise ADNOC L&S’ LNG Carrier Ish as a Floating Storage Facility (FSU).

Under the terms of the agreement, starting Q3 2022, AG&P will use the carrier for the first LNG Import Terminal in the Philippines at Ifijin in Batangas Bay (PHLNG). The agreement, which is valid for 11 years with the option of extension by 4 years, strengthens an existing relationship between the two companies and builds on a previous agreement between the two companies to provide another FSU in India, signed in 2021. It continues ADNOC L&S on-going drive to diversify its customer base and enhance revenue streams.

Capt. Abdulreem Al Masabi, CEO of ADNOC L&S said: “This agreement builds on our existing partnership with AG&P and demonstrates our continued focus on maximising value from our assets. By providing AG&P with another flexible storage solution for their new LNG terminal, we are able to extend the operational life of this vessel, unlocking incremental value and new opportunities for growth. Furthermore, as the provider of world-class shipping, offshore logistics and onshore services, we are growing our global footprint, delivering cutting-edge technology and services to our partners. Our project with AG&P in the Philippines will contribute to the economic growth of the country by leveraging the potential of clean LNG for power generation.”

The supply, operations and maintenance of the FSU will be undertaken by ADNOC L&S while the conversion of the LNG Carrier (LNGC) to FSU will be completed by AG&P.
Albwardy Damen: Revolutionising shipbuilding since 1927

Since 1927, the Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance.

Ever since its establishment, Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance. Damen has been the go-to place for service providers across the globe.

Even though, in April of 2022, Damen Shipyards Group has raised its bar to its new level of building a few of the most advanced vessels for its clients that deliver unmatched performance. Damen has been the go-to place for service providers across the globe.

The Damen Group has built over 850 vessels for the Middle Eastern market, many of which are still in service. Albwardy Damen, is a part of the Damen Group, and a key player in the Middle East in ship repair, conversions, and new building. In addition to its state-of-the-art facilities which facilitate the construction of all types of modern and complex vessels, Albwardy Damen has employed over 1100 highly experienced and skilled professionals from 26 different nationalities who ensure the repair and construction of vessels to the highest technical and environmental standards. The company’s commitment to high-quality services and its reputation for on-time delivery of projects has cemented its position as one of the leading new building yards and repair services providers in the marine, and oil and gas industry across the globe.

As a result of its reliability and high standards of delivery, Albwardy Damen has been the go-to place for several leading maritime organisations around the world. Recently, the shipyard delivered the first of a total of five fast spell response vessels (DAMEN Fast Spill Response Vessel 5009) to ADNOC, and two DAMEN ASD 2811 tugs to Rawabi Vallianz Offshore Services, a Saudi Offshore Services company.

State-of-the-art vessels for unmatched performance

For ADNOC, one of the world’s leading energy producers, Albwardy Damen delivered five fast 50-meter-long spell response vessels. Understanding the needs of ADNOC in terms of covering a massive coastline stretching all the way up to Fujairah, and the need for the oil company to ensure a quick response to (oil) spills, Albwardy Damen’s oil spill response vessels are built to travel at a top speed of 25 knots, whereas most of the other large oil spill response boats travel at a top speed of only 10 to 12 knots.

The boats are fully equipped with all the necessary spill response equipment, and work in board as well as out-board tank systems. This is a very important feature because, the moment the out-board tank is full, the vessel does not need to go back to the shore and empty its tank, and can instead continue its response operation with the help of its in-board tank. Moreover, these vessels are equipped with a state-of-the-art oil spill radar that enables the crew to navigate the exact location of the oil spill, even from a large distance: This feature also shows how the oil spill is moving on the water, thus making it easier to plan for the right oil spill response operation.

In addition to the Fast Spill Response vessels, the shipyard delivered two Damen ASD 2811 Tugs to Rawabi Vallianz Offshore Servicess. The ASD 2811 tugs are highly manoeuvrable, and built to deliver high performance while being fuel efficient to assist their clients in reducing emissions during their operations. The vessel is built with a flush deck and is optimised for various towing modes, enabling the multi-purpose tug to deliver unmatched performance. The new tugs, named Rawabi Dreamer and Rawabi Victory, have been contracted to support marine activities.

Since 1927, the Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance. Since 1927, the Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance. Since 1927, the Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance. Since 1927, the Damen Shipyards Group has continuously raised the bar in terms of building a few of the most advanced vessels for its clients that deliver unmatched performance.
Svitzer reinforces growth and adaptability

Take a deep dive into 190 years of distinctive towage!

By Effat Mostafa

Closing in on 190 years of sustained excellence, Svitzer possesses a long-spanning history of remarkable achievement. Despite this, the company has successfully avoided complacency and is instead focused on the future. Emphasising purpose and the needs of both its shipping and oil and gas industry, Friis is steering the Svitzer group of over 80 nationalities handling operations in more than 30 countries and employing over 70 people. Our personnel is diverse and strong relations, agreeing on goals, makes us stronger, resilient, and agile when it comes to delivering in business.

Svitzer AMEA
Managing Director, Nicolai Friis

Maintaining successful track of achievements

Since 2018, Friis has led the charge in achieving a number of significant victories. Friis elaborated saying, “We re-secured SOHAR Port with the renewal of a 15-year contract to operate five vessels and employ over 70 people. Our ASD tugs provide round-the-clock operational support for vessel movements in Oman, and offer the next generation of fit for purpose and highest safety standard vessels.” Additionally, Svitzer also won a strategic contract in Liberia, West Africa, and in Nacala, Mozambique. However, the most notable accomplishment of Svitzer’s recent feats would be a 10-year agreement with the Suez Canal Port Authority. As per the terms, the company delivered two new 7OT ASD tugs to support operations in Port Said’s terminals. Friis commented saying, “Svitzer’s operations in Egypt date back to 2005 for Egyptian LNG in Idku. Our parent company, Maersk, initially began regional operations for containers with logistics and terminals, and now our presence to provide towage services has brought everything full circle to add more value into Egypt’s supply chain.” Earlier this year, the company successfully extended its current contract with the Suez Canal Authority (SCA) to include two additional tugs. With the newest additions to the fleet, Svitzer will operate six vessels in the Suez Canal and employ 120 Egyptian seafarers.

Friis further added, “Our well-established presence in Egypt has added in modernising Suez’s fleet to ensure they meet requirements of bigger vessels and increased tonnage. The Suez Canal is one of the busiest trade lanes in the world and we are honored to be a part of this journey.” Along with Svitzer’s vision to foster localisation, its tugs will be solely manned by Egyptian seafarers.

Solidifying the culture of diversity and female empowerment

Friis, Managing Director for Svitzer AMEA, has fostered similar community development with its operations in Angola and Oman. Friis clarified, “Diversity is something Svitzer wholeheartedly believes in. With four major regions covering the world in ports and terminals, we believe that our group of over 80 nationalities handling operations in more than 30 countries makes us stronger, resilient, and agile when it comes to delivering in business.” In Svitzer AMEA, the leadership team has also taken progressive steps to improve female representation, especially offshore. He added, “Over the past years we have witnessed a paradigm shift in both demographic and perception in the region, which has created a window of opportunity to improve female representation both onshore and offshore in Svitzer AMEA.” Friis explained, “We have recently initiated a new 5-year female training program in Idku, Egypt, where we have welcomed 9 female cadets aiming to operate a tug in Egypt with an all-female crew. On top of that, we have recruited the first female crew member in Svitzer AMEA, who is working in our operation in Nacala, Mozambique, just as we are recruiting an all-female crew for our upcoming operations in the Philippines, which supports our constant efforts to empower females.”

By adding a component between two engines, fuel will be optimised during slow steaming, bringing more benefits to both our clients and the environment. In some operations, we have saved between 20-30% fuel purely by forming strong relations, agreeing on goals, and combining technology and human capabilities.”

Nearly 190 years of safety and support at sea

The strength of the company has been intensified by a portfolio of business sectors, which complement each other and enable Svitzer to access new markets
through valuable relationships with customers, authorities, and business associates around the world. Svitzer has embraced technology to achieve its primary concern of safety. Its electronic management system, HMS (Harmonised Management System), has been implemented across its global operations to exceed all requirements of the ISM code and the OVMSA (Offshore Vessel Management and Self-Assessment). Friis stated, “The HMS is a live system where we can update new procedures and provide timely updates to captains and crew. It ensures transparency and helps us understand risks so we can react quickly.” He further added, “The robustness of HMS ensures both quality and environment friendly operations, and enables us to apply the highest industry standards for safety management systems. As a result, Svitzer is the first towage company to achieve level 2 of the OVMSA internationally.”

**A bright future**
The company’s AMEA fleet of 121 vessels has Svitzer well-poled moving forward in the region. This ascension is in line with Svitzer’s ambitious growth agenda at an opportune time, as it seeks to continue growing its fleet, footprint, and human capital. Friis stated, “The industry is changing, and this gives us an opportunity to challenge ourselves to make sure we reinvent and continue providing customers with safe and reliable options.”
في نظام تكنولوجيا "سفيتزر"، الذي يعتمد على تطبيقات تكنولوجيا "أيزو 9001"، "أيزو 45001"، "أيزو 14001"، "أيزو 224001" و"أيزو 50001"، يتم إعداد حسابات مالية وعمليات معاملات تدقيقية متكاملة. ويعتمد "سفيتزر" على "أيزو 224001" في تطوير وتنفيذ منظمات خدمة نقل النفايات. وتعتبر "سفيتزر" الشركة الرائدة في مجال تقديم خدمات النقل والخليجية. وتعزز "سفيتزر" من خلال تطبيق "أيزو 45001"، توفير بيئة عمل آمنة لتحقيق التميز الممتد في النجاح والتميز المستدام.

في سياق تطوير حسابات النقل، يتم التركيز على "أيزو 224001" من أجل تحسين العمليات وضمان تحقيق الأهداف البيئية. كما يتم تقدير "سفيتزر" عبر "أيزو 50001"، وذلك من خلال تحقيق التميز المستدام في النقل والخليجية.

"سفيتزر" تعزز قدرتها على خدمة عملائها، من خلال العمل على "أيزو 9001"، وهو نظام إدارة الجودة المتكامل، الذي يساعد "سفيتزر" على تقديم خدمات عالية الجودة.

وفي سياق تطبيق "أيزو 14001"، يتم التركيز على تحقيق التميز البيئي، من خلال تحسين العمليات وضمان تحقيق الأهداف البيئية.

"سفيتزر" تستخدم "أيزو 224001"، من أجل تحسين العمليات وضمان تحقيق الأهداف البيئية. كما يتم تقدير "سفيتزر" عبر "أيزو 50001"، وذلك من خلال تحقيق التميز المستدام في النقل والخليجية.

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Hapag-Lloyd leads the global shipping industry with distinctive services

David Christopher Piel: “Today, quality and sustainability are some of the key aspects where we invest a lot of our efforts in, as those are integral parts of our growth strategy.”

By: Mohammed Siddiq M.

Founded in 1847, the roots of Hapag-Lloyd AG stretch far back into the 19th century, when the founding companies, Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft (Hapag) and North German Lloyd, put their first ships to sea, carrying general cargo and passengers to New York. Ever since then, Hapag Lloyd has grown year after year to be ranked as one of the leading container liner shipping companies across the globe.

With more than 253 modern ships, 11.9 million TEU (Twenty-foot Equivalent Unit) transported per year and over 14,100 employees in more than 420 offices in 137 countries, Hapag-Lloyd is one of the most renowned and reliable cargo handling companies worldwide.

Hapag-Lloyd offers a fleet with a total capacity of 1.8 Million TEU, as well as a container stock of approximately 3.1 million TEU, including one of the world’s largest and most modern reefer container fleets. Its 126 liner services worldwide ensure fast and reliable connections between more than 600 ports in every corner of the world.

Moreover, Hapag-Lloyd has always been at the forefront of constantly upgrading its services and catering to the requirements of its customers. Last year, the company launched its seventh Quality Promise, “Efficient Cargo Claims Handling.” With this, Hapag-Lloyd set itself the goal to significantly accelerate cargo claims handling by reducing the total amount of time between receiving a customer’s cargo claim and proposing a resolution. In the future, 85 per cent of cases, customers will receive a resolution proposal within 14 days, including acceptance, rejection, or the start of settlement negotiations. By focusing on the efficiency of its cargo claims handling, Hapag-Lloyd recognised the urgency to solve cargo claims in a timely manner and therefore make the process as fast and efficient as possible. Spooking exclusively to Marasi News, David Christopher Piel, Senior Manager, Special Cargo, Hapag-Lloyd AG, provided extensive details on how the special cargo section of the company has evolved over the years, and how the company continues to grow despite the various disruptions caused in the recent past.

How do you foresee the future of the breakbulk and project cargo sector post pandemic?

Since mid-2021, the project cargo movement has picked up momentum in the Middle East. However, considering the current situation of the global market, the amount of project cargo being catered to does appear to be less as compared to the previous years. Nevertheless, looking at how the world is gradually opening up and returning to normalcy, we are quite optimistic about the fact that business too will get back to achieving pre-pandemic figures.

What has been your strategy to ensure resilience and growth despite the challenges?

Ever since the outbreak of the Covid-19 pandemic, Hapag-Lloyd has bolstered the teams in charge of project cargo. In addition to that, we have made the decision making and quotation processes much simpler than they used to be in the past. Hence, our speed of delivering the desired results to the market has increased significantly. We have also ensured that project cargo receives space protection significantly. We have also ensured that project cargo receives space protection in the key trade lanes and ship systems, in order to ensure minimum disruption to the continuity of our business.

What are the latest projects that you are carrying out in the region?

Our digital journey has taught us to operate in an agile way, which cascaded to how we operate in general. This means that there is always some kind of innovation that we are testing or a project that we are working on. Today, quality and sustainability are some of the key aspects where we invest a lot of our efforts in, as those are integral parts of our growth strategy. The nine ‘quality promises’ that we have launched so far are a proof of the fact that we have always kept high-quality services and customer satisfaction as a priority for ourselves.

What are the latest technologies you have adopted in your facilities to enhance the efficiency of operations?

At Hapag-Lloyd, we continue to invest in digital transformation and high quality services while applying agile methods. This helps us greatly in delivering on our quality promises and improving the level of services offered to our customers. This includes, but is surely not limited to, Quick Quotes and Quick Quotes Spot (dynamic pricing), Online Customs Clearances, and Hapag-Lloyd LIVE, which is our intelligent container monitoring technology. Hapag-Lloyd LIVE serves as the ideal solution for our customers to know about what exactly is happening inside our reefer containers during their refrigerated transport. The technology transmits live data from our containers directly to the customers’ screen, thus providing them reliable, uncensored, and near to real-time data that is updated every hour without any additional delays. For breakbulk in specific, we have started offering quotations through our digital channels, which allows us to give faster responses, and ensure more efficiency in business.
أي تأخير، ما يضمن بدوره المزيد من الكفاءة للرقابة؛ حيث يتم تحديث البث كل ساعة دون بالتالي تزويدهم ببيانات موثوقة وغير خاضعة مباشرة من الحاويات إلى شاشة العملاء والشحنات، ويأتي تطبيق ذلك عن طريق بث ما يحدث داخل حاوياتنا المبردة أثناء نقله.

ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارنة بالسنوات السابقة. ومع ذلك، فإننا نتفائل تمامًا وعلى قناعة تامة بتوفيرها أقل مقارن
**Exclusive Interview**

**Sea Horizon: 45 years of excellence in the oil and gas sector**

Danial Kaabi: Our aim is to offer customised, unique solutions that not only meet business needs, but also cater to the increasing demands of our environment and the industry as a whole.

**By: Mohammed Siddiq M.**

The UAE is regarded as one of the leading oil-based economies across the globe. Estimated to hold the seventh largest oil and gas reserves globally, the Emirates produces an average of 3 million barrels of petroleum and liquids per day. Approximately 30 per cent of the country’s GDP is directly based on its oil and gas output, contributing to almost 13 per cent of the value of its total exports.

Catering to this highly vital industry with its ship management, chartering, and towing services since the past five decades, Danial Kaabi, CEO, Sea Horizon Offshore Marine Services, spoke at length about the approach adopted by the organisation to do business and ensure continued progress of the sector.

**How do you foresee the future of offshore and maritime industry during the post-pandemic era?**

The offshore and maritime industry is back on the fast track, which means that the foreseeable future is nothing short of bright. Covid undoubtedly caused some initial disruption to the industry, however, if we focus in particular on the Middle East Region, in which Sea Horizon mainly operates, we are seeing great activity in the sector. With massive projects taking place in the industry in the recent past, it is clear that a promising future awaits the offshore and maritime industry in the region and beyond.

**What are the kind of services and solutions you offer to the offshore sector?**

Sea Horizon Offshore Marine Services adopts a trailblazing approach to the way we do business. Our aim is to offer customised, unique solutions that not only meet business needs, but also cater to the increasing demands of our environment and the industry as a whole. At Sea Horizon, we understand the numerous requirements of managing a vessel and the importance to be able to support clients around the clock. From ship management, ship chartering, towing, and a 24/7 support line, we offer end-to-end shipping services. Our team of experts and the trusted partnerships which we have built over the years, allows us to provide a wide range of services and solutions. What is also worth noting is that, in the maritime world, where regulations are increasingly tightening, aligned with Sea Horizon’s commitments to ESG, we support our clients in complying with sustainability requirements.

**To what extent does your company make use of advanced technology to carry out operations in the maritime sector, and how are these technologies used?**

The future of the sector is data driven. The oil & gas industry has been increasingly applying AI and data science to solve complex problems in upstream, midstream, and downstream operations. AI enabled platforms support decision-making with analytics and insights, and also help managers discover and implement new ideas to increase ROI. At Sea Horizon, we utilise technologies to ensure that operations run safely, which is one of our top priorities. This results in finding new ways to monitor the integrity of materials in changing environments, or even creating new systems for inspections, maintenance, and repair. In challenging environments, safety becomes even more vital to the sphere of operations which Sea Horizon supports. Take deep-sea drilling for example, some players in the industry are collaborating with NASA to develop fiber optic sensing systems that will make offshore drilling platforms safer.

**What are the latest projects that you are currently carrying out in the middle east?**

There are a lot of exciting things taking place behind the scenes at the moment for Sea Horizon. One of the most significant steps we took this year, which was a part of our new strategy, was to rebrand. We felt that in order to create a sustainable legacy, this was the perfect time to strengthen our commitment to invest in the future and re-affirm that we care; for the industry, its people, our partners & clients, and the environment. Furthermore, Sea Horizon also expanded its outreach to new jurisdictions, such as Qatar, in order to deliver tailor-made regional and international support, that will build a better future for all. Sea Horizon has a deep heritage in the Middle East, including Qatar, where we have maintained close business ties and an influential network for years. It therefore made sense to proceed with setting up a physical presence there and scaling up in the region. This is a very interesting time to be in Qatar and we are already in discussions to launch new projects in the region.

**In order to survive and grow during the crisis, what kind of strategies or business model did you adopt?**

During the crisis, we felt that it was the ideal time to take Sea Horizon to the next level, re-aligning our brand with our new vision, i.e., to ensure a sustainable legacy. In an ever-changing maritime and offshore sector, you need to be proactive, adaptable, and make sure that your business model is based on empowering your clients, and anticipating their needs, and be transparent with them at all times.

At Sea Horizon we have found this to be the best practice for a successful business model, that both pre-Covid and will surely remain the case post-Covid.
ركزنا بشكل خاص على منطقة الشرق الأوسط، حيث تعمل الشركة بشكل أساسي. ففي السنوات منتصف العقد الماضي، تركزنا بشكل كبير على التوسع في المنطقة. ونحن لذلك كان من المنطقي المضي قدمًا في إقامة روابط تجارية وثيقة وشبكة مؤثرة لسنوات، الأوسط، بما في ذلك قطر، حيث حافظنا على تارخ عريق في الشرق.

طبقاً، وجدنا أن هذا هو أفضل وابتكار، والتأكد من أن نموذج عملك المتغير باستمرار، لذلك يجب أن تكون استباقيًا. خدمات الحقول البحرية وشحن البحري الأساسية، وذلك لضمان إرث مستدام في قطاع нас، وتم إعادة مواءمة علامتنا التجارية مع قيمنا المثالي لنقل شركتنا إلى مستوى آخر، ولهذا خلال جائحة كوفيد. شعرنا أن هذا هو الوقت الأمثل للاستثمار في المستقبل وإعادة علامتنا التجارية وكان هذا هو الوقت المثالي

ما أثر المشروع الذي تقوم بتنفيذنه بانطلاق من أن الجشع، والشركاء، وعملائنا، وكذلك بالبيئة. أخبار عامة عن الشركات، رسول الأخبار.

ما نوع الخدمات والحلول التي تقدمها في الشرق الأوسط؟

ما آخر المشاريع التي تقوم بتنفيذها حالياً في الشرق الأوسط؟

ما نوع الخدمات والحلول التي تقدمها في الشرق الأوسط؟

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The International Maritime Organisation (IMO) is well known for its mission to promote the development of a safe, secure, digitally advanced, and sustainable maritime industry. This mission of the IMO is supported by its member states, who work towards adopting innovative and environment friendly practices that catalyse the industry’s shift towards being a sustainable sector. One of the most prominent members of this organisation is Saudi Arabia. The Kingdom has established itself as one of the leading hubs in maritime transport and in preserving the integrity of its marine environment. Home to one of the world’s most developed maritime infrastructures, Saudi Arabia plays a prominent role in developing this sector. The Kingdom is currently ranked 20th globally in the maritime transport industry among the 175 member states and three associate members of the IMO. Saudi Arabia also has a massive fleet, which includes 368 tankers and ships, capable of carrying 13.5 million tons of goods.

Speaking exclusively to Marasi News during the 2022 Shiptek International Conference and Awards, H.E. Eng. Essam M. Alammari, Permanent Representative of the Kingdom of Saudi Arabia to the IMO, spoke at length about the IMO’s approach towards a sustainable maritime sector, and the latest updates on the developments taking place in Saudi Arabia’s maritime industry.

How actively does the IMO work towards ensuring a sustainable future for everyone?

Ensuring a sustainable future for the maritime sector is one of the most important objectives of the IMO. We have been doing everything we can in order to achieve our sustainable targets. All of our IMO committee meetings are focused towards ensuring sustainability, and all the member states have been working towards the same goal. As a member of the IMO, Saudi Arabia has been working closely with other members of the organisation to build a sustainable future for the maritime industry and achieve the targets set for 2030 and 2050.

What are the key initiatives proposed by the IMO to facilitate the development of the maritime sector?

The IMO is of course one of the most significant contributors in achieving the UN’s Goals. These 17 goals were adopted by all United Nations Member States in 2015 in line with the 2030 agenda for sustainable development. These goals focus towards ending poverty, improving health and education, reducing inequality, and enhancing economic growth, all while tackling climate change and working towards preserving our oceans and forests. The IMO plays an active role in achieving most of these goals with the help of its member states, such as gender equality and conservation of life under water, to name a few.

How has Saudi Arabia’s maritime infrastructure developed over the years?

The development of Saudi Arabia’s maritime infrastructure is one of the main pillars of the Kingdom’s 2030 Vision. This is in line with its ambition to develop the nation’s transport and logistics sector for catalysing the Kingdom’s overall progress. The Saudi Vision 2030 aims to develop a vibrant society, a thriving economy, and an ambitious nation. The success of this vision is facilitated by projects that drive the progress of each sector that actively contributes towards strengthening the nation’s economy, such as the maritime industry. One such project is the Neom project, which is built on the Red Sea, in northwest Saudi Arabia, as a living laboratory where entrepreneurship and innovation will build a new future for the Kingdom.
تتمثل رسالة المنظمة البحرية الدولية في تطوير قطاع بحري آمن ومستدام ومتطور رقميًا، وتدعم الدول الأعضاء في المنظمة هذه الرسالة عبر تبني ممارسات وسياسات يعزز تحول القطاع البحري نحو تحقيق هدف مستقبل مستدام. وتعد المملكة العربية السعودية من أبرز أعضاء المنظمة البحرية الدولية، حيث سعت مكافحتها لتعزيز الأمن البحري، ودعمها ضمان الملاحة الآمنة في المحاذا، وتحقيق إسهامات كبيرة في مجال تطوير القطاع البحري. وللتقدمي بهدف تحقيق مستقبل مستدام للصناعة البحرية، فقد تولى عصام العماري، المندوب الدائم للمملكة العربية السعودية لدى المنظمة البحرية الدولية، على منصب وليد قضية النقل البحري، رئيسًا لجامعة المنظمة البحرية الدولية، إضافة إلى دوره المتميز في الحفاظ على سلامة البيئة البحرية، ودوره في تعزيز القوة البحرية، وتطوير القطاع البحري.

ما مدى فاعلية عمل المنظمة البحرية الدولية لضمان مستقبل مستدام للجميع؟

يعتبر ضمان مستقبل مستدام للقطاع البحري أحد أهداف المنظمة البحرية الدولية، ونبذل كل ما في وسعنا لتحقيق أهدافنا في مجال الاستدامة. كما تتكامل جميع الدول الأعضاء في المنظمة البحرية الدولية لتحقيق أهداف التنمية المستدامة السبعة عشر التي تمتها بناءً على اتفاق الأمم المتحدة العام 2015.

ما أهم المبادرات التي قدمتها المنظمة البحرية الدولية لتحفيز القطاع البحري؟

تعمل المنظمة البحرية الدولية على ضمان مستقبل مستدام للقطاع البحري، وتحفيزه نحو تحقيق أهداف التنمية المستدامة. وهي تدعم الدول الأعضاء في تحقيق هذه الأهداف من خلال تطوير قطاع البحري، وتعزيز الأمن البحري، وتحسين الوضع البيئي.

كيف تطورت البنية التحتية البحرية في المملكة العربية السعودية على مدى السنوات الماضية؟

تعد المملكة العربية السعودية أحد أبرز الدول الداعمين لتطوير القطاع البحري في المنطقة البحرية الدولية. حيث تهدف المملكة إلى تحقيق مستقبل مستدام للتنمية البحرية، وتحقيق أهداف التنمية المستدامة. وتشكل البنية التحتية البحرية المبتكرة جزءًا رئيسيًا من هذه الرؤية. وقد شهدت المملكة العربية السعودية تطورًا هامًا في البنية التحتية البحرية على مدى السنوات الأخيرة، حيث تطورت البنية التحتية البحرية في المملكة العربية السعودية على مدى السنوات الماضية، وتحقيق أهداف التنمية المستدامة.
Dubai Customs: Facilitating the growth of the UAE’s economy through digitalisation of trade and e-commerce

In an era where digitisation has transformed virtually every sector, Dubai Customs has safeguarded steady progress through the prudent utilisation of its technological solutions to ensure operational growth, despite the impact of the pandemic. H.E. Ahmed Mahboob Musabih, Director General of Dubai Customs, CEO of Ports, Customs and Free Zone Corporation (PCFC) highlights the approach adopted by the organisation to facilitate secure and seamless trade during a period of uncertainties.

What strategies has Dubai Customs employed to enhance its status in the UAE?

In line with the nation’s vision, Dubai Customs embarked on a forward-thinking approach in order to transform and develop a journey to achieve the title of ‘the Customs of the future.’ Building on our capabilities, we have transformed ourselves into a technologically advanced, resilient, and innovative customs administration.

Through our positive approach, we have been able to meet the expectations of businesses in Dubai, as well as the global supply chain. Our strategy for 2021-2026 aims to boost our status as a secure and sustainable customs administration through digital transformation of our services to facilitate trade, boost the economy, and enhance our customers’ experience with our services.

How have you maintained pace with the advancing technologies in trade, commerce, and logistics?

We have adopted the latest technologies for all aspects of our work to meet both present and future needs of the global supply chain. We use the latest systems for accurate pre-arrival monitoring of cargo shipments, and x-ray scanning of containers to ensure secure and free flow of trade.

We have also worked on our smart customs services in order to work in line with the Dubai Paperless Strategy, as a result of which, 99.6 per cent of transactions in 2021 were completed through smart and electronic channels. Our achievements in advanced data-driven security processes have allowed us to reach global recognition with the World Customs Organisation regarding us as the global benchmark for leveraging information technology to enhance customs operations.

Would you like to provide an overview about your Cross Border Platform for e-commerce?

Dubai government launched its e-commerce strategy in September 2019, with an aim of transforming Dubai into a world-class e-commerce hub. In line with this strategy, we built a Cross Border E-Commerce Platform using blockchain technology. Blockchain has the potential to connect local and overseas e-commerce companies, logistics and courier companies, and free zones, making it the ideal technology to serve all the key players in the e-commerce ecosystem.

The platform helps us stay in line with the same-day delivery strategy, as it ensures seamless transfer of goods, from the moment the customer places an online order until it reaches the end user. The pilot phase of the platform went live in 2019, and as of today, JAFZA has been successfully using our platform. We are also working with 15 companies which are in different stages of onboarding the platform and will live in 2022.

The blockchain-based platform will help reduce operational cost by 20 per cent and is expected to contribute as much as AED12 billion to the Emirate’s GDP by 2023.

The digitalisation of processes at Dubai Customs has made it possible for us to complete over 93 per cent of our trade transactions within a time period of two hours. The Mirsal 2 system is a risk management tool that enables us to clear most of the cargo automatically without human intervention. This links to the Authorised Economic Operator (AEO) initiative, which Dubai Customs is a part of to speed up trade clearances between Dubai and the UAE’s key trade partners. In line with this initiative, we have initiated mutual recognition agreements with South Korea, India, Saudi Arabia, and China, based on which, we are now recognising their exporters as trusted AEOs.

How do you think your access control and management systems will impact trade worldwide?

Dubai Customs is keen on developing its capabilities in the areas of customs intelligence, risk management, and facilitation of trade seamlessly. Our strategy, we built a Cross Border E-Commerce Platform using blockchain technology. Blockchain has the potential to connect local and overseas e-commerce companies, logistics and courier companies, and free zones, making it the ideal technology to serve all the key players in the e-commerce ecosystem.

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What is your usual approach towards developing the ideal solution for your clients?

Dubai Customs is keen on developing its capabilities in the areas of customs intelligence, risk management, and facilitation of trade seamlessly. Such systems are capable of completing a transaction in as little as four minutes.

Moreover, during the first six months of 2022, Dubai Customs processed over 10 million cargo transactions, which represent 33.4 per cent year-on-year growth. These big figures are a result of the latest technology in use and the advanced Smart Workspace at the Dubai Customs, which are capable of completing a transaction in as little as four minutes.

Our access control and management systems will impact trade worldwide.

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حالة على مستوى العالم، ومواردنا التي تدعم تطبيق هذه الحلول. من خلال هذه الاستراتيجية، نعمل جاهدين للتصدي لتحديات التجارة العالمية، ونتحتفل بما نحققه من تقدم وتقدم في هذا المجال.

لا يمكن أن نكون ناجحين في التحول الرقمي، دون أن نعمل على تطوير أنظمة البيانات المتقدمة ومهارات الاتصال والتواصل. إن رؤيتنا تتضمن التحول الرقمي كأداة رئيسية لتعزيز النمو الاقتصادي وتعزيز العلاقات الاجتماعية والاقتصادية. ونتطلع إلى أن يتجاوز التحول الرقمي مجرد خدمات رقمية، ويتكون من تجربة تفاعلية وذكية وآمنة للعملاء والشركاء والمجتمع.

نتطلع إلى أن نكون ناجحين في تحقيق هذا التحول الرقمي بفضل مبادراتنا المستمرة ورؤيتنا الحصرية. نحن نعمل على تطوير حلول تعزز النمو الاقتصادي والتنمية المستدامة، ونتطلع إلى أن نحقق التقدم في هذا المجال.

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Tasneef Subsidiaries

Tasneef Maritime Services which is the sole classification society within TASNEEF.

Tasneef Asset Integrity, which is accredited company for ensuring safety in the industry and construction activities by means of Third-Party Inspection.

Tasneef RINA Business Assurance which is International Certification body providing Certifications, Training and Advisory Services.

Tasneef Academy, which is specialized in training for maritime, quality, health & safety, management systems and other customized courses.

For any further enquiries, please contact us at OPN@Tasneef.ae
As the world begins to get used to the new normal of wearing masks, social distancing, and unprecedented travel restrictions, the e-commerce and logistics sector saw a sudden rise in the development and implementation of new digital solutions to ensure continuity of operations. During this phase of constant change, DHL emerged resilient despite the various challenges with the help of advanced digital logistics platforms that managed the massive surge in online orders. Moreover, with the help of AI, automation, and robotics in its facilities, the company has been able to enhance the efficiency of its operations. Amadou Diallo, CEO, DHL Global Forwarding Middle East & Africa, highlights the latest initiatives launched by the organisation during the pandemic.

What strategy has DHL adopted to ensure growth in its business?

At DHL, we remain guided by our Strategy 2025, which focuses on harnessing globalisation, e-commerce, digitalisation, and sustainability for the profitable long-term growth of our business. We believe growth comes from a consistent focus on our core logistics business. We believe growth comes from the continuous improvement of our operations, automation, and robots in our facilities, orders. Moreover, with the help of AI, automation, and robotics in its facilities, the company has been able to enhance the efficiency of its operations. Amadou Diallo, CEO, DHL Global Forwarding Middle East & Africa, highlights the latest initiatives launched by the organisation during the pandemic.

What are the latest technologies used at your facilities?

At DHL, we have worked directly with over 100 startups to develop new technologies for our logistics operations. Automated storage and retrieval systems in our warehouses help find, pick, and move inventory around more quickly, so that e-commerce businesses can meet tight delivery deadlines for customers. One such example is Picking, a self-driving robot that automatically learns and shares the most efficient travel routes to maximise overall pick efficiency by reducing travel time.

The myDHLi customer platform, through its modular structure, allows customers to personalise their portal, compare available options, and directly book one of the logistics services. They can also access shipment tracking, and myDHLi reports, which provide insights into transit times and cost per unit.

What are the latest innovative solutions that you have implemented in logistics?

Every year we welcome thousands of customers to our DHL Innovation Centres around the world, and have recently launched the first Mobile MBA Innovation Centre in Dubai. Here, visitors find interactive displays and haptic demonstrations, and our subject-matter experts provide a direct and tangible experience of current technologies and innovations. Each interaction has the potential to ignite powerful, transformative solutions for logistics operations.

We have also fully rolled out our digital road freight solution platform ‘Saloodo!’ in the region, to inject greater transparency, real-time visibility, and efficiency to the regional road network. ‘Saloodo!’ enables shippers to identify trusted and reliable freight carriers, and in turn, helps carriers manage existing fleets, and optimise capacity with full-truckload shipments.

What kind of e-commerce solutions have you implemented in the recent past?

The rise of the ‘expectation economy’, where consumers expect their e-commerce orders to be delivered within a matter of hours, has spurred e-commerce giants to build their own digital logistics platforms to handle the large surge in volumes, as retail commerce moves online.

DHL’s divisions benefit from dynamic growth opportunities produced by their advanced solutions for the entire logistics value chain, from inbound logistics to fulfilment, delivery, and returns. DHL is the company capable of offering solutions for single elements as well as the entire e-commerce supply chain on a global scale.

How did the rise in online orders during the pandemic impact your growth?

At the beginning of the pandemic, when air freight capacity was severely impacted as commercial airlines halted operations, DHL Global Forwarding operated dedicated flights carrying PPEs as well as essential supplies from China to the Middle East and Africa via Dubai, ensuring a steady supply of these life-saving items, especially for frontliners. To overcome the challenge of restricted air capacity, we started Ubuntu Connect, a dedicated charter network from China to the Middle East and Africa via Dubai.

Last year, as vaccination campaigns were rolled out across the globe, we delivered more than 1 billion doses of vaccines to over 160 countries. We also leveraged alternative modes of transportation, and tapped on supplier networks ranging from carriers to packaging companies, for vaccine distribution.

How has your existence in JAFZA helped in facilitating the growth of your company?

Having the DHL Global Forwarding head office in JAFZA has provided us easy access to regional markets through its Sea-Land-Air logistics corridor within a single custom bonded area, allowing us to move cargo from sea to air quickly and efficiently. The presence of varied business units in the free zone such as JV Danzas and DHL Express, alongside DHL Global Forwarding, facilitates internal cooperation, creates synergies, and higher efficiencies in our work which subsequently benefit our customers.

Amadou Diallo, CEO, DHL Global Forwarding Middle East & Africa

DHL: Securing the future of the supply chain with advanced digital logistics platforms

Guided by its strategy for 2025, the company ensures its growth through digitised and sustainable operations.
لا يمكنني قراءة النص بشكل طبيعي من الصورة المقدمة.
The 8th UAE Harbor Master Meeting held under the patronage of the UAE Ministry of Energy and Infrastructure, and hosted by Fichte & Co., took place on the 15th of March, 2022, at the iconic Queen Elizabeth 2 hotel in Mina Rashid, Dubai, UAE. The event incorporated discussions between leading industry professionals around topics ranging from modern technologies being used in the sector, to the latest conventions.

The event kick-started with welcome remarks from H.E. Eng. Hessa Al Malek, Executive Advisor to the Minister of Maritime Transport Affairs, Ministry of Energy and Infrastructure During her opening speech, H.E. Eng. Hessa highlighted the Ministry’s efforts in ensuring continued progress of the country’s maritime sector and developing the advanced capabilities of its ports. She also emphasised on the UAE’s recent achievements in the maritime industry, and provided details on the nation’s road to success at the 2021 IMO elections.

The opening remarks were followed by updates on FMA (Federal Maritime Authority) by Capt. Abdulla Al Hayyas, Director of Maritime Transport Affairs, Ministry of Energy and Infrastructure During his session, Capt. Al Hayyas provided updates on the recent steps taken by the Authority to safeguard the interest of the UAE’s maritime industry. He also stressed on how the Ministry’s initiatives support the UAE Government’s ongoing efforts to protect the nation’s waters and marine environment. Capt. Al Hayyas provided details on steps taken by the Ministry to reduce marine wrecks, in line with Cabinet resolution number (71) for 2021, regarding marine wrecks and violating ships in UAE waters or calling at UAE ports. Moreover, he went on to highlight the significant role played by FMA in developing strategies and policies that work towards driving the progress of the maritime sector.

Advanced solutions for enhanced efficiency of ports

In addition to the active role played by the UAE Ministry of Energy and Infrastructure in facilitating the growth of the country’s maritime industry, the event witnessed various other interesting presentations as well. One such presentation was given by Lars Greiner, Associate Partner, Middle East and Africa, Hamburg Port Consult, on port community systems, where he provided examples on how advanced technologies could enhance operations taking place at ports across the globe.

Other esteemed speakers included Jasmin Fichte, Managing Partner, Fichte & Co., and Capt. Michael Magee, Group Harbor Master, RAK Ports, who presented diverse topics titled, “Background on the Nairobi Convention and opt-in provisions for Territorial Seas,” and “Update on the International HM Association and the way forward,” respectively.

Digitalisation and maritime institutes

The one topic that truly ensured that the event covered every aspect of the maritime industry was the presentation given by Dr. Capt. Ahmed Youssef, Associate Dean of the College of Maritime Transport and Technology, AASTS, on important technical developments relevant to the UAE and the role played by the Arab Academy in supporting the digital transformation of the sector. During his session, he said, “The future of the maritime industry lies in adopting the latest digital solutions. The digital transformation of our sector has begun with the adoption of Artificial Intelligence (AI), Virtual Reality (VR), as well as Augmented Reality (AR). At the Arab Academy, in addition to offering our students hands-on experience, we have ensured that our future leaders are well trained to work with the latest technologies being used in the sector.”

The event concluded with a session on “Oil Spill Response at Tier 2 and Tier 3 Levels,” by Geraint Dafydd, Engineer Contracts (OS & HNS), ADNOC. In addition to being an event filled with knowledgeable presentations that weaved together the latest updates and detailed insights, the event was an ideal platform for the industry to interact with one another and plan a future progress strategy.
تحت رعاية وزارة الطاقة والبنية التحتية في دولة الإمارات، استضافت شركة "فيشت وشركائه" الاجتماع الثامن لمديري الموانئ في دولة الإمارات العربية المتحدة يوم 20 مارس 2022، في فندق "كوين إليزابيث" في ميناء راشد دبي. وتضمن الاجتماع نقاشات بين نخبة من المتخصصين في القطاع المجيد حول موضوعات متعددة تتعلق بالقطاع المحيط. قدمت المملكة المتحدة لمثلها سلط الضوء على جهود الوزارة في تطوير القطاع والجهود المتميزة التي حققتها الدولة في القطاع. وتحدث الكابتن الهياس عن الخطوات التي اتخذتها الوزارة للحد من الحطام البحري، بما في ذلك قرار مجلس الوزراء رقم 71/L بشأن الحطام البحري والسفن المعادية المتواجدة في مياه الدولة أو التي تصل إلى موانئها. 

في الاجتماع، تم مناقشة حلول متطورة لتحسين كفاءة الموانئ، بالإضافة إلى تسليط الضوء على الدور النشط الذي تلعبه وزارة الطاقة والبنية التحتية في تعزيز نمو القطاع البحري في الدولة. كما تحدث الكابتن ماجي، مدير ميناء مرفأ رأس الخيمة، حول آخر تحديثات رابطة الموانئ الدولية والمرحلة المقبلة.

الاجتماع مثالي لتبادل الخبرات والآراء والتخطيط لاستراتيجيات تسهم في تطور القطاع مستقبلاً.

لمزيد من تحسين كافة المواد، تم إضافة محتوى إضافي إلى النظام المحلي في دول الإمارات العربية المتحدة، بما في ذلك العمل في إعداد القوائم المتعلقة بالمواقع على مستوى العالم. كما تحدث الكابتن الهياس عن الشروط المحيطة التي تحدث حول "الاستجابة للمخاطر الشديدة"، وجهد وΧέριον Meta موسوعة معلومات تقنية تشمل الأبحاث والدراسات التي تحققها الوزارة المجيدة عن القطاع البحري.

اجتماع مديرو الموانئ 2022

يختتم أعماله بنقاشات مهمة في مختلف جوانب القطاع البحري
Is Hydrogen the ideal solution for decarbonisation?

Exploring opportunities to use offshore wind to make hydrogen a zero-carbon fuel of the future

In April 2018, the International Maritime Organisation (IMO) adopted its Initial IMO GHG Strategy, setting a series of ambitious decarbonisation goals for the maritime industry, including a need to reduce the total greenhouse gas emissions caused by shipping by at least 50 per cent (compared to the 2008 levels) by 2050. The move effectively pushed the sector to search for low-carbon and green hydrogen. The move has begun to take shape recently.

For example, what we have seen in the last couple of years is the acceleration of interest in repurposing oil rigs to produce hydrogen in offshore locations, with LR following such projects keenly because of its considerable experience in ensuring the safety of such high-risk assets. Hydrogen remains a volatile gas that can ignite easily, so remote or offshore locations for its production are preferable.

One relatively easy solution for producing green hydrogen is to purchase a jack-up rig, take off the drilling equipment, transport it to a remote location, and install modules for hydrogen production, making sure that it is close to a source of renewable energy such as a wind farm. Then at off-peak times, it can act as a floating fuel station for passing ships.

Producing green hydrogen

LR has already been involved in the early planning stages for the UK’s Dolphyn project, led by developer ERM (Environmental Resources Management), to build a floating wind farm that could become the world’s first offshore floating facility to produce green hydrogen.

The project began over a year ago, but already, its backers are looking at eventually scaling up hydrogen output even further since the technology is evolving so quickly with the use of larger turbine blades. Currently, the largest wind turbines are able to produce 10MW but in the future, this is set to rise to 15MW, thus recording an increase of 50 per cent. Moreover, floating offshore wind farms are favoured over shore-based or inshore ones, not only due to the less resistance from local communities but also because of the better wind yields found further out at sea.

Role of LR in ensuring safety during production

The Acorn project focuses on bringing an entire supply chain together, and eventually injecting the hydrogen produced into the national gas pipeline, thereby removing massive amounts of carbon pollution. LR is already involved with some of the project’s technology providers, where it plays a significant role in supporting regulators in defining safety standards, from production to transportation to the assessment of the gas pipeline itself.

Ensuring pipeline integrity for transporting hydrogen could be a technically challenging since hydrogen particles are much smaller than those of natural gas, and could therefore seep through the grain structure of the gas pipeline itself. There are numerous hydrogen production projects that are now beginning to take shape, not only in the UK, but also internationally. Oil and gas would still have to be used, but things will have to be done in a much better and cleaner manner. The industry is on a journey, and while ‘transition’ is the end-point, what needs to be accepted right now is energy ‘integration’, and hydrogen has a key part to play in that.

IN FOCUS

Sean van der Post,
LR’s Global Offshore Business Manager

Technology involved in hydrogen production

LR has already supplied Approvals in Principle for some of the technology involved in hydrogen production. When you look at green hydrogen, wind is absolutely the key. Another UK green hydrogen project is planned for Cromarty Firth, further up the east coast of Scotland. Phase 1 of the 35MW electrolyser unit could be up and running by 2024, and will be powered by energy from both offshore and onshore wind farms. Various parties are involved in the venture, including Scottish Power, Cromarty Port, etc. Charles Haskell, LR’s Decarbonisation Programme Manager, pointed out the importance of multiple partners collaborating on a project such as Cromarty, where ‘the significant investment involved can be spread across several stakeholders, thereby de-risking the project whilst reducing greenhouse gas emissions.”

Meanwhile, for blue hydrogen, there is the Acorn CCS (carbon capture and storage) project planned for the St. Fergus gas terminal near Peterhead Port in North East Scotland, with Shell as one of the partners. This would repurpose existing North Sea gas pipelines to take CO2 directly out to an offshore ‘carbon sink’ storage site.

Charles Haskell,
LR’s Decarbonisation Programme Manager

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We are simply a better different marine propulsion.

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We are simply a better different

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EXPERT INSIGHTS

Al Masaood Power supports the sustainable ambitions of the UAE’s maritime sector

Leveraging the capabilities of hybrid propulsion systems to achieve decarbonisation goals

With the maritime industry considered as one of the key economic growth drivers in the UAE and other countries across the GCC, sustainable maritime transport solutions that address climate change have become an important component for the success of the sector. This is amidst targets set by the International Maritime Organisation (IMO) for the shipping industry to significantly reduce its carbon emissions by 40 per cent by 2030, and 50 per cent by 2050, as compared to their levels in 2008.

According to Al Masaood Power Division, which is one of Abu Dhabi’s leading business conglomerates, the development of sustainable power solutions can play an important role in cutting down the carbon footprint of maritime-based transportation such as yachts, boats, ferries, etc.

Facilitating the sectors journey towards decarbonisation

As one of the leading experts in marine propulsion systems and power generation in the UAE, Al Masaood Power Division highlights that there are groundbreaking innovations in the industry that have been developed to enable the sector to sail towards its net-zero targets.

The ambition to navigate through a more sustainable maritime transport system can be achieved with the support of the right technologies. Al Masaood Power Division has been working with industry leaders to bring these developments to the region and has worked in collaboration with global partners such as Volvo Penta and MTU for several years now, which have proposed cutting-edge solutions to the marine engine and propulsion systems market.

A hub for advanced sustainable solutions

During its participation in the Dubai International Boat Show (DIBS), the company showcased its innovative solutions and products that cater to the leisure marine sector. These products are well known to power up leisure boats and ferries in a more energy-efficient manner. At the Boat Show, Al Masaood Power Division showcased Volvo Penta’s advanced Electronic Vessel Control (EVC) system and a range of MTU products including the Hybrid Propulsion System, its new engine model 12V2000M96L, and its Bluevision New Generation Automation system.

Al Masaood Power Division has always been at the forefront of providing state-of-the-art products and solutions to the leisure marine sector. For instance, the advanced MTU Hybrid Propulsion System particularly caters to yachts, workboats, ferries, and patrol boats with a power range extending from 1,000-4,000 kilowatts per powertrain. The company has also been a front runner in terms of proposing sustainable solutions to drive the industry’s progress towards becoming an environment-friendly sector. In line with its aim of doing so, it has actively made use of hydrogen-powered marine technologies, often regarded as the ‘fuel of the future.’ Al Masaood Power continues to engage with maritime transport experts, leisure boat owners, and industry professionals, in order to ensure that the company leverages the expertise of various leading industry players, to develop advanced solutions that will not only enable the digital transformation of the sector, but also achieve the targets set by the IMO for 2030 and 2050 with the help of innovative solutions.

By: Rasso Bartenschlager
General Manager, Al Masaood Power Division

quiet. clean. smart.
The first serialised hybrid for yachts
Reduce on-board noise levels, emissions and vibration. Give your yacht the highest torque and system performance. The first serialised Hybrid system – all modular, all from one source, all perfectly matched: only from us. www.mtu-solutions.com/yacht
«المسود للطاقة» يطرح حلولاً مستدامة لتعزيز النقل البحري في الإمارات

تماشياً مع الدور البارز الذي يلعبه القطاع البحري كأحد المحركات الرئيسة للنمو الاقتصادي في دول التعاون الخليجي، أصبحت حلول الطاقة المستدامة لقطاع النقل البحري، والتي تستهدف التقليل من انبعاثات الكربون، ركيزة أساسية لضمان استمرارية نجاح القطاع. وتأتي هذه الحاجة في مواجهة جهود المجتمع الدولي الحثيثة والرامية للحد من انبعاثات الكربون في قطاع النقل البحري الدولي.

وتحمل «قسم المسعود للطاقة» التابع لـ "مجموعة المسعود"، الرائد في مجال أنظمة الدفع البحري وتوليد الطاقة في الإمارات، دوراً حاسمًا في استكشاف سبل تطوير حلول طاقة مستدامة، والتي تلعب دوراً محورياً في تقليل بقايا الكربون في وسائل النقل البحري كاليخوت، والقوارب، والعبارات، وغيرها. وهكذا، يبرز جهد "قسم المسعود للطاقة" في خدمة القطاع.

ويمكن الوصول لنظام نقل بحري مستدام عبر التوظيف المعقول للتقنيات المناسبة، حيث يعمل "المسعود للطاقة" جنبًا إلى جنب مع رواد القطاع لجلب أحدث التطورات التقنية إلى المنطقة، وذلك ضمن سياق خططه الاستراتيجية لتطوير أحدث الحلول في سوق المركبات البحري، ووفقًا للحاجة والعوائد المحتملة للقطاع.

وتشمل أهم نقاط الطلب في "معرض مسعود للطاقة" 2022:\n- سلسلة المحركات اليدوية المستقلة "فولفو بنتا"، وهو المحرك الأكثر شعبية من حيث الطلب في العالم.
- نظام "إم تي يو بلوفيجن" المحرك بقوة 2000 كيلوواط، وهو النموذج المستخدم في "معرض مسعود للطاقة".
- الأنظمة والحلول الجديدة في توليد وتحكم الطاقة في مراكز البحري المستدامة.

وتشمل "معرض مسعود للطاقة" الأجنبية، بالإضافة إلى هذه الحلول، مجموعة من اتجاهات فئة المحركات اليدوية المستقلة "فولفو بنتا"، ونظام "إم تي يو بلوفيجن"، ونظام "إم تي يو مارين".

وتشمل "معرض مسعود للطاقة" تشمل عروضات بنماك في "معرض مسعود للطاقة"، بالإضافة إلى مجموعة من اتجاهات فئة المحركات اليدوية المستقلة "فولفو بنتا"، ونظام "إم تي يو بلوفيجن"، ونظام "إم تي يو مارين".
Ensuring a safer marine environment with accurate onboard fuel quality analysis

As per the revised MARPOL Annex VI, vessels are required to have onboard fuel sampling points to measure sulphur content of the fuel oil used.

Over the years, the International Convention for the Prevention of Pollution from Ships (MARPOL) has played a pivotal role in preventing pollution of the marine environment by ships from operational or accidental causes. Through a series of regulations, the international convention has ensured that damage caused to water bodies and marine life by the maritime industry is cut down significantly. New regulations that entered into force as per the revised MARPOL Annex VI from the 1st of April, 2022 onwards, require all new-builds constructed as per Marpol regulations to include dedicated sampling points for the collection of representative samples of the fuel oil being used onboard.

The sampling points shall be confirmed at the initial International Air Pollution Prevention (IAPP) survey. For ships with keel laying dates prior to the 1st of April, 2022, the sampling points shall be fitted or designated not later than the first IAPP renewal survey, which will be held on or after the 1st of April, 2023.

Terms and definitions

The amendments to MARPOL Annex VI introduces definitions for ‘Marpol delivered sample,’ ‘onboard sample,’ and ‘in-use sample.’

The regulation specifies the ‘Marpol delivered sample’ as fuel oil delivered in accordance with regulation 18.8.1 of Annex VI. Resolution MEPC.182(59) provides an agreed method to obtain a representative Marpol delivered sample, while the amendments introduce a revised verification procedure for determining whether the fuel oil delivered has met the applicable sulphur limit as per Marpol Regulation 14. The results of the test method shall be equal or below the applicable limit.

‘Onboard sample’ means a sample of fuel oil intended to be used or carried for use onboard that ship, and an agreed method for the purpose of taking representative samples from tanks is provided by MEPC.1/Circ.889.

To obtain a sample directly from a tank, consideration should be given to the use of a specialist service provider using appropriate sampling equipment, such as that given in ISO 3170:2004, and the expertise necessary to obtain the required sample in a safe and competent manner. Sampling may alternatively be undertaken from the sounding pipe of a tank by means of a suitable sampling arrangement.

The ‘in-use sample’ refers to fuel that is actually in use onboard a ship. Sampling points shall be fitted or designated for the purpose of collecting representative samples, taking into account the guidance as per the MEPC.1/Circ.864/Rev.1.

Necessary preparations prior to inspections

Shipowners are advised to take action in order to prepare for inspections that will verify that sampling points have been correctly installed, and meet Marpol requirements.

The first task for shipowners to prepare for inspections is to develop a plan identifying the fuel oil sampling points, where modifications of the fuel oil piping system are intended to be carried out.

Then, the proposed modifications of the fuel oil piping system are to be submitted to the class plan approval office for review. The location and arrangement of the fuel oil sampling points are to be in accordance with paragraph 2 of MEPC.1/Circ.864/Rev.1.

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ضمان بيئة بحرية أكثر أمانًا من خلال تحليل دقيق لجودة الوقود المستخدم

وفقًا للملحق السادس للاتفاقية الدولية لمنع التلوث من السفن (ماربول)، لا بد من وجود نقاط على متن السفينة لأخذ عينات من الوقود لقياس محتوى الكبريت في زيت الوقود المستخدم على مدى السنوات الماضية، لعبت الاتفاقية الدولية لمنع التلوث من السفن (ماربول) دورًا محوريًا في منع تلويث السفن للبيئة لأسباب تشغيلية أو عرضية، حيث أسهمت الاتفاقية في تقليل الضرر الذي تسببت به السفن في جميع أنحاء العالم. الواردات والتصديرات القارية من قبل المعاملات التجارية والحاوالات البحرية، تجاهل الاتفاقية 국제ية لمنع التلوث من السفن (ماربول) اعتبارًا من الأول من إبريل 2022. يتطلب الأمر بشكل عام نظامًا جديدًا يُحدد فيه أن يجمع جميع السفن الجديدة، حسب ما تنص عليه الاتفاقية الدولية لمنع التلوث من السفن (ماربول)، النقاط المنتشرة على متن السفينة لجمع عينات من زيت الوقود المستخدم. ويجب تنفيذ هذه النقاط كجزء من الإجراءات اللازمة قبل عقد تفتيش عالمي دولي، وذلك لتعيين الشهادة الدولية لمنع تلوث الهواء (IAPP) التي تصدر بعد الانتهاء من العملية التفتيشية. ومن المهم ملاحظة أن هذه المتطلبات لا تطبقي على أنواع الوقود منخفض نقطة الوميض (low-flashpoint fuel).

تعتبر المهمة الأولى لأصحاب السفن للتحضير لعمليات التفتيش في ضمان تثبيت نقاط أخذ عينات زيت الوقود بشكل صحيح، وتلبية متطلبات اتفاقية "ماربول". يتضمن الإجراء الأول التخطيط لتحديد نقاط أخذ عينات زيت الوقود، مع مراعاة التوجيهات الواردة في التعليمات MEPC.1/Circ.864/Rev.1 رقم 2 من الموافقة المبدئي، وتموزع على نظام أنابيب زيت الوقود. يجب أن تكون مواقع نقاط أخذ العينات قربًا من مواقع القطع الفنيات المحتملة، وكذلك نقاط التفتيش. وبناءً على ذلك، يجب تزويد بيئة زيت الوقود بنظام تصريف مناسب للسماح لزيت الوقود بالتدفق إلى مكان آمن آخر.

تعتبر عملية المسح بعض أصعب المستجدات في النظام، حيث يتم توضيح نقاط أخذ العينات بالتفصيل في الملحق الشهادة الدولية لمنع تلوث الهواء (IAPP) التي تصدر بعد الانتهاء من العملية التفتيشية. ومن المهم ملاحظة أن هذه المتطلبات لا تطبقي على أنواع الوقود منخفض نقطة الوميض (low-flashpoint fuel).
Exalto Emirates: A one-stop solution for all your marine equipment

Serving the needs of boating enthusiasts since 1995

Well known for distributing an extensive array of a few of the most advanced marine equipment, Exalto Emirates is home to products manufactured by over 100 international organisations. In addition to supplying products across the region through its base in the UAE, Exalto has a dedicated service center that provides installation and troubleshooting support, and also offers technical advice and commissioning services to its customers throughout the region. John Paul, General Manager, Exalto Emirates, speaks in detail about his company's offerings, their advanced solutions, and also the strategy adopted by them to remain at the top.

How has Exalto Emirates managed to maintain its leading position in the market?
At Exalto Emirates, we are very focused on the requirements of our customers. We have developed a product portfolio keeping the needs of our clients in mind, and ensure that we provide reliable support. What truly helps us stand out is the fact that our customers know that they can count on us because of the kind of dedication we have towards our commitments. Moreover, we try and stay ahead of the curve by continuously improving ourselves, the skills of our team, our knowledge, and the support we offer to our customers. We believe that it is all about being smart, but in a way that benefits our clients.

Would you like to provide some details on the kind of equipment you offer to your customers?
Whether you need a windlass, an anchor, a watermaker to provide fresh water during your voyage, electric propulsion systems, marine air conditioners, bow thrusters, underwater lights, or even audio systems, Exalto Emirates is the one-stop-shop for all the equipment a boat owner needs. Our wide range of marine supplies and boat parts includes products from a few of the world’s top brands such as Vetus, JL Audio, Torqeedo, Oxe, Hamilton Jet, Bostik, Mastervolt, Maxwell, Marinco, Sea Hawk, etc.

Who is your target audience in the Middle East?
We deal with almost every boat builder, service company, and operator in the region. Our aim has always been to try and establish strong relationships and long-term partnerships with companies in the industry, in order to enable growth of the sector as a whole, and also offer better services and products to our customers.

What kind of innovative solutions have you introduced to the industry?
We have always been at the forefront of facilitating the digital transformation of the sector. From being the first in the industry to bring digital switching into the region, to now becoming a market leader with our C-Zone and Mastervolt monitoring and control solutions, we have definitely come a very long way. But we will not stop at that, we are always on the lookout for new innovations and technologies, so that we can add value to the services we offer to our clients.

How has Exalto Emirates managed to maintain a distinctive leadership management system?
Maintaining strong leadership is a long process, where we make a lot of mistakes and learn from them. Ever since the company has come under a new ownership in 2009, we have rapidly expanded our range of products and services, and have implemented clear processes into our business so that our team is well aware of what is expected from them. As a team, we focus on our long-term vision and strategy, so that all of us are engaged, and work towards collective progress.

What kind of strategy did you adopt to overcome the challenges faced in terms of e-commerce?
There is definitely a lot of growth opportunity for all of us in terms of e-commerce. Over the last few years, we have seen that online purchasing has become more prominent in the marine industry, and this was certainly accelerated by the pandemic. We launched our e-commerce website three years ago, and are working on long-term improvements. We do have challenges in our supply chain, as there are many delays, in terms of both, manufacturing and logistics. This is not just limited to our region or industry, but is a global phenomenon as well. However, we have taken steps to increase our stocks to mitigate delays caused by the suppliers, and actively identify potential issues that impact our customers to try and find alternate solutions.

Would you like to throw some light on the company’s recent expansions?
Export has always been important for us, but since last year, it has become one of the top three pillars of our long-term growth strategy. We have opened a joint venture in Mumbai, India, with our partner A.S. Moloobhoy, which has been very successful so far. Moreover, we have been currently travelling quite extensively to explore opportunities in other countries as well.

What kind of strategy did you adopt to overcome the challenges faced in terms of e-commerce?
توفر "إكسالتو الإمارات"، تشكيلة واسعة من المعدات البحرية مصنعة بحريّة عالميّة. وإضافة إلى 100 متطورة من أكثر من 100 مجموعة منتجاتها إلى جميع أنحاء المنطقة انطلاقًا من مقرها في دولة الإمارات، تمتلك الشركة مركز خدمة مخصص لتقديم خدمات تركيب، والفحص، والاستشارات الفنية، والتشغيل لعملائها في مختلف أنحاء المنطقة.

كيف نجحت "إكسالتو الإمارات" في الحفاظ على رياحها؟

"إكسالتو الإمارات" تلبي مختلف احتياجات أصحاب القوارب منذ عام 1995. نافذتك لجميع الأدوات والمعدات البحرية في هذا اللقاء مع "مراسي"، تحدث جون بول، المدير العام لشركة "إكسالتو الإمارات" حول خدمات الشركة، وحلولها المتطورة إضافة إلى استراتيجيتها التي مكنتها من الحفاظ على مكانة الرائدة.

هل يمكن أن تسلط الضوء على أنواع المعدات التي توفرها "إكسالتو الإمارات" لعملائها؟

سواء أكنت بحاجة إلى رافعة أو مرساة، أو جهاز لتحلية المياه على متن قاربك، أو نظام دفع كهربائي، أو مكيف هواء بحري، أو دافع قوسي، أو مصابيح تعمل تحت الماء، أو حتى نظام صوتي، فإن "إكسالتو الإمارات" توفر جميع احتياجاتك من المعدات البحرية وقطع غيار القارب عالية الجودة من أفضل العلامات التجارية العالمية مثل "فيتوس"، و"جيه آي أوديو" و"توركيدو"، و"أو إكس إي"، و"هاميلتون جيب"، و"بوستيك"، و"ماستروفت"، و"ماكسويل"، و"مارينكو"، و"سي هوك"، وغيرها.

ما هي استراتيجيتكم لمواجهة التحديات الحالية في التجارة الإلكترونية؟

بكل تأكيد تمثل التجارة الإلكترونية فرصة نمو كبيرة لنا جميعًا، وخلال السنوات القليلة الماضية، ازداد حجم الشراء عبر الإنترنت في القطاع البحري، لا سيما خلال الجائحة، وقد أطلقنا موقعًا للتجارة الإلكترونية منذ ثلاث سنوات ونعمل على تطويره باستمرار. صحيح أننا نواجه بعض التحديات في سلسلة التوريد نظرًا لوجود تأخيرات في التصنيع وإضافةً إلى التأخيرات اللوجستية، ولكن هذه ظاهرة عالمية تأثر بالصانعين للسيارات، وأعمال الشحن، ومنصات التجارة الإلكترونية ودول أخرى. لذا، نعمل جاهدين لتعزيز معرفة العملاء وخدمات الدعم التي نقدمها بشكل أكثر ذكاءً لخدمة عملائنا.

ما هي آخر توسعات الشركة؟

لطالما كان التصدير مهمًا بالنسبة لنا، ولكن اعتبارًا من العام الماضي، أصبح التصدير أحد أهم ثلاث ركائز لاستراتيجيتنا طويلة المدى. وقد افتتحنا، مع شركائنا "إيه إس مولوبوي"، مشروعًا مشتركًا في مومباي بالهند حقق نجاحًا كبيرًا حتى الآن. إضافة إلى ذلك، فإننا نسافر كثيرًا في الوقت الحالي لاستكشاف الفرص المتاحة في الدول الأخرى.

ما الحلول المبتكرة التي توفرها "إكسالتو الإمارات"؟

توفر "إكسالتو الإمارات"، باستدامة واسعة من المعدات البحرية المنخفضة الأوزان من 100 مُسجّلًا جيّديًا معيّنًا، وإضافةً إلى توسيع منتجاتها إلى جميع أنحاء المنطقة، يجدر الانتباه إلى أن جميع المنتجات من صنع "دهايم إكسالتو"، خاصة تلك المخصصة للشوارع في مختلف أنحاء المنطقة، مصنوعة من مواد عالية الجودة، تتمتع بمتانة عالية، وتساعد في تحقيق أهداف التنمية المستدامة للدول العربية في النقل وتصبح مركزاً ثقافياً للقيادة في المنطقة.

هل يمكن أن تسلط الضوء على أنواع المعدات التي توفرها "إكسالتو الإمارات" لعملائها؟

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Playing it safe in the digital realm

With the mission of safeguarding the digital infrastructure of the maritime industry, Cyberstar has been empowering organisations to achieve cyber resilience.

The Covid-19 pandemic has accelerated digitalisation globally. It has now become an essential part of most industries, including logistics and maritime. While the transition has ensured greater efficiency, the use of sophisticated technology and intelligent devices has also made shipping companies vulnerable to cyber-attacks. A report from cybersecurity consultancy Naval Dome suggests that since February 2020 cyber-attacks on maritime vessels shot up by 400 per cent. This dramatic surge has shocked and alerted businesses in the industry, prompting them to find effective solutions to tackle this. Cyberstar CEO, Ronen Meroz, speaks about cybersecurity concerns in the maritime sector and the significance of digital safety.

What is the biggest cybersecurity threat currently faced by the industry?

The nature of the supply chain is that it is tightly knit. In our experience, the biggest threat for a maritime or logistics company is to lose access to core operational and commercial systems, and to be cut off from the supply chain by business partners due to a cyber-attack.

What happens when a company is under a cyber-attack?

An unprepared maritime organisation that is under attack would have huge challenges shaking off the attack’s impact on its information and operating systems and as a result, on its critical business processes. In such a case, the compromised company may not be able to communicate with vessels, terminals, its alliance partners, customers, and vendors. A logistics company will lose the ability to plan its operations and communicate with its vendors and customers. Moreover, once its supply chain partners find out that the company has been compromised, they will most likely refuse to collaborate with it digitally until the problem is fully resolved. Such a scenario will aggravate the already-critical operational and commercial condition of a compromised company, leading it to suffer from major financial, and reputational losses almost overnight.

How does a cyber-attack occur?

Cyber security has three layers: Protection (mitigating the attacks), monitoring (identifying the attack/breach) and resilience/readiness (how to manage and rebound from a cyber crisis after the protection has failed and a breach has occurred). Hands down, most of the attention and budgets today are directed at prevention. Fewer companies perform adequate levels of monitoring, but almost no one fully embraces the concept of being resilient and ready, i.e. establishing a tangible and realistic plan to manage a severe cyber crisis not to mention rehearsing it.

What are the challenges on the road to overcoming cyber threats in the sector?

The number one challenge is to change the current mindset. While statistics show that companies have a very real chance of suffering a major attack, many executive teams are either overconfident or feel that they have ticked the box by having the IT or CISO “take care of it”. In reality, however, this mindset is failing companies one after the other. Where, today’s cybersecurity professionals need to understand the risks and have the necessary solutions and controls. Cybersecurity professionals – either in-house or 3rd party must be brought in to perform cybersecurity jobs. Most importantly, we must shift the focus from preventing to prevailing, and the mindset from being reactive to being proactive, while investing in proportional budgets and paying attention to monitoring and resilience. Additionally, companies must invest in at least one cybersecurity drill for the management team. The ROI of such exercise in spreading awareness, exposing the capabilities and gaps and building “muscle memory” towards such an event – is extremely high.

How does Cyberstar make maritime companies resilient?

Our services focus on programmes that elevate a company’s cybersecurity capabilities, gaps and resilience levels. Meaning, we can very efficiently evaluate current capabilities, and develop the necessary plans, processes, and practical cyber-drills to start building the company’s ability to withstand a cyber-attack and continue operating under such circumstances even without its core systems.

With the rapid increase in digitalisation, maritime companies will be more prone to cyber-attacks. How can this be avoided?

Cybersecurity should be a priority for every organisation. Organisations need to understand the risks and have the necessary solutions and controls. Cybersecurity professionals – either in-house or 3rd party must be brought in to perform cybersecurity jobs. Most importantly, we must shift the focus from preventing to prevailing, and the mindset from being reactive to being proactive, while investing in proportional budgets and paying attention to monitoring and resilience. Additionally, companies must invest in at least one cybersecurity drill for the management team. The ROI of such exercise in spreading awareness, exposing the capabilities and gaps and building “muscle memory” towards such an event – is extremely high.

Cyberstar CEO, Ronen Meroz, speaks to the road to overcoming cyber threats in the sector. Cybersecurity should be a priority for every organisation. Organisations need to understand the risks and have the necessary solutions and controls. Cybersecurity professionals – either in-house or 3rd party must be brought in to perform cybersecurity jobs. Most importantly, we must shift the focus from preventing to prevailing, and the mindset from being reactive to being proactive, while investing in proportional budgets and paying attention to monitoring and resilience. Additionally, companies must invest in at least one cybersecurity drill for the management team. The ROI of such exercise in spreading awareness, exposing the capabilities and gaps and building “muscle memory” towards such an event – is extremely high.

Ronen Meroz
CEO, Cyberstar
Optimized for excellent seakeeping and maneuverability

Spacious passenger area up to 80 personnel

100,000 cum of FO and 25,000 cum of FW

Top speed of 28 knots

Deck area of 100 sqm

Annual Middle East Petroleum & Gas Conference (MPGC)

Venue: Dubai World Trade Centre, Dubai, UAE

Date: 9th-12th May, 2022

Venue: Four Seasons Hotel Bahrain Bay, Bahrain

Date: 6th-10th June, 2022

Date: 16th-17th May, 2022

Venue: Four Seasons Hotel Bahrain Bay, Bahrain

Date: 6th-10th June, 2022

Venue: Metropolitan Expo, Athens Greece

Date: 6th-10th June, 2022
Taking a closer look at the biggest factors driving the progress of the UAE’s maritime sector

From new policies to latest technologies, what have been the key elements of growth for the local maritime industry?

By: Mohamed El Hawawy, Joint Managing Partner, INCE; and Pakinam El Badrawi, Associate, INCE

As we move past the vertex of a U-shaped dip in the global shipping sector caused by supply chain restrictions arising from the COVID-19 pandemic, it is worthwhile to look back at the UAE’s maritime industry’s growth, lessons learned, and development outlook. Although international maritime trade dropped by 4.1 per cent in 2020, the UAE made significant achievements during this period, ranking third globally in the Bunker Supply Index, and fifth globally as a key competitive maritime hub.

The main factors catalysing the UAE’s maritime industry’s growth have been the nation’s flexible policies, fast government response, and groundbreaking initiatives.

Foreign investment policy and financing arrangements

The maritime sector has long been a key pillar of the UAE’s economy. The development of Jebel Ali Port and Dubai Dry Docks in the 1970’s laid the foundation for Dubai to become a global maritime hub. Jebel Ali is not only known for its high volumes of traffic; but is also a prime free trade zone ideal for foreign direct investments.

Since early 2019, the UAE has experienced a “legislative revolution,” with the restructuring of the companies law, employment law and visa requirements, laws on registering securities over movable assets, the penal code, cyber-crime law, and various government departments and ministries, including the Ministry of Energy & Infrastructure (MOEI). The changes have also extended to dissolving the Emirates Maritime Arbitration Centre by adjoining it with the Dubai International Arbitration Centre, and DIFC-LCIA, under new joint rules. In addition to increasing foreign direct investments, these changes have made the UAE a more attractive jurisdiction for setting up headquarters for large-scale yards and energy suppliers.

The UAE’s quick response to the pandemic by updating regulations in line with consumer and business trends has allowed its maritime sector to stay ahead of the curve. Despite that, an updated Maritime Code has been in discussion for some time, which could include lifting restrictions on the ownership of UAE flagged vessels. Such a development would allow the UAE to expand its shipping registry and further foreign investments.

Port performance and efficiency

The UAE is focused on expanding its port capacities, increase efficiency of its bunker terminals to handle larger volumes of traffic, and continue benefiting from its crude oil supply. AD Ports boosted the UAE’s passenger cruise terminal capacity with the development and launch of a cruise terminal in Zayed Port in 2015. Similarly, DP World entered into a number of local and international expansion deals in 2020-2021, including an investment of USD 90 million from Petrochem Middle East under a 30-year concession to develop a chemical terminal in Jebel Ali Port, and commence operations at a new multi-purpose terminal at the Port of Luanda. The UAE’s maritime sector has managed to stay ahead of the curve by integrating its shipping and logistics sectors, meaning that continued growth is expected with the rise of e-commerce and digitalisation.

Digitalisation and emerging technologies

In 2016, AD Ports launched the Maqta Gateway, a digital port community powered by blockchain. The platform enabled the launch of an Advanced Trade and Logistics Platform (ATPL), offering over 700 services and unified payment solutions, integrated with 40 UAE government entities across the supply chain. There are more developments underway, such as muUnity, a digital solution designed to trace COVID vaccines’ sourcing, storage, shipment, and related data in real time.

As for the prospect of automated ships, AD Ports signed an agreement with Canadian naval architects to develop the world’s first fully unmanned autonomous commercial marine tugs, while DP World contracted with DGVWorld for the provision of a fleet of autonomous internal terminal vehicles. Moreover, Khalifa Port’s CSP Abu Dhabi container terminal, the first greenfield field project of Cosco Shipping Ports Limited (CSP), has recently become the first in the region to adopt an automated port truck system. DP World has launched a large number of international supply and management platforms, including:
- Dubai Trade, a one-stop shop for cross-border trade;
- SeaRates, a platform providing instant and live rates for container shipping;
- CARGOES.com, a platform that provides integrated solutions for trade finance and global shipments;
- BoxBay intelligent High Bay Storage System, a container storage and shipment management system with storage capacity of up to 11 stories;
- ZODIAC, a Terminal Operating System (TOS) in Jebel Ali Port that has automated operations of the port’s facilities.

Overall, the digital solutions developed in recent years will most likely keep the UAE afloat in a rising e-commerce and digital economy. The prioritisation of efficiency and ease of customer and end-user processes shall give rise to better output and higher profits in the sector.

IMO emissions regulations compliance

The final factor for ensuring sustainable growth of the maritime sector is compliance with the IMO’s (International Maritime Organisation) regulations. Through its initiatives, the UAE has been a leader in addressing climate change, protecting the marine environment, and ensuring the welfare of seafarers. Its success was reflected in its recent re-election to the IMO Executive Council under Category B for the third time in a row.

The UAE aims to achieve net-zero emissions by 2050 in line with the Paris Agreement. The nation has invested almost USD 168 billion in 70 countries for renewable energy ventures, and provided more than USD 400 million in aid and soft loans for clean energy projects. It has also positioned itself as a primary global supplier of the new low-cost low-sulphur fuels to reduce sulphur dioxide emissions as per IMO’s targets; and has acceded to most of the international conventions governing the protection of marine environments. Moreover, in line with the Net Zero Initiative and the Global Ports Hydrogen Coalition, the Ministry of Energy and Infrastructure announced plans via its Hydrogen Leadership Roadmap to promote the country’s maritime energy transition to hydrogen-derived energy.

Through its “Supporting our Blue Army” and “Sail Safely” initiatives, the UAE aims to protect seafarers’ rights, protect the marine environment, and enhance maritime safety. Overall, the UAE is on track to grow its maritime sector and diversify its economy by focusing on investing in emerging technologies in line with current market trends.

LEGAL INSIGHTS
الفئة )ب( للمرة الثالثة على التوالي. تهدف دولة الإمارات إلى تحقيق النجاح بإعادة انتخاب الدولة لمجلس المنظمة البحرية الدولية من بين العوامل المهمة التي أسهمت في ضمان النمو المستدام واستثمرت في مشاريع للطاقة المتجددة بقيمة إجمالية تقارب "دعمًا لجيشنا الأزرق" و"إبحاركم بأمان"، تهدف دولة الإمارات إلى تطور الموانئ العالمية للهيدروجين. وعبر مبادرات رائدة مثل "إبحاركم بأمان"، في إطار مبادرة الإمارات الاستراتيجية للحياد المناخي، والبنية التحتية، خارطة طريق لتحقيق الريادة في مجال الهيدروجين تسعى إلى حماية البيئة البحرية. علاوة على ذلك، أعلنت وزارة الطاقة انبعاثات ثاني أكسيد الكبريت لتحقيق أهداف المنظمة البحرية الدولية لمحل الانتاج من إمدادات الوقود الجديد منخفض الكبريت ومنخفض التكلفة لتقليل الانبعاثات. كما اعلنت دولة الإمارات مكانتها كمورد عالمي رئيسي للبحري وتنوع اقتصادها عن طريق الاستثمار في التقنيات المعلوماتية وحماية حقوق البحارة وحماية البيئة البحرية وتعزيز السلامة البحرية.

أعمال الإمارات في ميناء جبل علي:

- "بوابة المقطع" إحدى الشركات التابعة لـ "دي بي ورلد" تأسست في عام 2016، تقدم حلولًا متكاملة لتمويل شحنات الحاويات عبر سلسلة التوريد. وتقدم "دي بي ورلد" أيضًا "الصفقات المحلية والدولية" بين عامي 2015 و2019.

- "دي بي ورلد" توفر استثماراً مباشرً في شركة "روبرت آلن" لتطوير أول أسطول للقاطرات البحرية التجارية ذاتية القيادة، وهو الأولى في العالم.

- "دي بي ورلد" تتعاقدت مع "ديجي ورلد" لتقديم خدمات الشحن عبر شحنات الحاويات في ميناء خليفة أبوظبي.

- "دي بي ورلد" توفر خدمات "النافذة المتنقلة" والخدمات اللوجستية "اطلب" والتي توفر أكثر من 700 خدمة.

- "دي بي ورلد" تأسست "بوابة المقطع" في عام 2016 لتعزيز الأهتمام بحقوق بحارة الشحن وتعزيز الشحن بطرق فورية ومحترمة. وبالمثل، أبرمت "دي بي ورلد" اتفاقية مع "كونسيو أبوظبي" لتقديم خدمات "الثقة المزدوجة" في ميناء خليفة أبوظبي.

- "دي بي ورلد" تتعاون مع "ديجي ورلد" لتقديم "البلاك تشيي" لاستثمار شركة "ديجي ورلد" في ميناء جبل علي.

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- "دي بي ورلد" تتعاون مع "دييج...
New technologies and evolving consumer preferences set the stage for the future of global trade and logistics. Here are five core technologies and trends that will shape trade and logistics in the 2020s:

1. **Cargospeed**
   - A hyperloop-enabled cargo system has been created in partnership between DP World and Virgin Hyperloop One, for fast, sustainable, and efficient delivery of palletized cargo. New technologies that are set to change the global cargo supply chain are:
     - Autonomous transport
     - Self-driving lockers for secure deliveries
     - High-speed Hyperloop system

2. **Automation**
   - Automation will play a major role in catering to the high demand for storage spaces. The new BOXBAY concept is set to bring a new level of speed and efficiency to port level logistics:
     - Built around new and intelligent High Bay Storage (HBS)
     - Containers stored up to eleven stories high
     - Delivers the capacity of a conventional terminal in a third of the surface area
     - Fully automated, with direct access to each container
     - Significant gains in handling speed, energy efficiency, safety with reduced operating costs

3. **Efficient marketplaces**
   - A key component in enabling trade and the movement of goods has to do with how markets are constructed around key logistics hubs. The Traders Market project by DP World is a leading example for this approach:
     - Spans about 800,000 square meters
     - First smart freezone marketplace in the Middle East for retail and wholesale industries
     - Aims to serve the wider region with over two billion people
     - Will facilitate lower supply chain costs and greater efficiency and shorter delivery times
     - International traders can procure bulk products in Dubai at wholesale prices with the shortest delivery times

4. **Digital transformation**
   - The industry is adopting digital transformation by using new platforms and technologies that enhance supply chain visibility and efficiency:
     - IoT capabilities are enabling closer tracking of parcels in transit
     - Blockchain helps run robust transaction ledgers
     - IoT and blockchain can integrate incredibly complex systems for better visibility and control
 بالنسبة للبضائع، يتوقع المستهلك أن
• يتم إيصالها إلى عتبة بابه مباشرة
• تكون أسعار الشحن منخفضة للغاية
• تكون عملية الشحن سريعة جدًا
• يعكس ذلك بالنسبة لتجار التجزئة وتجار
الجملة

الخمسة توجهات ترسم ملامح مستقبل التجارة

بمث الابتكار الحديدي وتقنيات
 المستمدة من التقنيات المتقدمة بإشراك الطريقة
لمستقبل التجارة العالمية والاحتياجات
الوجستية، فيما يأتي خمس توجهات
وامتدادات أساسية تشكل التجارة
والوجستيات خلال العقد الحالي.

1. توطين عمليات

التوريد عبر الإنترنت

2. نقل البضائع

استخدام التكنولوجيا الحالية

3. تغليف البضائع

تقنية البلوك شين

4. التمويل

تقنية إنترنت الأشياء

5. التوزيع

تقنية إنترنت الأشياء

The Shipping markets saw unprecedented results in 2021, with time charter rates reaching all time highs in the Container and LNG markets, and decade highs in the Dry Bulk markets. Mentioned below are the key figures recorded by the global trade sector in 2021.

- The Shipping markets continued their strong run during the second half of 2021.
- In the Container sector, shipments were approximately 15% higher than pre-pandemic levels.
- In the Dry Bulk sector, the Capesize carrier’s spot rate increased by 750% between June and October 2021 (from $45,000/day in June to $87,000/day in October).
- The Crude Tanker carrying 2.6% in 2021 as compared to 2020.
- The hire rate for Panamax Container vessels increased by almost 100% between June and October 2021 (from $45,000/day in June to $87,000/day in October).

Vendor relations:
  • Clean Tanker ton miles increased by 10% year-on-year in 2021 and in 2020.
  • Clean Tankers time charter rates reduced by 45% for Panamax vessels in 2021 as compared to 2019.

Supply Chain Logjams:
  • Port of Long Beach in Los Angeles saw a 30% increase in inbound TEU volumes in the first six months of 2022 as compared to the same period in 2019.

LNG: 
  • The hire rate for LNG carriers spot time charter rates increased by almost 100% in November 2021 ($51,000/day) as compared to the same period in 2020.

Containers: 
  • The hire rate for Panamax Container vessels increased by almost 100% between June and October 2021 (from $45,000/day in June to $87,000/day in October).

Clean Product Tankers:
  • China imported 105 million tonnes of iron ore in November 2021, 10% higher year-on-year in 2021 (from $45,000/day in June to $87,000/day in October).

Crude Oil Tankers: 
  • The Tanker market has been a volatile one this year. The hire rate for Panamax vessels in particular remained volatile.

Port of Long Beach: 
  • The Container sector saw a 20% increase in inbound TEU volumes in the first six months of 2021 as compared to the same period in 2020.
The 18th Regional Offshore Committee Meeting incorporated insightful discussions on smart solutions being used in the sector, and the significant role of technology in improving safety and operational efficiency.

During his session, Torstensen provided details on how class operations could be optimised by using digital platforms, building a data collection infrastructure (D-INF), and enabling remote witnessing (REW) through autonomous drone inspections. He also emphasised on the importance of investing in cyber security, how AI could enable data driven verification (DDV), role of digital twins in enhancing the efficiency of remote monitoring, and utilisation of machine learning for analysing visuals captured by drones.

Recommended practices

Moving forward from discussions on digital solutions, the meeting incorporated a detailed presentation by Bjair Nair, Regional Offshore Manager, and Caroline Perdriset, Business Development Director, Jacking Solutions, on recommended practices for the maintenance of jacking systems, and replacement of spare parts. Taking forward the discussion on jacking systems and jacking solutions, Arun Pushkarna, VO, Valha Offshore, spoke on why energy management is important for jackup owners. During his presentation, Puthkanna stressed on the fact that although there are no regulations on energy conservation for jackups, the purpose of energy management is to minimise harm caused to the planet. He also went on to share an example of how a major jackup owner benefited from the energy management system.

Digitalising to enhance safety and efficiency

The meeting progressed with a presentation by Alok Jha, COO, Foresight Driller, and Ramesh Venkatraman, Head of OJHE and Asset Integrity, Foresight Driller UAE, on how imaging applications can improve safety and efficiency. They also provided details on generating newbuilding market share and target share for WTIVs (Wind Turbine Installation Vessel), and MOUs (Mobile Offshore Units), 100 per cent market share for jackups from DNV. They concluded that one of the key factors which the participants agreed on was the need to adopt smart solutions.

During the session, Fuglerud provided details on how DNV’s Offshore Classification meeting incorporated a detailed presentation by Bijali Nair, Digitalising to enhance safety and efficiency. She outlined the benefits that some of the major contractors have achieved by implementing smart solutions, while further strengthening our service provider for WTIVs (Wind Turbine Installation Vessel), and MOUs (Mobile Offshore Units), 100 per cent market share for jackups from DNV. They concluded that one of the key factors which the participants agreed on was the need to adopt smart solutions.

The meeting took place on the 25th of March, 2022, at the Norway Pavilion in Expo 2020. The meeting incorporated insightful discussions on smart solutions being used in the sector, and the significant role of technology in improving safety and operational efficiency.
The 15th edition of the ShipTek International Conference & Awards was held at Address Dubai Marina between the 7th and 8th of March 2022. Organised by Biz Events Management in association with Aries Group, the event brought together key decision-makers and high-level policymakers working in the maritime, offshore, and oil & gas sector across the globe on one common platform.

The event kicked-off with keynote addresses delivered by H.E. Eng. Hessa AlMalek, Executive Advisor to the Minister of Maritime Transport Affairs, UAE Ministry of Energy & Infrastructure, and H.E. Eng. Essam M. Alammari, Permanent Representative to the International Maritime Organisation (IMO). During her keynote address, H.E. Eng. Hessa AlMalek, Executive Advisor to the Minister of Maritime Transport Affairs, UAE Ministry of Energy & Infrastructure, and H.E. Eng. Essam M. Alammari, Permanent Representative to the International Maritime Organisation (IMO), underscored the importance of the maritime sector in driving the worldwide economy, latest trends, and the opportunities and challenges facing the industry.

Key topics of discussion

While the event continues to drive the progress of the maritime sector by providing networking opportunities to the attendees, it also served as an ideal platform to discuss some of the key topics related to the industry. Various leading industry experts discussed a wide range of subjects such as the future of the shipping sector, the roadmap of the industry towards net-zero emissions, the role of classification societies in ensuring the adoption of sustainable solutions, as well as digitalisation and the latest technologies being used in the maritime sector.

The event concluded with the much-anticipated ShipTek International Awards, during which, industry professionals and leading maritime organisations were recognised for their significant contributions to the sector’s resilience and progress.

Marasi News, in its exclusive report on the ShipTek International Conference & Awards 2022, unites the global maritime industry in Dubai. The annual event brought together key decision-makers and high-level policymakers working in the maritime, offshore, and oil & gas sector across the globe on one common platform.

By: Hala Mohammad Alhaj

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Leisure marine industry welcomes the return of the Dubai International Boat Show 2022

DIBS reunited leading yacht manufacturers from across the region, and revived boating lifestyle and tourism in the Emirate

The 28th edition of the Dubai International Boat Show, the Middle East’s largest and most-popular leisure marine event, took place at Dubai Harbour, between the 9th and 13th of March, 2022. Organised by Dubai World Trade Centre, the five-day boat show reunited the region’s leisure marine community, and marked the regional yachting industry’s first large-scale, in-person event since the outbreak of the COVID-19 pandemic.

The Dubai International Boat Show 2022 witnessed the participation of over 400 boat, yacht, and watercraft brands, including the world premiere of Sunreef’s 80 Eco Line, a glimpse of the all-new Princess Y85, and the regional debut of San Lorenzo’s innovative SX88. The Eco Line, a glimpse of the all-new Princess Y85, and the brands, including the world premiere of Sunreef’s 80

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DIBS reunited leading yacht manufacturers from across the region, and revived boating lifestyle and tourism in the Emirate.

Proudly UAE

One of the stand out features of the 2022 edition of the Dubai International Boat Show was its Proudly UAE initiative, designed to celebrate the best local talent from across the country. The initiative significantly enhanced the global brand exposure of local retail brands such as Al Rubban Marine, Julfar Craft, and Al Mazrooei Boat, among many others.

During the course of the event, Mohammed Hussein AlShaali, Chairman, Gulf Craft, said, ‘Dubai has established itself as a globally renowned city, bringing the world’s attention to the UAE and the entire Middle East region. As one of the world’s emerging yachting hubs, it is no surprise that the Dubai International Boat Show is one of the most sought-after industry events that has gained prominence on the international stage. We are witnessing significant growth and demand from the leisure marine industry here in the region and around the world, and our ‘home show’, the Dubai International Boat Show, is a fantastic platform to showcase our Majesty Yachts, Nomad Yachts, Orxy Sport Cruisers, and Silvercraft Fishing Boats.”

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As part of its efforts to enhance cooperation between the local and the international maritime sectors, the UAE Ministry of Energy and Infrastructure hosted the "French Maritime Days" event, in collaboration with "Business France Middle East," which operates under the Ministry of Industry and Commerce of France. The event aimed to facilitate collaborations between the maritime industries in the UAE and France, and enable the exchange of expertise, thus enhancing the maritime capabilities of both the countries, and increasing the adoption of innovative solutions and modern technologies in the industry.

Raffaella Silvetti, Director of Inward Investments at Business France Middle East, said: "At the Ministry of Energy and Infrastructure, we are responsible for building collaborations with some of the leading maritime hubs globally, and stimulating the exchange of innovative ideas and advanced products. France is one of the top maritime hubs in terms of the adoption of innovative solutions and modern maritime capabilities, which is why our cooperation with the Ministry of Energy and Infrastructure and different entities in the UAE is essential to support the UAEs ambitious roadmap committed to building a more sustainable maritime destination."

"The French Maritime Days" event is the first step towards an integrated plan to enhance the presence of the French maritime companies in the Middle East, and attract international investors for the ongoing development projects. French ports also seek to increase their level of cooperation with the logistics companies in the UAE through this event. The aim of this event was to further explore trade opportunities between the two countries.
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