HEAVY LIFT
& PROJECT FORWARDING INTERNATIONAL

Issue: 89 November/December 2022

Buoyant logisticians remain bullish

– New life for traditional fuels
– Political turmoil clouds UK outlook
– Caribbean activity rebounds
– Stars align for American waterways

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Winter is Coming!

RED BOX Energy Services believes the future for modularized LNG Projects will be strong and RED BOX will continue to play a leading role in the Marine transport of ultra-large LNG Liquefaction Modules. Five LNG Projects are expected to go into FID in the next twelve months.

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CONTENTS

REGULARS:

5 COMMENT
Buoyant logisticians remain bullish.

6-20 NEWS ROUND-UP

22 INDUSTRY INSIGHT
What next for multipurpose operators?

24 EPC SPOTLIGHT
China's processing trade.

28 NEWBUILD FOCUS
SAL introduces Orca-class.

45 RISK MANAGEMENT
Liberty sets up project cargo risk unit.

65 CAPITAL PROJECTS
Prices drive dramatic shift in energy mix.

76 INDUSTRY INSIGHT
Ambitious aims for new European hubs.

86 INDUSTRY SPOTLIGHT
Recruit, train and retain.

109 NEWBUILD FOCUS
Baltic Enabler marks green turning point.

126 APPOINTMENTS
Davila named senior VP at UTC Overseas.

128 DIARY
The lighter side.

48 NON-RENEWABLE POWER GENERATION
The long-term viability of non-renewable power generation has been called into question, in light of surging input costs and increasingly stringent environmental targets. Immediate needs to balance grids and to meet rising electricity demands, however, mean there is still life in the industry.

30 PROFILE
Chris Kent has spent 50 years working at some of the project logistics industry's most recognisable companies.

36 UK
A strong pipeline of energy sector work is spurring on logisticians – but political turbulence threatens the outlook.

58 SOUTHERN AFRICA
Southern Africa is all about raw materials; oil and gas are major sources of project work, while minerals abound.

70 INLAND WATERWAYS
In North America, project managers and freight forwarders are increasingly turning to inland waterway transportation.

78 INDIAN SUBCONTINENT
Some players are consolidating to try to best serve clients in a market that is a hotbed of opportunity.

88 FRANCE
The wind energy sector, both onshore and offshore, continues to provide plenty of work for the project logistics community.

96 HEAVY LIFT AWARDS
HLPFI welcomed more than 300 guests to Hamburg for a night of celebration, where 12 winners were announced.

110 AUSTRALASIA
As Australasian economies begin to recover, rising optimism is being translated into some huge projects.

114 CARIBBEAN
Caribbean project logistics activity is on the rebound. Logisticians are scaling up activities and assets in the region to capitalise.

120 HEAVY-DUTY PRIME MOVERS
Many buyers of tractor units may be just one or two major purchasing decisions away from a switch to emissions-free driving.

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Buoyant logisticians remain bullish

Thank you for sticking by us over the course of 2022 – a year that will live long in the memory for reasons both good and bad. The war in Ukraine has been harrowing to watch unfold, a tragic and unnecessary invasion of a sovereign state that has done little other than unite Europeans against a hostile neighbour. The costs for Ukraine have been too high in every respect, and the economic fallout internationally is hurting the poorest the hardest.

The global market economy is cooling and we face some significant downside risks next year, among them being rising interest rates, faltering GDP growth in China, recession in both developing and developed markets, energy and food shortages, and a strong US dollar, all of which will drag on consumer confidence.

However, Russia's invasion of Ukraine lit a touchpaper beneath a powder keg of oil and gas projects internationally, as the West sourced its fossil fuel demands – notably natural gas – from alternative suppliers. The same goes for renewable energy developments, which are being built at speeds not seen before (although still not quite fast enough to hit 2030 and 2050 emissions targets).

The aforementioned risks may see some of these projects pushed to the right, but the general consensus among the project logistics industry at present is that pipelines are standing quite firm. The folly of Europe's over-reliance on one country's energy exports has been laid bare; alternatives are being sourced, and the long-term shift to renewable energies has gathered extra momentum.

Many of the issues that have hindered the sector this year will manifest in 2023. Securing the heavier lift-capable tonnage will be an issue given that most are engaged in long-term contracts. An influx of new containerships will likely increase competition for smaller, less complex project shipments and drag on rates. Project forwarders, anecdotally, talk of increasingly strict contractual terms, fewer opportunities to generate profits and a need to tighten belts where possible. Nevertheless, broadly speaking, those spoken to by *HLPFI* for this end-of-year edition remain sanguine on their forward prospects.

Since our last issue, the UK has had three prime ministers, two chancellors and a new Monarch. With Liz Truss presumably off writing her memoir after a 44-day stint in charge that saw the currency tank, interest rates surge and investors take flight, the baton has passed to one Rishi Sunak. He presides over a ship he helped to scuttle and has maintained a near 100 percent record of U-turns on policy decisions.

It is far from inspiring – and his choice not to attend the COP27 climate summit in Egypt, before bowing to public pressure and being forced to show up, hardly befits a country that lauds itself as a pioneer and leader in renewable energies. Sophie Barnes discusses the ramifications for the project logistics sector on pp36-42.

Amid our annual reports on non-renewable power generation, France, Australasia, inland waterways, Southern Africa, risk management, among others, you can find out about our Heavy Lift Awards 2022 winners (pp96-106). The event proved to be a resounding success. We congratulate our finalists and victors, and we look forward to welcoming the industry to London for the 2023 incarnation of the event.

David Kershaw,
Editor

Front cover: Winter is coming! RED BOX Energy Services believes the future for modularised LNG Projects will be strong and RED BOX will continue to play a leading role in the marine transport of ultra-large LNG liquefaction modules. Five LNG projects are expected to go into FID in the next 12 months.

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NEWS *in* BRIEF

DB Schenker up for sale

The German federal government and Deutsche Bahn have agreed to sell the state-owned rail operator's freight forwarding subsidiary DB Schenker, according to news agency Reuters.

Blue Water grows in Turkey

Blue Water Shipping has opened offices in Istanbul and Izmir, Turkey, which will have a local team of specialists handling industrial projects.

deugro sells Russian unit

deugro's former local management in Russia completed a buyout of the business on September 5.

Strong performances

Kuehne + Nagel (K+N) reported net earnings of USD2.3 billion in the first nine months of 2022. Denmark's DSV, meanwhile, has upgraded its full year EBIT outlook before special items from USD3-3.3 billion to USD3.24-3.38 billion.

Bertling Logistics opens Paramaribo office

Bertling Logistics has opened an office in Suriname to extend its client portfolio in the mining and energy sectors.

The company has been active in the Americas for many years with its own offices in transport hubs across North and South America. The focus has been on project logistics, resupply, trucking and shipping/chartering services to, from, and within the regions for the energy, mining, chemicals, infrastructure and renewable sectors.

Central and north-eastern South America have seen increasing demand for mining logistics and resupply services.

Roberto Prado.

Bertling said Suriname has become an important business destination and it already provides resupply services to some of its mining clients there.

"We consider Suriname as a country with high potential and growing demand for logistics services," said Colin MacIsaac, ceo of Bertling Logistics.

The office is located in Paramaribo and will be overseen by Nestor Gonzalez, managing director at Bertling Miami, and Roberto Prado, commercial director.

Universal Transport joins Gruber in drive for growth

Germany's Universal Transport will join forces with Italian heavy transport specialist Gruber Logistics as the companies bid to become a leading player in the European transport market.

Universal Transport will be integrated into Gruber Logistics; the existing management teams of both companies will be brought together and will work in the future as a four-man management board.

Martin Gruber, Gruber Logistics ceo, said: "The additional capacities and expanded regional availability are important steps in our European growth strategy.

"Germany is the central logistics market in Europe. From here we are ready to grow further and drive acquisitions throughout Europe."

Cory launches in Glasgow

UK-based Cory Brothers Shipping Agency has opened an office in Glasgow, Scotland.

The office is situated in Linwood and provides freight forwarding services across all modes and international trade lanes.

Tschudi continues its East Africa expansion

Tschudi Logistics is continuing its East African expansion with the establishment of Tschudi Tanzania, based in Dar es Salaam.

Tschudi Logistics first established operations in East Africa in 2019 with the opening of Tschudi Mozambique, which initially had a focus on LNG projects.

Since then, the company has moved into more general forwarding and project transport services and expanded its office network to include Maputo and Pemba. Tschudi Tanzania joins this East African set up, offering logistics solutions for on and offshore operations while supporting the offices in Mozambique.

Tschudi Tanzania will, like Tschudi Mozambique, provide services for logistics, LNG transhipments, ship management and agency. Clients will be able to get assistance with agency services, storage solutions, procurement and import as well as visa and permit services.

These services are partly provided in cooperation with the sister company Tschudi Ship Management.

Tschudi Tanzania will also help Tschudi better facilitate projects going to and from destinations in the middle of Africa, such as the Democratic Republic of Congo, Uganda, Rwanda and Kenya.

NEWS *in* BRIEF

Laso opens UK office

Portugal-headquartered Laso Transportes has opened an office in Southampton, UK, which will offer the company's normal and special transport services. The company has opened offices in Spain, Germany, the Netherlands, Italy, France, Slovenia, Mozambique and Morocco as it expands its global footprint.

BOA wins wind contract

Offshore contractor SBM Offshore has awarded BOA a contract to move three floating foundations for the Provence Grand Large (PGL) offshore wind farm in Marseille, France. The operations are expected to take place during the course of 2023.

GAC buys Hasting

GAC Group has acquired Malmö-based ship agent Hasting Ship Services as part of GAC Sweden's strategy to better support its customers in the south of the country.

La Rochelle to host 2023 Shipping Days exhibition

La Rochelle (France) will host the Shipping Days exhibition from March 23-24, 2023 – an event dedicated to maritime transport and breakbulk.

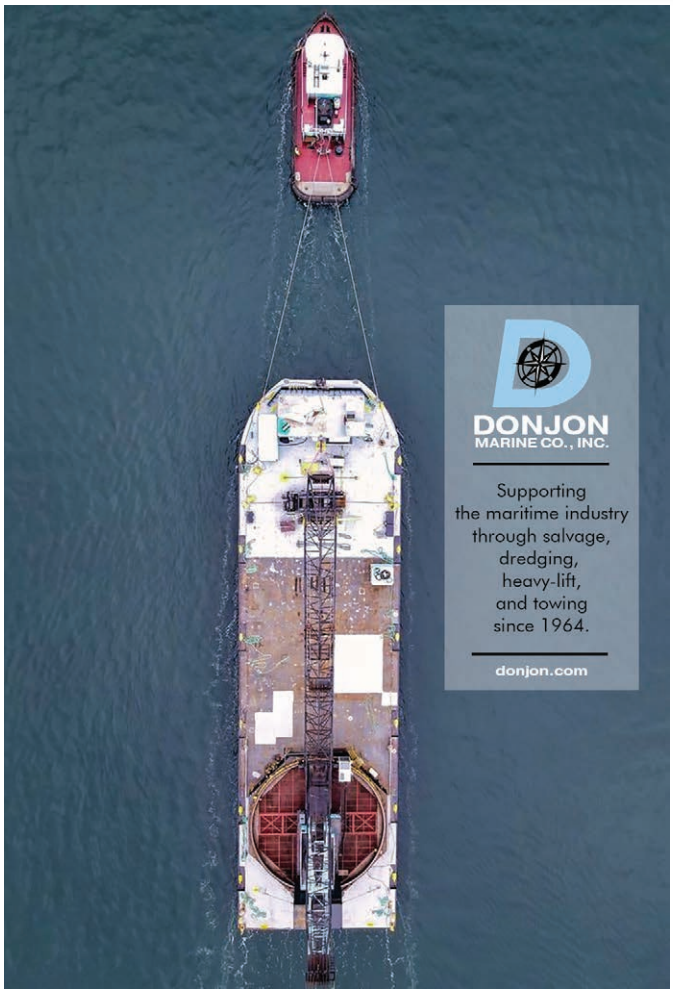
Shipping Days is an association in charge of promoting the logistics market for general cargo, industrial projects and heavy lift sectors, as well as bulk.

The event will bring together shipping professionals, shippers, shipowners, brokers, ports and terminals, freight forwarders, oversize/overweight transport companies and equipment suppliers.

Logistics Plus lands in Hawaii

Logistics Plus is opening an office in Honolulu, Hawaii.

The office will be led by Troy Pagaduan and will specialise in the movement of project cargo, international freight, warehousing and other supply chain-related solutions.



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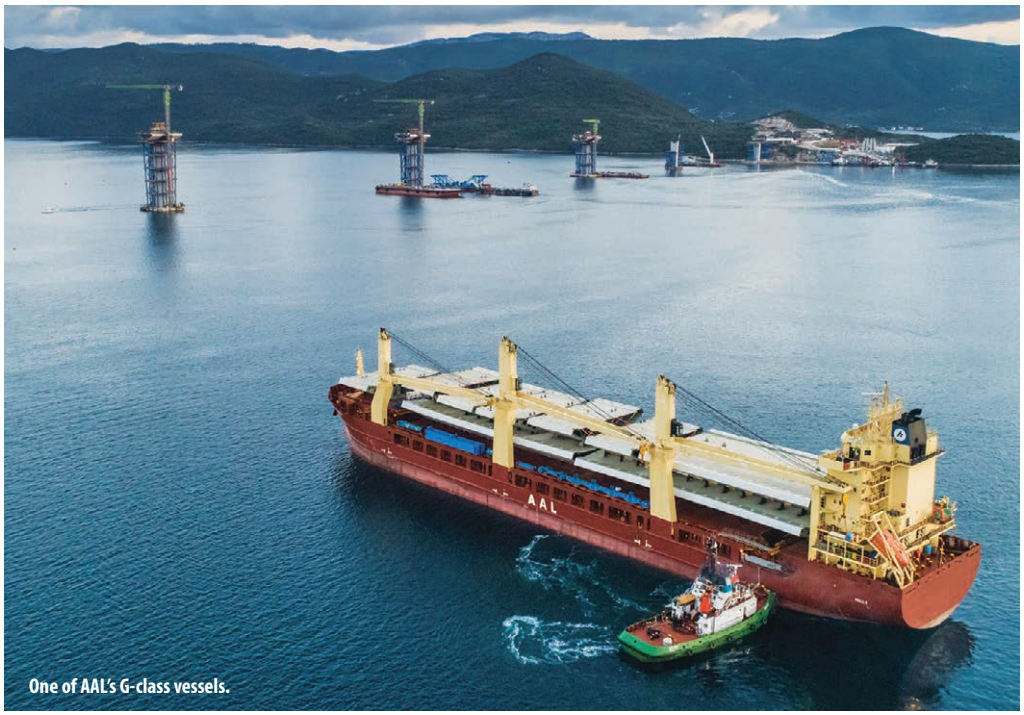

One of AAL's G-class vessels.

AAL adds further ships to owned fleet

AAL Shipping has expanded its fleet of owned vessels with the delivery of AAL Gunsan and AAL Geelong.

The ships – formerly BBC America and BBC Valparaiso, respectively – are the last of four 25,800 dwt multipurpose, heavy lift vessels to be added to AAL's roster as part of a deal penned back in 2021. These sisterships join AAL's G-class of vessels.

During the summer, AAL's owned fleet was further boosted with the acquisition of AAL Moon – a 33,000 dwt vessel built in 2010.

The W-class vesssel had been under AAL's commercial management since 2017.

Kyriacos Panayides, AAL's ceo, explained: "These acquisitions are perfectly in line with our continued fleet strategy to employ large multipurpose vessels which, through their significant cargo intake volumes, offer our shippers greater economies of scale on every sailing.

"They also expand our multipurpose operating fleet to 864,800 dwt, of which 90 percent is now fully controlled by AAL/Schoeller Holdings Group."

Harren Group opens first office in Africa

German shipping and logistics company Harren Group has opened an office in Lagos, Nigeria – its first office in Africa.

The office will represent, as commercial agent, all the group's affiliated companies, including SAL Heavy Lift, Jumbo-SAL-Alliance, Intermarine, Harren Bulkers, Harren Tankers, Atheleon and Combi Lift.

According to Jürgen Kuntz, senior manager chartering and projects and head of Africa chartering desk at SAL Heavy Lift, about three of the group's ships sail to the region on a monthly basis. He said that the opening of the office "is the next logistical step" for it to develop its position.

KOGA Shipping charters two additional vessels

KOGA Shipping is adding the 12,500 dwt vessel Gala to its fleet under a long-term charter.

The 2012-built vessel has two 80-tonne capacity cranes that can be used in combination to lift loads up to 160 tonnes.

The shipping line has also added the R-type vessel Industrial Ruby (to be renamed KOGA Ruby), with a lifting capacity of 500 tonnes.

NEWS *in* BRIEF

F500s join BBC Chartering

Two additional F500-type newbuild multipurpose vessels – BBC Sebastopol and BBC Kherson – have joined the BBC Chartering roster. The sisterships are part of a four-vessel order placed by owner Briese Schiffahrt; BBC Ukraine and BBC Manilla were delivered earlier this year.

Amasus to add four MPVs

Amasus Shipping has signed a contract with Handelskade Shipsales and Bogazici Shipyard for a series of four 89.95 m-long open-top multipurpose shortsea cargo ships. They are capable of carrying wind turbine blades and other structures in an open-top condition, as well as containers, bulk and breakbulk cargoes.

Boskalis to delist

HAL and Boskalis plan to delist from the Euronext Amsterdam on completion of the former's statutory buyout, which will see it hold more than 95 percent of the issued and outstanding ordinary shares in the Dutch heavy lift company.

COSCO wins Moray contract

COSCO Shipping Specialized Carriers will transport monopiles from China to Moray Firth, Scotland, for the Moray offshore wind farm. COSCO will provide two X-class deck carriers during 2023 for the project.

Meriaura green ship plan

Green NorthH2 Energy, Meriaura and Wärtsilä have signed a letter of intent to build a heavy transport vessel that runs on green ammonia. The vessel, equipped with Wärtsilä's modular multi-fuel main engines, will be ordered and operated by Meriaura.

UECC completes series

UECC has taken delivery of its third and final newbuild multi-fuel LNG battery-hybrid pure car and truck carrier (PCTC) – Auto Aspire. It will soon join sister vessels Auto Advance and Auto Achieve on trade routes in northern Europe.

Höegh buys back ro-ro

Höegh Autoliners has exercised its option to purchase the ro-ro vessel Höegh St Petersburg from Pioneer Leasing for USD29.3 million.

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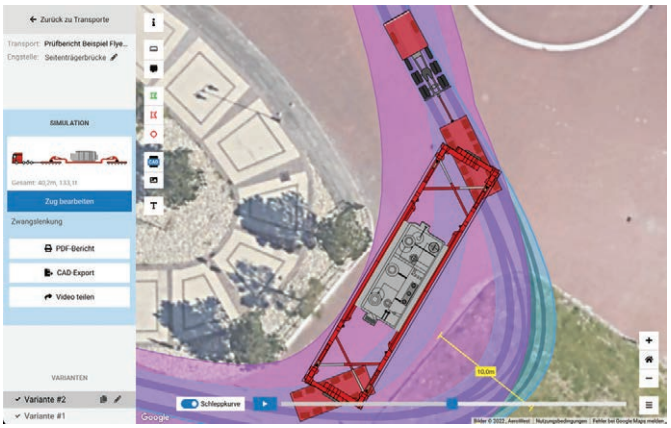
Goldhofer extends its software platform links

Goldhofer's range of modular vehicles and their accessories have been integrated into the HeavyGoods platform following a cooperation agreement with CodeSquare.

Goldhofer customers can already use the HeavyGoods online platform for semi-trailer planning. Following the agreement with CodeSquare, the manufacturer's range of telescopic loading decks, goosenecks and turntables are also available. This provides users with individual options for performing axle load calculations (HeavyLoad) or cornering simulations (HeavySim).



"Such software applications are becoming increasingly important and serve as a supporting document for route permits," said Volker Schmidt, head of homologation with responsibility for approval issues at Goldhofer.

ESTA plans CO_2 calculator and updated SPMT advice

The European association of abnormal road transport and mobile cranes – ESTA – is planning to launch an English language version of the CO_2 calculator developed by Dutch crane association VVT.

The tool will be available to ESTA members via the association's website. It will allow members to calculate the CO_2 production of a specified crane when executing a project, including the work involved in mobilisation and demobilisation.

Meanwhile, the working group overseeing a new edition of ESTA's SPMT best practice guide hopes to finish its work by the second half of next year.

A total of 11 leading European companies from eight different countries have said they will join ESTA's discussions, reflecting the widespread concern across Europe. The companies include Collett, Cometto, DNV, Fagioli, Mammoet, Sarens, Siemens Gamesa, Technip Energies, Terra Navtica, TII Group and Wagenborg.

ESTA's best practice guide for the use of SPMTs was first published in 2016 and was translated into six languages to meet demand.

The guide was originally intended to help address the problem of trailers occasionally tipping over, even though the existing operating rules and stability calculations had been followed.

Keen Transport expands and upgrades fleet

Keen Transport, Wallenius Wilhelmsen's inland logistics service provider in the USA, is upgrading its fleet of trucks, including the addition of a 13-axle trailer and two removable gooseneck (RGN) trailers, to ensure goods are delivered safely, efficiently and sustainably for its customers in the construction, breakbulk, agriculture and mining markets.

Notably, Keen Transport is acquiring 23 new sleeper and daycab tractor units that will replace older models. These are expected to bring a 10-12 percent improvement in fuel economy.

The 13-axle trailer, meanwhile, has an increased capacity of 83 tons (75.3 tonnes) – up from 75 tons (68 tonnes) – and comes equipped with beam decks for large construction and mining equipment.

The 'stretch' RGN trailers can also be used as regular RGN trailers and are capable of carrying loads up to 32 tonnes.

By adding these two new trailers, Keen Transport said it is opening up potential opportunities of working with new industries such as aerospace, for instance.

NEWS *in* BRIEF

Schaften turns to transport

Schaften Cranes is purchasing 400 Scheuerle SPMT axle lines from TII Group as it expands is portfolio to include transport equipment. A total of 200 axle lines will be acquired this year, with another 200 purchased in 2023. Previously, Schaften Cranes focused on the bare rental of cranes with capacities between 30 and 1,350 tonnes.

All Exeptional delivery

Belgium-based All Exeptional has taken delivery of a 3+8 CombiMAX trailer combination from Faymonville. The 3 m wide CombiMAX is designed to transport industrial presses, foundation machines and other earthmoving equipment. Faymonville said the model is the longest trailer it has delivered to the country.

Barnhart adds Ohio branch

Barnhart Crane & Rigging has opened a second location in Ohio with a facility in Columbus. The new location will provide customers in the region with a wide inventory of operated and bare rental cranes ranging from 5 tons (4.5 tonnes) to 1,800 tons (1,633 tonnes), as well as specialised rigging equipment.

Mammoet bolster fleet

Mammoet added a CC 38.650 crawler crane to its Brazilian fleet that will be deployed at the Cajuina wind farm in Rio Grande do Norte. The crane will handle tower sections up to 255 tons (231 tonnes) and has a boom length ranging from 105-129 m.

Osprey in Enerpac order

UK-based Osprey Group will expand its fleet of equipment with the addition of an Enerpac hydraulic jack system. Scheduled to arrive in Q1 of 2023, the multi-point, synchronous lifting system will allow Osprey to jack loads of up to 1,000 tonnes to a height of 10 m.

Huisman jacking system

Huisman has completed a factory acceptance test (FAT) for its jacking gearbox that will be part of a jacking system designed for wind turbine installation jack-up vessels.

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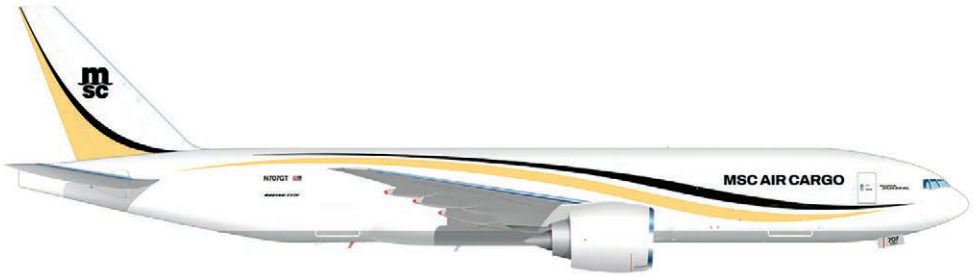

MSC develops air cargo arm for launch in 2023

Mediterranean Shipping Company (MSC) is diversifying its transportation and logistics services with the development of an air cargo arm.

MSC Air Cargo has been in development for several months and will begin operations from early 2023, following the delivery of the first of four MSC-branded Boeing 777-200F aircraft. The leased equipment will be operated by Atlas Air.

Jannie Davel, formerly of Delta Cargo, Emirates SkyCargo and DHL, has been appointed to develop the new business unit and to build the team.

Soren Toft, MSC ceo, said: "This is our first step into this market and we plan to continue exploring various avenues to develop air cargo in a way that complements our core business of container shipping."

A.P. Møller Mærsk introduced its own air cargo business this year with the launch of Maersk Air Cargo. It took the decision to purchase two new B777Fs that will be delivered in 2024, and lease three B767-300Fs that will become operational next year.

Rival shipping line CMA CGM has also launched an air cargo business and became one of the first companies to order Airbus' A350F. Airbus said that four of the units had been ordered by the carrier. CMA CGM's total Airbus fleet will stand at nine aircraft, including five A330-200F models.

Atlas Air takes delivery of 747-8 freighters

Atlas Air has taken delivery of a Boeing 747-8 freighter – the second of four B747-8Fs ordered by the company in 2021.

These aircraft are the last B747-8Fs that will be produced by Boeing. They provide a 20 percent higher payload capacity and a 16 percent reduction in fuel consumption compared with the B747-400F. This aircraft has been placed under a long-term agreement with an existing customer, said Atlas.

"Atlas' investment in these new aircraft underscores our commitment to environmental stewardship through the reduction of aircraft emissions, resource consumption and noise," said John Dietrich, president and ceo of Atlas Air Worldwide.

NEWS *in* BRIEF

Cargolux places 777-8 order

Luxembourg-headquartered Cargolux has finalised an order for 10 Boeing 777-8 freighters including six options for additional aircraft, as it replaces its ageing 747-400 fleet. The 777-8 was launched in January 2022, since when Boeing has received over 50 orders as operators begin replacing older freighters for the more fuel-efficient option.

ACS sales soar

Air Charter Service (ACS) posted impressive results for the first six months of its financial year (February 1 to July 31), with recorded sales reaching USD770 million, an increase of 49 percent compared with last year. The cargo division generated 44 percent more revenue than at the halfway point of 2021, as supply chains continue to struggle.

Airbus loading expansion

Airbus is expanding its outsized air cargo capabilities with a loading system for the Beluga A300-600ST aircraft for military cargo. The total lifting capacity of the A300-600ST reaches 35 tonnes.

AirLift named GSA

AirLift Group has become a general sales agent (GSA) for Uzbekistan-based My Freighter following delivery of the latter's first Boeing B747-200F during October. It plans to add five more to capitalise on Tashkent as an airfreight hub. The aircraft with nose-door capability can transport up to 105 tonnes of cargo and is well positioned to serve special project cargo.

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Crowley buys land for Salem terminal

USA-based Crowley is moving forward with the development of the Salem Harbor Wind Terminal in Massachusetts with the purchase of 42 acres (17 ha) of land.

The terminal is a public-private partnership between Crowley and the City of Salem, with Avangrid serving as the port's anchor tenant through its Commonwealth Wind and Park City Wind projects. It will be a logistics and operations centre for turbine pre-assembly, transportation, staging activities and storage of assembly components.

Commonwealth Wind represents the largest offshore wind project in New England and will generate enough energy to power 750,000 homes annually. Park City Wind, named after the city of Bridgeport, is an offshore wind project that will power 400,000 homes in Connecticut.

Crowley Wind Services, the company's business unit dedicated to developing clean wind energy resources, will operate the terminal.

Construction of the wind terminal is expected to start in summer 2023, with completion in 2025.

Esbjerg starts construction of wind facility

Denmark's Port Esbjerg has started construction of its 6,200 sq m offshore wind energy facility.

Port Esbjerg said: "The size of the components makes land transport extremely difficult, and the demand for further facilities is increasing...

"Port Esbjerg initiated the design of a facility for offshore wind customers, having identified a need for storage and assembly facilities at the port."

It will accommodate port-related storage and assembly activities, and is designed specifically for the wind energy industry. Construction is slated to be completed at the end of 2023, when Siemens Gamesa will become its first tenant.

Hapag-Lloyd to acquire terminal business

German shipping company Hapag-Lloyd has signed a binding agreement to acquire SAAM Ports and SAAM Logistics, as well as real estate assets related to the logistics business.

The transaction amounts to approximately USD1 billion and includes the sale of Chile-based SAAM's ownership stake in 10 port terminals throughout six countries in the Americas.

NEWS *in* BRIEF

Euroterminal expands Antwerp ro-ro capacity

Antwerp Euroterminal (AET) is expanding its ro-ro capacity by 25 percent. The six-storey building will create 148,000 sq m of additional storage capacity at the terminal.

Port of Dover installs HVO-powered cranes

The UK's port of Dover has installed two Liebherr mobile harbour cranes that will operate using hydro-treated vegetable oil (HVO).They are able to handle a range of cargoes including palletised fruit, containers, steel and breakbulk.

Boskalis to deepen Europa Terminal

Boskalis has started work to deepen the Europa Terminal quay for the port of Antwerp-Bruges. The nine year, EUR335 million (USD326.7 million) project will be completed in three phases to minimise disruption to existing activities at the port.

South Jersey Ports takes all-electric equipment

The USA's South Jersey Port Corporation (SJPC) has received six pieces of all-electric handling equipment, replacing 27 pieces of older gasoline and diesel forklifts, and cargo handling equipment.

Blyth opens upgraded heavy lift quays

The UK's port of Blyth has opened the Bates Clean Energy Terminal – a major redevelopment scheme that has created a 17 ha terminal with two berths and upgraded heavy lift quays.

Canaveral invests

The USA's Port Canaveral is adding a Liebherr LHM 600 mobile harbour crane to support its growing cargo operations. The unit has a lifting capacity up to 154 tons (140 tonnes) and a jib length of 200 ft (61 m).

Humboldt negotiations

Crowley Wind Services will enter negotiations with the port of Humboldt Bay to develop the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal in the USA.

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Royal Van Beest acquires Sling Supply

Royal Van Beest Group has acquired Spain-based Sling Supply International, which designs, manufactures, tests and certifies lifting solutions across a range of industries.

Sling Supply International's main business is focused on the wind energy industry and consists of the development of tools for the lifting of nacelles, hubs, towers and blades.

It will be managed as a separate entity within the Van Beest group, led by Mikel López, research and development/ commercial director; Igor Rodríguez, operations director; and Eneritz Miranda Muxika, finance director.

Hendrik Kok, ceo of the Royal Van Beest Group, said: "Sling Supply International is well-known in the industry for offering exemplary lifting services and products.

"With the acquisition, we add a jewel of a company to our group and one with fantastic exposure to a high-growth market like the wind industry."

Enerpac adds SBL600 to gantry range

Equipment manufacturer Enerpac has added the SBL600 (pictured) to its SBL-Super Boom Lift hydraulic gantry range.

With a maximum lifting height of 10.6 m, the three-stage telescopic hydraulic cylinder features a foldable boom allowing transportation on standard flatbed trucks without the need for special permitting and routing.

In the first stage, the gantry has a capacity of 674 tons (611.4 tonnes); 562 tons (510 tonnes) in the second stage; and 416 tons (377.4 tonnes) at the third stage.

The manufacturer has also added an EMLS/EMV series battery-powered machine skate for moving heavy industrial machinery in confined spaces.

The ASME B30.1-compliant skate features dual-drive motors, a 360-degree tilt swivel saddle and is capable of both lifting and transporting units of up to 49 tonnes in confined spaces where conventional methods are either labour intensive or unsafe, said Enerpac.

Fully loaded, a single user can wirelessly operate the skate while moving loads up to 8 m per minute running for up to three hours on a single charge.

According to the manufacturer, the self-propelled skate can move loads up to four times faster than conventional methods.

Liftek load tests with Modulift equipment

Liftek International has used spreader beams from Modulift to perform a 2,420-tonne load test in Dubai.

Two MOD 1000 spreader beams in a crucifix configuration performed the load test, with each beam lifting a load of 990 tonnes and the remaining load supported directly by the crane hook.

Modulift has also been busy testing an MOD 1100/2000 modular spreader beam for a Belgian client, which will use the equipment for offshore monopile installation.

Currently, the MOD 1100/2000, which has a lifting capacity of 2,000 tonnes, is the largest standard beam supplied in the Modulift range and comes complete with DNV GL-type approval.

The main beam testing was carried out in Modulift's recently upgraded compression test rig.

NEWS *in* BRIEF

Tadano boom booster kit

Tadano's boom booster kit is now available for the 1,250-tonne capacity CC 68.1250-1 crawler crane, increasing the main boom's stiffness and increasing its lifting capacity by up to 30 percent. The kits are available in lengths up to 102 m, enabling the crane to reach a hook height of 194 m.

Bigge buys Liebherr cranes

USA-based crane rental service provider Bigge Crane and Rigging acquired two Liebherr crawler cranes at the 2022 bauma trade fair held in Munich, Germany, including an LR 1400 SX with a lifting capacity of 400 tonnes and an LR 1700-1.0 with a lifting capacity of 700 tonnes and a boom extension of up to 196 m.

Manitowoc unveils crane

Manitowoc launched the 100-tonne capacity Grove GRT8100-1 rough-terrain crane – the successor of the GRT8100 – at the bauma 2022 trade fair in Munich, Germany. It will be ready for delivery next year.

MyCrane expands to USA

MyCrane is opening an office in Houston, Texas, on December 1 to launch its US operations. It has also entered into a partnership with the Netherlands-based PV-E Cranes, which manufactures emission-free crawler cranes with a lifting capacity up to 250 tonnes that are fully electric and battery operated. As a result of the partnership agreement, the company's cranes will be available to buy on the MyCrane Marketplace and can be rented through the MyCrane platform.

Bishop acquires Westech

USA-based Bishop Lifting Products has acquired Westech Rigging Supply, which has locations in Eugene and Salem, Oregon. Westech marks Bishop's 10th acquisition since 2012 and is part of its ongoing strategy to become the country's leading provider of lifting products and services.

Locar boosts crane fleet

Brazil-headquartered crane, heavy haulage and aerial platform contractor Locar Guindastes e Transportes Intermodais has added a Liebherr LTM 1750-9.1 to its fleet.

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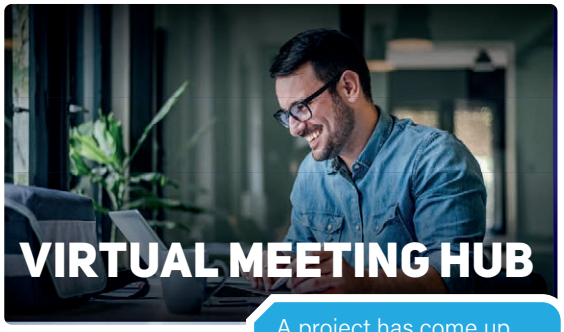

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Project Cargo Network to gather in Dubai

Members of the Project Cargo Network (PCN) will be gathering at the Radisson Blu Hotel in Dubai Deira Creek from November 27-29 as the network hosts its 11th annual summit

Attendees will enjoy an exclusive dhow dinner cruise on the Sunday before starting the summit.

During the event members will be able arrange one-to-one meetings.

The network's online platform helps members manage the meetings, offering a one-to-one messaging service to engage with each other before, during and after the summit.

OOG network meets in Monte Carlo

The OOG Project Cargo Network held its second annual general meeting (AGM) at the Fairmont Monte Carlo from November 3-5.

The event saw speeches from Simona Peter at Fleet Line Shipping Services; Kabir Ahmed from Conveyor Logistics and president of the Bangladesh Freight Forwarders Association (BAFFA); Reem Hamdan from the CMA CGM project cargo division; and Deepak S Kumar from Ceekay Shipping Services.

The AGM was followed by the first meeting of the OOG II Network – a spin-off network with different members – taking place at the same location from November 5-7.

Keynote speakers at the OOG II meeting included Philip Freytag of XXL Consolidation, Sogese's Andrea Monti, and Andrea Canepari from Fagioli.

Antwerp hosts THLG's 67th conference

The Heavy Lift Group (THLG) has held its 67th conference in Antwerp, Belgium.

Members of THLG gathered in the port city before the AntwerpXL conference and exhibition.

The network said that it was yet again a productive meeting with valuable market information exchanged through masterclasses and presentations.

NEWS *in* BRIEF

Network additions

XLProjects (XLP) has welcomed Kazakhstan-based Maxton Shipping; Chile-based ILS Cargo; HBH Canada; Thailand's M Corp Global; and Ordan Cargo from Israel as members.

Project Cargo Network (PCN) has gained several new members, including SMTI in Tunisia; Aholo Special in Finland; LD Freight Solutions in France; VAL Logistics and Transintercargo in Colombia; Precious Logistics Services in Oman; Explorer Freight Corporation in the Philippines; Emkay Lines in Pakistan; Al-Marasi International in Iraq; Heavy Load Service (HLS) and Megagon Project Solutions from the Netherlands; and MS Global Freight Solution in Malaysia.

Overseas Project Cargo Association (OPCA) has gained Kokusai Express Moving as a member in Japan; Enterprise Logistics as a representative in Brazil; HM Global Projects in Turkey; and CEA Projects as a member in Vietnam.

Project Logistics Alliance (PLA) has added ISS Palumbo Mozambique as a member and Cargocorp as a representative in Peru.

A decade of networking

During November, XL Projects (XLP) celebrated its 10th anniversary. The network said: "With over 240 member offices, we aim to continue to grow as one of the largest and best-known project cargo networks in an ever more crowded and competitive field."

NEWS *in* BRIEF

BigLift delivers three Siwertell ship unloaders

BigLift Shipping has delivered three Siwertell ship unloaders to Jurong Port in Singapore. The first shipment, comprising two ship unloaders, was performed by BigLift's Happy Diamond in February 2022. The last ship unloader arrived at Jurong port on board Happy Dover in August.

Antonov carries satellite

Antonov Airlines, in cooperation with Bolloré Logistics, has transported a telecommunication satellite onboard one of its AN-124-100-150 aircraft from Toulouse, France, to the NASA Shuttle Landing Facility in Titusville, USA. The satellite was transported in a bespoke container designed by Airbus Defence and Space that measured 14.69 m x 5.45 m x 4.22 m.

Laso moves wind parts

Portuguese heavy transport specialist Laso Transportes is handling wind turbine components for a wind farm in Barão de São João. The project requires the transport of multiple components: the tower sections originate from GRI Renewable Industries' facilities in Carballiño, Spain; and the blades, nacelles, power trains and hubs are being transported from the port of Aveiro.

Robinson hauls turbines

C.H. Robinson has moved 197,790 cu m of wind turbine components from a laydown yard in Kansas to a project in Texas, USA. A total of 56 wind turbine components were transported 140 miles (225.3 km) to the wind farm using specialised trucks.

Stevens delivers TBM

Stevens Towing Company has delivered three tunnel boring machine (TBM) components from Norfolk to Alexandria in Virginia, USA. A 350-ton (226-tonnes) floating crane loaded the equipment onto a 61 m x 18 m inland deck barge. Once the cargo was secured on stands and beams, the barge began its journey up the Potomac River utilising Stevens Towing's push boat Island Fox to a roll off location outside Alexandria.

KWE handles refinery equipment delivery

The Kintetsu World Express (KWE) project team covering Europe, the Middle East and Africa has coordinated the delivery of refinery equipment from Italy to Saudi Arabia.

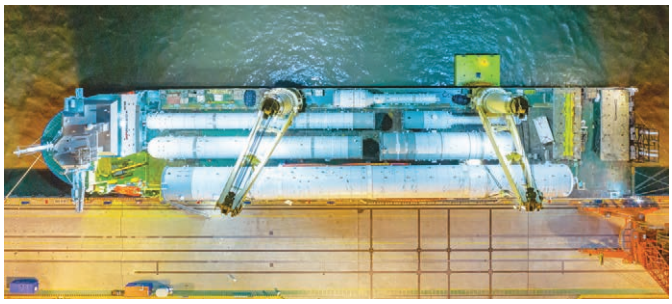
A module was loaded onto the deck of a SAL Heavy Lift vessel in Italy and delivered to Jeddah.

KWE carried out detailed surveys of the structures, secured the necessary permits and handled the equipment onsite and at the port over the weekend to ensure the cargoes were delivered in a timely manner. A particular challenge for the project involved tight road layouts along the transportation route. The entire process, from conception to delivery, took six months.

deugro coordinates EGAT cargo transport

deugro has organised the transport of 120,000 freight tons of petrochemical equipment on behalf of its client, Hyundai Engineering, from South Korea and China to Police, Poland, for the EGAT project.

Cargoes, including a 889-tonne propylene propane splitter, propylene storage bullets, and a 596-tonne reactor, were shipped from the ports of Gunsan and Masan, South Korea, and Zhangjiagang, China.



The shipments were delivered to the port of Morski in Poland, where deugro (Korea) and dteq Transport Engineering Solutions supervised the discharge operations while temperatures dropped to -17 °C. Icebreakers and special tugs had to be arranged prior to berthing.

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What next for multipurpose carriers?

While rates for multipurpose vessels have begun to fall, there is good reason to believe that the market is moving into better balance, with both project forwarders and multipurpose carriers able to make a decent living, writes *David Kershaw.*

dship's Charlie is equipped with two Liebherr cranes.

Rates have been falling in the container shipping sector for more than a year. The November 3 Drewry WCI composite index of USD3,050 per 40 ft container is now 71 percent below the peak of USD10,377 reached in September 2021.

We are starting to see similar tracking in the multipurpose market, with Drewry's and Toepfer's indices slipping some 18 percent over the past three months. However, the devil is in the detail.

The multipurpose and heavy lift fleet is small, roughly 3,500 vessels. That fleet gets very small once you look to 500 tonnes lift capacity and above. A large proportion of that 500-tonne-plus fleet is chartered through 2023 already and for highly specialised, super-heavy lift tonnage, that timeline extends out to 2024 and beyond.

Owners and operators of such vessels are likely to be shielded from the worst of a downswing, at least for the time being. At the lower end of the multipurpose market, things could get tricky. Multipurpose ships chartered by container lines to move boxes during the height of the pandemic are now being released to their usual markets.

Furthermore, cargoes that had moved back to breakbulk ships are starting to gravitate towards the boxes again, with container rates looking much move favourable today.

Container lines have paid little attention to project cargoes in recent years. However, 7 million teu of new containership capacity is scheduled to enter the market in first quarter of 2023 and it is fanciful to think these operators will not go after smaller, less complex project loads as their market cools, dragging down multipurpose rates.

Global fleet capacity

Some of those newbuilds will replace tonnage that fails to comply with 2023's EEXI and CII emissions regulations and will hit the beaches. Those rules will also force many existing ships to slow steam to comply with emissions regulations – estimates from MSC suggest this could reduce global fleet capacity by 10 percent.

So, new container tonnage will be deployed into a market that is facing downside risks, but those risks might not be as acute as they first appear, to the benefit of the multipurpose sector.

There is also more promising news. The general consensus among multipurpose carriers and project freight forwarders is that pipelines are standing relatively firm.

Multipurpose carriers themselves, whether by circumstance or design, have showed restraint when it comes to ordering new tonnage in the past two years. Newbuilding prices have been sky-high and shipyards full building the aforementioned container vessels. But multipurpose shipping is a small market that has consolidated significantly in the past 10 years; owners talk to each other and one gets the sense that lessons have been learned from previous crises, prior to which newbuilds were ordered ten a penny.

The limited investments into newbuild multipurpose tonnage have come from shipowners that understand the realities of today's market, not from venture capitalists, mutual funds, or the final few shipping banks that are trying to make a buck.

So, there is good reason for the market to remain bullish. One World Shipbrokers' November Market Sentiment Index may have fallen from its 57.5 reading three months ago to 55.4 – but that figure is positively above the 'neutral' 50 figure.

> **The outlook for the energy sector remains buoyant for 2023 with wind and oil and gas/petrochemical projects set to underpin base loads...**
>
> – One World Shipbrokers

Energy sector outlook

"Abundant backhauls which have supported high time-charter equivalents (TCE) in recent times for those in the liner/semi-liner trades have abated recently, which has invariably led to a broader TCE decline among carriers," it said. However, "the outlook for the energy sector remains buoyant for 2023 with wind and oil and gas/petrochemical projects set to underpin base loads, especially in the more technical part of the multipurpose fleet."

The general consensus about the industry is that rates will flatten out and will track well above the levels seen through most of the 2010s, when carriers were fighting tooth and nail to survive.

With few heavy lifters on order, we will not see an influx of tonnage in the next two years. Most of the multipurpose fleet steams slow already and should not fall foul of CII and EXII regulations either.

So, we are looking at a market that will be in somewhat better balance moving forwards, in which project forwarders and multipurpose carriers can both make a decent living. HLPFI

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Fluor

China's processing trade: a project logistics perspective

***Miroslav Jakab,* China logistics director of Fluor, shares the EPC contractor's views on China's processing trade and the distinctions that should be made for project logistics activities.**

Over the last few years we have seen an increase in the number modules and other fabricated structures being made in China to support the prefabrication/modular construction strategies adopted for multiple mega projects. This has led to the requirement to have increased awareness of the processing trade regime in China and some of its nuances.

China's processing trade involves China-registered firms (fabricators) acquiring materials and equipment both domestically and internationally, processing them locally, and exporting the final product with added value. This material and equipment can be delivered to Chinese fabricators by their clients, or it can be a combination of fabricators' and clients' sourcing.

The main advantage of processing trade is that the majority of the free issued material and equipment can be imported to China tax free. For fabricators' domestically sourced material, the tax refund is received upon final product export in most cases.

Range of goods

It is important to be aware that there are almost 2,000 different types of goods with different harmonised system (HS) codes for which processing trade is not applicable; all related taxes need to be paid upon importing such goods into China for further processing.

Fabrication of products such as spools, modules or FPSOs in a controlled environment delivers much more predictable and controllable outcomes. China has been among the most popular countries selected by project investors and EPC companies for project-related processing trade fabrication.

This is also reflected in the current figures published by Chinese Customs for the first half of 2022, stating that processing trade volumes increased year-on-year by 3.2 percent and reached RMB4.02 trillion (approximately USD600 billion).

Nevertheless, the various benefits that processing trade can create during a project can be negatively impacted, or even completely offset, if the logistics programme and management is unable to ensure that the right material is delivered to the right place, at the right time, in the right conditions, for the right costs.

The basic principles of processing trade logistics are quite simple and typically include:

1) Client sources and free-issues material to

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the fabricator to the agreed location (usually a fabrication yard or the neighbouring commercial port);
2) The fabricator clears the free-issued material through Customs and delivers to its fabrication yards;
3) The fabricator, when agreed with the client, sources its part of material and delivers to the fabrication yard;
4) After fabrication, the final product is cleared by the fabricator for export and the client arranges for the transport, unless agreed otherwise.

Based on the above description, there looks to be little that differs from 'standard' logistics process, but let us have a look at it from responsibilities, duties and contractual relations perspective:

- Chinese legislation and government authorities at multiple levels specify the requirements, responsibilities and obligations for processing trade in China;
- The fabricator signs the contract with client, defining each party's roles, responsibilities and deliverables;
- The client signs the contract with logistics service provider(s) reflecting the related requirements from points a) and b) above;
- The fabricator then sets up the processing trade book (or in certain cases, links it with a processing trade account) and registers it with (and gets approved by) concerned Customs office;
- Materials can then be delivered and Customs cleared during the agreed time duration.

Mutual interconnections

All these relations are mutually interconnected; ideally all rules and contracts create a perfect Lego-like structure. Unfortunately, in the real world there are practical difficulties that are encountered, primarily owing to lack of clarity, interpretation issues or understanding about how the system works.

Some of the below considerations play a role in making the seemingly simple process a bit more onerous to execute:

- Overage, shortage and damage (OSD);
- Biosecurity risk;
- Documents discrepancy for China-sourced material going via a bonded logistics park (BLP);
- Limitations of BLPs in handling over-dimensional cargo;
- Timely processing trade book updates requirements;
- Clerical errors;

From an EPC's perspective, the selection of experienced and knowledgeable logistics service suppliers, with proven track records of China processing trade logistics, is critical...

– Miroslav Jakab, Fluor

- Supply chain disruptions;
- Change management impacting logistics under processing trade;
- Surplus and scraps solutions at the end of the project;
- Processing trade book reconciliation impact on client;
- And many others...

Overall, China processing trade-related logistics is performed in a complex environment with many overlapping but sometimes also contradicting interests. To ensure a project's success, it is important to have experienced resources managing and supervising the whole process from start to finish.

Such an environment puts high requirements on the whole logistics process, starting from early engagement when preparing the logistics-related content of all contracts; participating in negotiations over developing and reviewing all standard operating procedures (SOPs) for interfacing disciplines; creating robust logistics SOPs; and actual logistics execution followed by processing trade book reconciliation activities.

Dealing with all these aspects requires experienced and skilled logistics subject matter experts on all sides.

From an EPC's perspective, the selection of experienced and knowledgeable logistics service suppliers, with proven track records of China processing trade logistics, is critical for the success of a project. It is also equally important to have a clear understanding and experience within the EPC side to manage the process with multiple stakeholders.

Such expertise is relatively unique because it includes:

- 'Standard' international onshore and offshore project logistics;
- China domestic project logistics including onshore transport of extreme loads;
- Chinese Customs regulation with respect to export and import via BLPs for domestically sourced free issued materials;
- Processing trade rules and their impacts on the fabricator, EPC as well as on the project owner.

Language issues

Mandarin is the governing language of the majority of applicable regulations and the main language with authorities of all levels during the execution. Therefore setting up culturally diverse teams of international logistics professionals is critical. Ideally, all team members should be bilingual and should have inter-cultural experience to enable effective engagement with multiple stakeholders.

On the logistics side, the team must possess knowledge of all aspects of processing trade, international and China domestic project logistics, as well as in-China and international project logistics execution experience.

Compromises on any aspect necessary for successful execution of project logistics involving the processing trade may result in serious project schedule disruption, accompanied with high extra costs.

Processing trade project logistics is a niche market within the 'processing trade world'. Thus the available pool of subject matter experts is extremely limited. Fluor has been executing multiple projects involving China fabrication, utilising its China fabrication logistics desk, and has also been engaging in capacity building exercises with the logistics service providers.

We see this expertise as an opportunity for freight forwarders to invest in, for supporting their clients in future programmes.

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A rendering of the Orca-class design.

Orca-class details revealed

SAL Heavy Lift has revealed further details of its newbuilding programme, which has been initiated with its partner Jumbo Shipping.

SAL Heavy Lift placed an order for up to six 14,60 dwt multipurpose heavy lift vessels with China's Wuhu Shipyard. The contracts cover four firm Orca-class newbuildings, plus two options.

The first two ships will be involved exclusively in the transport of offshore wind turbine components on a long-term basis with Siemens Gamesa Renewable Energy. The first of the ships will be delivered in mid-2024. The third and fourth newbuilds will enter the premium heavy lift shipping market to serve clients of the Jumbo-SAL-Alliance in the first half of 2025.

Dr Martin Harren, owner and ceo of SAL Heavy Lift and the Harren Group, said the Orca-class sets the benchmark in terms of technical capability and energy efficiency in the heavy lift sector.

"The ships will be the most efficient vessels in their class with consumption and emission figures far superior to any existing heavy lift vessel today.

"As a signatory to the 'Call to Action for Shipping Decarbonization', our group has committed to the decarbonisation of shipping activities by 2050. I am proud that this newbuilding order shows how we are keeping our promise for significant, concrete action," he said.

Eye-catching features

The Ice-class 1A Orca design has some eye-catching features, including two all-electric 800-tonne lifting capacity cranes from Liebherr that are capable of lifting up to 1,600 tonnes in tandem.

"Despite extremely high crane pedestals of more than 11 m, the overall crane height and thereby the vessel's air draught remains at just about 38 m," explained Sebastian Westphal, chief technical officer at SAL Heavy Lift.

"This makes it possible for the vessel to pass Kiel Canal and enter strategically important ports worldwide.

"The fully electric cranes are perfect for the vessel's intelligent energy management and recovery system. This is based on a battery storage system that can be used together with conventional gensets in hybrid mode, or in combination with the vessel's shore power connection for fully electric port operations."

A hybrid drive system means that zero-emission operations will be available thanks to a methanol-ready engine system. As well as running on traditional fuel oil, the Orca-class has a diesel-electric booster function.

At a service speed of 15 kn, the vessels will consume less than 20 tonnes of fuel oil per day – similar to far smaller multipurpose vessels, said SAL Heavy Lift. The 10 kn service speed achieves 6 tonnes of consumption. For vital deliveries, maximum speed is 18.5 kn.

> **The ships will be the most efficient vessels in their class with consumption and emission figures far superior to any existing heavy lift vessel today.**
>
> – Dr Martin Harren, SAL Heavy Lift and the Harren Group

Jakob Christiansen, head of research and development, retrofit and newbuilding at SAL Heavy Lift, shared further details of the ship design. "We developed and optimised various vessel details, especially in relation to the hull form and propulsion system, in close cooperation with the renowned Naval Architecture faculty at the Hamburg University of Technology.

"Recent tank performance tests revealed that we have created one of the world's most efficient hull forms for a vessel of this size – outmatching all existing heavy lift and multipurpose vessels."

Port flexibility

The 14,600 dwt Orca-class measures 149.9 m x 27.2 m, and has a draught of 8.5 m, enabling it to call at smaller ports worldwide. Despite relatively compact outer dimensions, the vessel has a box-shaped single cargo hold with the largest dimensions in its class, said SAL Heavy Lift.

Hatch covers boast a capacity of 10 tonnes per sq m for super-heavy cargoes. The vessels can also accommodate over-height cargoes in the hold and sail with open hatch covers up to full scantling draught, the carrier added.

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Reflecting on 'the best career I can imagine'

Chris Kent has spent 50 years working at some of the project logistics industry's most recognisable companies. He spoke with *HLPFI* editor *David Kershaw* about his storied and "thoroughly enjoyable" career.

Despite growing up with dreams of becoming a pilot, Chris Kent nevertheless managed to travel the world under a different guise. "I like to think of myself as exclusively projects and oil and gas for 50 years," said Chris, who has coordinated megaprojects in the Middle East the CIS, Russia and the USA, among others.

He was "humbled" to receive *HLPFI's* Lifetime Achievement Award during September. "It is nice to be recognised, but I do not seek it," he said. That has not stopped the accolades rolling in, however. This year he became a Chartered Fellow of the Chartered Institute of Logistics and Transport, and Chris has been a longstanding Fellow of the Institute of Freight Forwarders, a Fellow of the Institute of Directors, and was recognised as the IFW & BIFA Project Forwarder of the Year in 2009, accepting the awards for Panprojects.

Early life and getting into the game

"I took my O-levels and got the results in 1972, doing quite well. The plan was to go back, take A-levels and go to university. I went to an East London comprehensive school, so it was quite a big thing for them to ship somebody off to university..." Fate intervened during the six-week summer holidays. A school career advisor helped to organise interviews with a chartered accountant and a chartered surveyor – both paying GBP10 a week – and a "strange company called Kuehne + Nagel (K+N) that was paying GBP16 per week..."

The decision to join the latter was not purely mercenary. A conversation with an uncle who worked for Birdseye suggested the people in the shipping department "seemed to be having a hell of a time!" The decision was made. Chris was fortuitous enough to be placed in K+N's special projects team as a trainee. "That was a great place to start and I was very lucky, with a lot of good people, knowledgeable, and they took me under their wing. They tolerated my mistakes and I kept going." One of his first projects was for Bechtel, the Chungju fertiliser project in Busan, South Korea. "You cannot really go any higher than that," he said.

He also referenced the Jebel Ali Dubai smelter project from his time at K+N. "I was probably involved in shipping 90 percent of that," as well as related work for production and post-production. "This was a true British thing. British Smelter Aluminium, Wimpey

Chris Kent receiving *HLPFI's* Lifetime Achievement Award during September.

Tarmac, Costain, Foster Wheeler and Hawker Siddeley were all involved. Most of these companies have either shrunk or disappeared from this market," he said, highlighting how much the UK shipping market, and the EPC market, has changed in the past few decades. "I am always happy when I see that project."

Joining an independent

In 1980, Chris joined independent project forwarder Hudsons Freight Services. He was interviewed by Nick Harsant and they remained lifelong friends until Nick's passing in 2021. "The first project we won when I was there was for Technip in Abu Dhabi. It was decided that I would go out there for two weeks to help set things up locally. It became what was known as a 'Hudsons fortnight' and I actually ended up staying there for five years."

Chris credited his time in the region with helping to establish his reputation in the project logistics industry – something that he clearly worked hard to establish and to maintain. "Nobody likes everybody all of the time, but I feel like I never really crossed anybody. But I have stolen the mantra from the TV show 'Location, Location, Location' and believe in 'reputation, reputation, reputation'."

On the project logistics side of the business, Chris feels that the market has come nearly full circle during his career. "For a period of time it was the big boys, then it was the specialists like Hudsons, TransGlobal and Transcar who came along. It seems to be going back to the corporate side now, largely because of the financial needs – the clients still do not want to pay very quickly... risk is massive these days, too, if not managed and handled well."

He also believes the market to be somewhat more cut-throat today. "Everybody is trying to cut everyone out now. Oil companies are dealing directly with forwarders, rather than through the EPCs. EPCs are dealing directly with carriers and oil companies. I have had arguments with carriers that claim I am stealing their accounts, [when in fact] they were my clients long before they got involved."

> **The first project we won when I was at Hudsons Freight Services was for Technip in Abu Dhabi. It was decided that I would go out there for two weeks... I actually ended up staying there for five years.**
>
> – Chris Kent

Understanding the various facets and requirements of multiple stakeholders is another skill Chris credits for his successes. "You need to know people to have a feel for the market and for what is coming next. You can get databases, but when it is public domain it is often already too late."

Chasing EPCs

He added: "In the project industry, a client will get finance, or discuss finance for a project and go to three or four EPCs. The project forwarder needs to be chasing all of them and hope that the work is won by the parties you can approach. You have to follow it from then and narrow it down as shortlists come along. You need to be talking with all of them.

"Some major oil companies view project freight forwarding as an element of their long-term supply. The same way they are talking to people about generators and compressors and the like, although they have preferred suppliers, they talk with them early doors, and forwarding is ultimately involved in getting the cargo to the jobsite, so can aid them with their design parameters. Without this input cargo could be designed in a manner not suitable for site delivery, especially if remote."

Chris was promoted to vice president of

Astrakhan, where Panprojects opened a transhipment base. Working in Kazakhstan "was a wonderful experience and a real buzz" said Chris Kent.

Hudsons and spent a year in Houston, before returning to the UK and taking his seat on the board. He rose to managing director, then joined Pentagon in 1988, later becoming a director and shareholder.

Chris reflected on markets that have come and gone during his time in the industry. Russia brought back some strong memories.

"In the early 90s, with the collapse of the former Soviet Union, I set off with a Russian that became a consultant for us and we went to Moscow. We aligned with an agent and started following Moscow work and, after a time, we secured a project for an oil major in Siberia, which went very well.

Pioneering project

"Then we got involved in talking with people about Azerbaijan and Kazakhstan, and in 1994 I secured the first part of the Western-controlled part of the Tengiz project – many other companies have had a go at it since, and all massive developments, but I was down there in those early days," he said, noting that this was uncharted territory for Western forwarders at that time.

"That was good fun – a lot of freight, Russian river ships and barges – it was all challenging and exciting."

In 2002, Chris was headhunted and became joint UK head of Panalpina's nascent Panprojects division, managing major projects in Siberia and in the Caspian, as well as securing a major multimillion dollar logistics contract in Kazakhstan.

"That was a big one," he reflected. "We constructed two special ro-ro barges for them – what has all been done since on other Kazakh projects recently, we were doing then but on a different river. We built a berth, removed the high-tension lines and constructed access roads. We had 87 heavy lifts in one season. We had a transhipment base in Astrakhan and fed stuff there. It was a wonderful experience and a real buzz. At the time I feel we were market leaders."

> **You need really good lieutenants [in larger organisations] that you can rely on. Obviously you direct and try to strategise, whereas in the smaller company you tend be doing everything.**
>
> – Chris Kent

In 2010, Chris was appointed as global head of Panprojects, and shortly after 'head of oil and gas' was added to the business card. "All of a sudden I had over 1,000 people reporting into me... and Panprojects was responsible for a major part of the company's overall turnover."

Sharing advice

Having held senior roles within larger organisations and managing the unique pressures this can bring, Chris shared some advice. "You need really good lieutenants that you can rely on. Obviously you direct and try to strategise, whereas in the smaller company you tend be doing everything – from marketing, bids, heading up kick-off meetings, to keeping a watch over the work. In Panprojects we had an excellent team with world-class engineering support.

"Even in the bigger entities, I always felt it was important for managers to see implementation through on award and to keep a watching brief. A lot of companies just turn their back on the business once it is in the door and move on.

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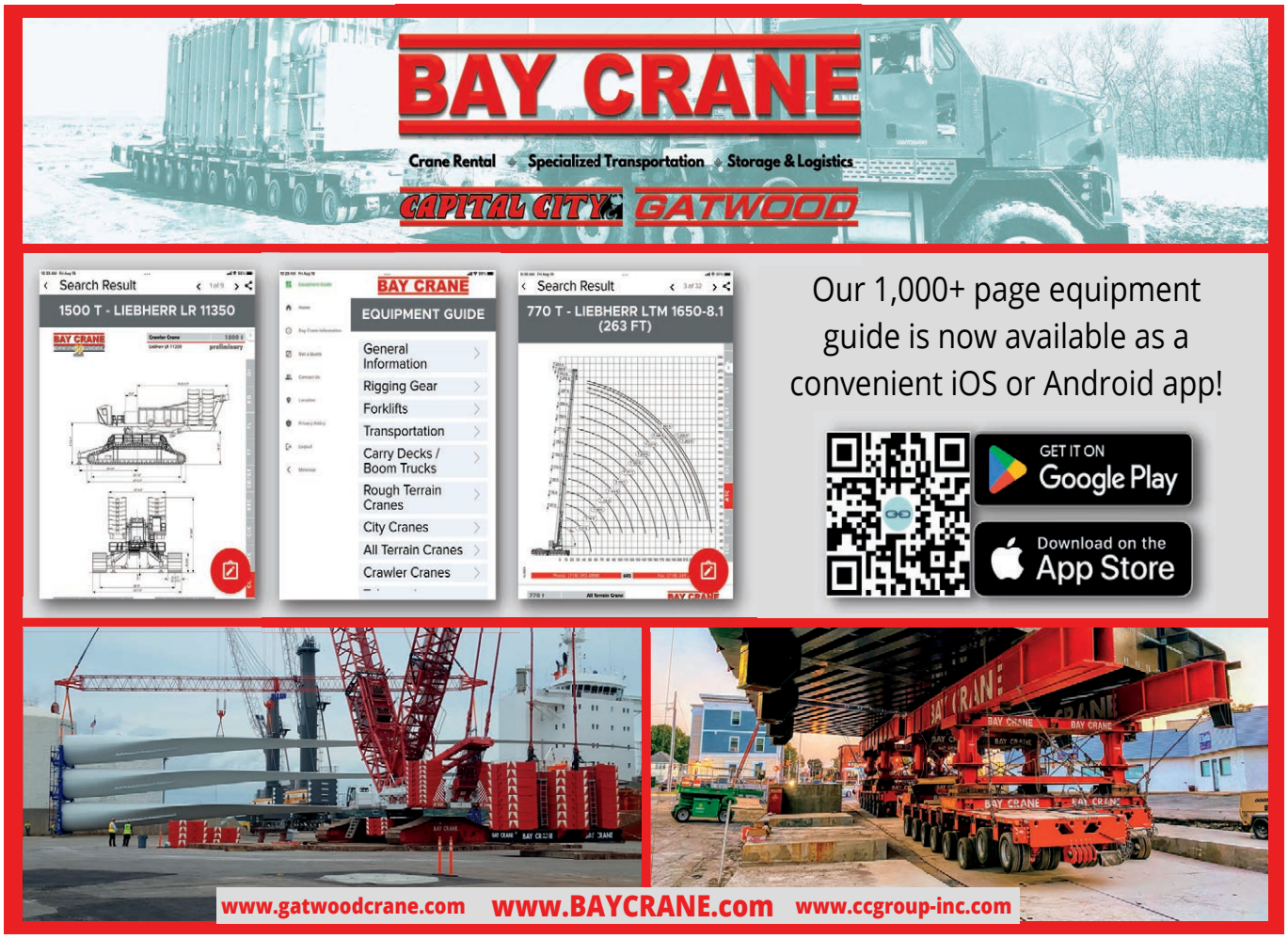
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In 2010, Chris was appointed as global head of Panprojects, and shortly after 'head of oil and gas' was added to the business card.

That is where the big companies can go wrong – although not so much on the project side."

He added: "I was lucky at Panprojects to be part of an excellent team. They were focused and we changed the emphasis to be less European-centric... international offices were strengthened and I took the view that the nearest office location to the client is the one that runs the job. That was a very successful model for us.

"When we opened Panprojects in London I said 'let's go back to the City' so we could recruit from anywhere, rather than just the M3/M4 corridor. I think the team I had at Panprojects was just top level. We had people like Steve Drugan, one of your former award winners, who was just phenomenal, a legend if there ever was one and a proper character."

Key influences

Chris also recognised the influence of *HLPFI's* other Lifetime Achievement Award winners on his career: Dennis Mottola (best known for his 20-year stint at Bechtel) and Svend Andersen, who forged his name at BBC Chartering. "In a nutshell, you have clients like Bechtel who you need to have a relationship with, but you also need good relationships with the carriers to form the work, secure the rates and get market intelligence."

Chris left Panprojects in 2014 to join deugro's executive board before returning to Pentagon in 2017, where he serves today as global project director. He is preparing to retire from full-time employment in January 2023, although managing specific projects on an ad hoc basis is still on the agenda.

Working internationally and climbing the corporate ladder is something he would recommend to anyone. "Go and have a look overseas, especially in the project market. No one is throwing it over the fence and hoping the cargo arrives safely at the other end. You need to see and understand it all. Understand the culture and geography involved.

"It gives you a good grounding, allows you to rise up the ladder. But do not spend too much time away or you can be overlooked. And you can make wonderful friends. I have people all over the world that are core friends, genuinely. I believe that travel broadens the mind and the Brits are quite good at it... we are a trading nation and we need to have an edge somewhere."

A more recent concern is that some carriers are in danger now of isolating themselves from forwarders, as they are developing their own capabilities in this arena. "Unless they can provide 1,000 people, like Pentagon can for example, they cannot cover the globe and they do not have the expertise end to end," he warned.

> **I have had a great career and still enjoy the challenges, with new lessons still there to be met and overcome, even at my age.**
>
> – Chris Kent

Wonderful career

Ultimately, Chris reflected on a wonderful career that was sparked by a touch of luck, then developed by years of hard work. "I was lucky in the lottery of life that when I went to K+N there was someone that was prepared to mentor me. When you join a company, you should see what the opportunities for growth and travel are – nobody wants to get stuck at a computer terminal for the rest of their life, but that is where people go that lack ambition.

"And, you have to put the hours in. It gives it back to you. It is both social and business. But you have to be prepared to let your family come second for a little bit – if not a lot – because that is how you can have success.

"Not everybody wants to be the corporate head, for instance, but I am not bored of my work and I never have been. I have had a great career and still enjoy the challenges, with new lessons still there to be met and overcome, even at my age.

"You have to take your hat off to the tricks and sneakiness of some people one still comes across. Project forwarding is the best career I can imagine."

HLPFI

Political turmoil clouds a promising outlook

Prime ministers have come and gone at a comical rate but a strong pipeline of energy-related work is spurring on logisticians in the UK for the short term. However, the current political turbulence will have an impact on project pipelines, if prolonged. *Sophie Barnes* reports.

This year's report on the UK project logistics market comes at a tumultuous time for British politics. In the weeks leading up to publication, Liz Truss became the second Conservative prime minister to resign this year, following Boris Johnson's exit as leader in August.

Ms Truss announced her resignation on October 20, making her the shortest serving UK prime minister in history, beating a record set in 1827 by George Canning who died after four months in office. Rishi Sunak is now charged with steadying the ship – a tough task given the political and economic situation he is inheriting.

"Right now, our country is facing a profound economic crisis," said Mr Sunak. "The aftermath of covid still lingers, Putin's war in Ukraine has destabilised energy markets and supply chains the world over. I want to pay tribute to my predecessor Liz Truss. She was not wrong to want to improve growth in this country. It is a noble

Robert Wynn & Sons moved three 121-tonne transformers from Rotterdam to Combwich for the new Shurton substation that will connect Hinkley Point C to the UK electricity network.

aim and I admired her restlessness to create change, but some mistakes were made. Not borne of ill will or bad intentions, quite the opposite in fact. But mistakes, nonetheless. I have been elected as leader of my party and your prime minister in part to fix them and that work begins immediately."

Economic mistakes

Those "mistakes" included economic policies that triggered turmoil in financial markets, drew in criticism from the International Monetary Fund (IMF), required emergency intervention by the Bank of England (BoE) to support government bonds and saw the pound hit an all-time low against the US dollar.

As it stands, the UK inflation rate is around 10.1 percent; food prices are at their highest since April 1980; and the current weakness of the pound likely suggests higher inflation will continue, given the amount of imports required for an island nation.

The BoE said towards the end of October that it expects inflation to peak at 11 percent. Its target is 2 percent. It is still too early to tell whether Mr Sunak is up to the task, but history dictates that political uncertainty is almost always bad for a country's currency and investment appetite, which does little to spark joy in the project cargo sector.

Due to the weakness of pound against the dollar, projects get delayed and there is no commitment to them.

– Andrew Civil, ALS

Andrew Civil, general manager, head of high and heavy at UK-headquartered Abnormal Load Services (ALS), explained that "due to the weakness of pound against the dollar, projects get delayed and there is no commitment to them". Graeme Potter, ALS' general manager based in Hull, added: "There is no consistency and things are seen as short term. Cost of financing is uncertain, which causes projects to be delayed or deferred. However, some projects such as Sizewell C (EDF's nuclear power station project in Suffolk) – can be fast tracked if there is a shortage of electricity, although it is a five to 10-year project."

Rising costs

Felix Schoeller, commercial director at AAL Shipping, agreed: "Until the UK government can steady its ship of discontentment, there will be a further rise in domestic project costs – leading a path to a lack of appetite and even more delays in the approval of new projects."

That said, the current pipeline of work is still strong.

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Allelys transported a 150-tonne reactor and a 195-tonne transformer. The eye-catching project involved two specialist girder frames deployed in convoy to move the units 40 miles (64.4 km) to Ninfield.

spectrum of heavy lifting and logistics solutions. According to Wendy Kenny, chief operating officer, the company's outlook remains the same: "The economic climate may have an impact on some long-term projects – we expect smaller civil projects to suffer from geopolitical and financial instability – but overall, the sector's current plans are robust and rooted in the levels of detail that can handle those external influences."

The energy transition is still a key driver, said Kenny, and this was echoed by AAL's Schoeller who pointed out that for the next five years renewable energy projects in the UK take up the lion's share of the approved or highly possible projects, coming in close to USD59 billion, according to the EIC's *Approved Energy Investment Outlook*. "Coming in second spot will be power generation (USD35.19 billion), where the majority of projects are estimated to be commissioned in 2026," he added.

Capex forecast

In the EIC's under-planning investment breakdown, almost all the capex is for offshore wind projects beyond 2027. "Drawing from the lessons learnt during the current energy crisis and the responses from OPEC+, many regions – especially Europe – have placed energy independence in second place on their priority list, with taming inflation in their top spots," added Schoeller.

It is therefore expected that energy-related projects are likely to get going faster than others. "However," Schoeller cautioned, "one hurdle that needs to be overcome to approve projects in the near term is the rising interest rate. This is more pronounced for renewable energy projects, where most of the costs are front loaded versus traditional power plants."

There have been some government-backed initiatives. For instance, the Future Nuclear Enabling Fund (FNEF) whereby the Department for Business, Energy and Industrial Strategy will provide up to GBP120 million (USD139.4 million) in funding to help mature nuclear projects ahead of the government selection process.

The prime minister reaffirmed commitments to nuclear shortly after taking office, commenting that "the important thing is to focus on our long-term energy security. That means more renewables, more offshore wind and, indeed, more nuclear."

One hurdle that needs to be overcome to approve projects in the near term is the rising interest rate.

– Felix Schoeller, AAL Shipping

With a 24 GW target for nuclear by 2050, a new era of reactor construction could emerge, including getting Sizewell C over the line and deploying a fleet of small modular reactors (SMRs).

Policy U-turns

There was also the 'Growth Plan 2022' put forward by Ms Truss and former chancellor Kwasi Kwarteng. However, those policies – in keeping with the theme of the short-lived Truss government – have been characterised by U-turns. The first concerned fracking; as part of the plan, Ms Truss lifted the ban on hydraulic fracturing for the extraction of shale gas during her seven-week spell at Number 10 before this was reversed by Mr Sunak, returning to a manifesto commitment made ahead of the 2019 general election.

While that decision was welcomed by environmentalists, the latest U-turn connected to the Growth Plan has been met with greater criticism, with the proposal to lift the block on onshore wind energy developments in England now axed.

Onshore wind is one of the UK's cheapest sources of new power – up to 10 times cheaper than the current cost of gas-fired generation due to inflated input costs – and the proposal to lift the block was praised by the wind energy industry.

Mr Sunak's approach to other elements of the Growth Plan – such as ambitions to streamline the planning process for offshore wind projects – are not yet confirmed.

Osprey Group supported Beaver Bridges with the installation of a 50 m-long steel pedestrian and cycle bridge over the M80 at Robroyston, Scotland.

Tim West, company secretary at Robert Wynn & Sons, noted: "Following on from the uncertainty of Brexit and the impact of the Covid-19 pandemic, we are now seeing the market react to the need to secure our energy future and that energy future will be delivered using many technologies. The current turbulence will have an impact if it is prolonged, as projects transition in to and out of the planning system to their construction phase.

"Political and economic stability and a clear direction from government on its energy policy is what is required."

Schoeller added: "In these extremely volatile times, a lot of energy, oil and gas, renewables and especially infrastructure projects need to be supported by government spending and planning. For now, it does not look likely that the current government will be creating much stimulus for large projects."

For Civil at ALS, initiatives impacting the energy sector – whether it be easing the planning for offshore projects and lifting the block on onshore, or not as the case may now be – will not translate into project opportunities in the short term. "Wind farm-related projects that look positive for 2023 were started five or six years ago and take several years to come to fruition," he explained.

West agreed that timescales are unclear, with some projects scheduled in the 2040s and beyond. But he said that the current energy policy and commitment to net zero makes for "interesting times in our sector". "What is clear," he added, "is that if their aspirations and targets are going to be met then there will be plenty of abnormal indivisible loads to be moved."

West added that a "joined-up approach" is necessary to ensure that both government and developers are mindful of the need for appropriate infrastructure to facilitate the movement of those loads. "From the siting of onshore connections for offshore wind farms or large subsea interconnectors to the development of multiple SMR sites and nuclear fusion, there are a lot of challenges to be overcome to ensure that out-of-gauge cargoes can be delivered to sites across the UK. All of which I hope signifies a buoyant market ahead."

Osprey's Kenny commented: "Several government-backed initiatives may impact the project pipeline, but at the recent Floating Offshore Wind event, there was a real buzz around the focus on connectivity; all types of offshore energy production still need cabling and connection to onshore infrastructure.

With so much news reaching consumers around the energy sector, it is only to be expected that we are seeing renewed interest in alternative energy sources.

– Wendy Kenny, Osprey Group

"And with so much news reaching consumers around the energy sector, it is only to be expected that we are seeing renewed interest in alternative energy sources. We are working on renewables all over the world. We are working on offshore wind projects, supporting tidal energy, and of course, developing nuclear capability with our presence at Hinkley Point C in Somerset.

"But we are also having many of those early contractor involvement (ECI) conversations around hydrogen and carbon capture – and at the other end of the spectrum we are investing in the equipment that reflects an environmentally aware supply chain. Cat 5 rated equipment, for example."

Slowing market

Activities in the civil infrastructure market, meanwhile, have been slowing down since early 2022, said Schoeller. "As of now, it is difficult to see any good cargo opportunities arising from the civil infrastructure market. Even for the expectation outlook in the next 12 months, firms are registering their weakest growth projections since July 2020."

He said that many central banks are focused on fighting inflation, while the rising interest rates, unfavourable foreign exchange rates and the gloomy economic outlook are delaying firms and consumers committing to huge expenses.

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Charlie Latham, chief commercial officer at heavy haulage specialist Allelys, offered a more optimistic outlook. "There are various supply chain opportunities throughout the whole of the logistics network, ranging from transportation of construction materials through to the handling of heavy construction plant. The diverse and geographical nature of these requests require turnkey bespoke solutions from local partners," he said.

"From of our own experiences, we are foreseeing a significant increase in workload across all market sectors in which we operate. We will be concentrating our efforts to service the emerging markets with our increasing heavy lift and specialist transport equipment fleet."

Infrastructure maintenance

For Latham, a significant concern facing the heavy transport sector in the UK is the "ongoing issues of infrastructure maintenance", especially considering the constantly rising weights of heavy lift cargo. "The availability of existing heavy routes throughout the UK is becoming compromised. This has the potential to seriously affect the delivery of key components in the future."

The increasing size of components was also referenced by Kenny. She said that Osprey is currently handling a lot more work for clients with "special projects", comprising one-off critical assets or components of an unusual shape or size or weight as part of a wider programme of work. "As demands for efficiency in those projects grows, the solution is often greater capability at the same location. We are being asked to consult on and deliver larger, taller, wider critical assets, into the same tight spaces – and we are investing in the equipment that meets those clients' demands."

New locations are also causing an issue. West said: "Infrastructure and particularly the condition of the UK strategic road network is a significant challenge. As the traditional energy map evolves and developers are seeking to develop sites that have not historically received abnormal indivisible loads, the problems caused by a lack of investment are exacerbated.

"Government and National Highways need to ensure that the energy consents process and investment in the strategic transport network are aligned. The use of non-traditional ports, beach landings and carriage via inland waterways need to be maximised to limit the road miles travelled."

Robert Wynn & Sons demonstrated the benefits of beach landings back in 2020 when utilising its heavy lift ro-ro vessel Terra Marique to deliver a 128-tonne transformer at the Black Rock Sands beach in Wales. Destined for the National Grid substation in Trawsfynydd, the transformer was offloaded on the beach after it became clear that local stakeholders, including National Grid, were keen to avoid causing disruption at Porthmadog Harbour.

This year, Robert Wynn & Sons has been busy delivering projects and handling cargoes that demonstrate the need to transport abnormal loads throughout their lifecycle: three 121-tonne transformers were moved from Rotterdam to Combwich for the new Shurton substation that will connect Hinkley Point C to the UK electricity network; a 200-tonne material handler was repositioned by Associated British Ports, shipped from its facilities at Garston on the Mersey to Newport, South Wales; and three 160-tonne transformers were removed from the now permanently closed Hunterston B power station in Lancashire.

AAL shipped rolling stock and large rubber-tyred gantry cranes to Dublin onboard the 31,000 dwt multipurpose vessel AAL Kobe.

Financial investors are overseas and not necessarily based in the UK or Europe. Sanctions are being placed and companies are acting on behalf of others. Therefore, an adjustment in approach is required.

– Graeme Potter, ALS

Ongoing challenges

Other issues, according to Latham, are fuel prices, increased costs, and driver shortages, which have all affected the industry within the last 12 months. Unfortunately, Latham predicts that these factors will continue to have an impact within the UK into the near future.

These concerns are not isolated to the UK, however. ALS' Civil referenced the global issue of sourcing capacity, materials and equipment, and highlighted the charter market costs. "Shipping capacity is a challenge using heavy lift and ro-ro vessels for transporting project cargo," added Civil. "There are significant delays, port congestion and an impact on costs."

Another emerging issue, according to Potter, is compliance. "Financial investors are overseas and not necessarily based in the UK or Europe," he said. "Sanctions are being placed and companies are acting on behalf of others. Therefore, an adjustment in approach is required."

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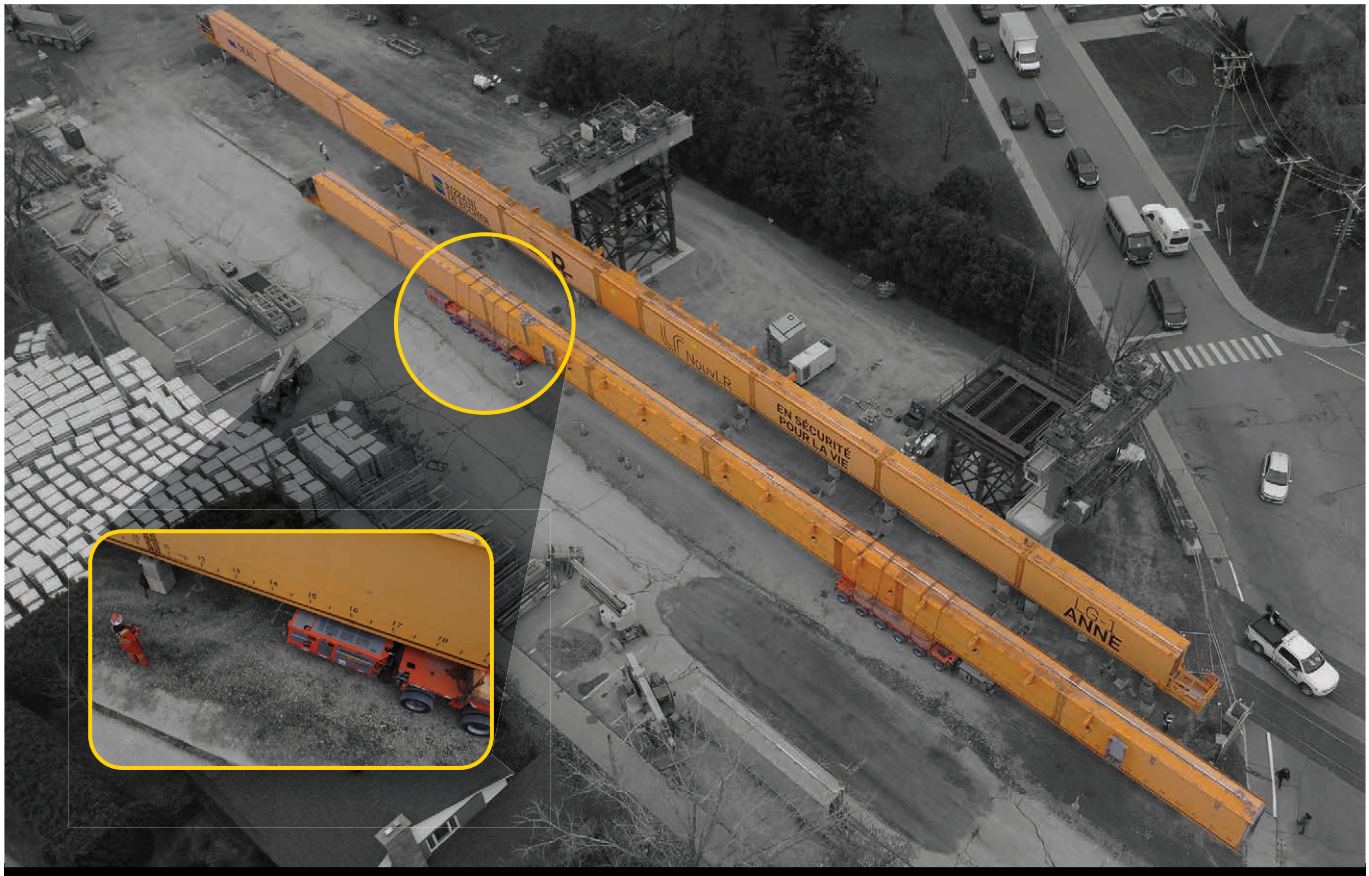

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Liberty sets up global project cargo risk unit

***Gregory DL Morris* shares his bi-monthly round up of risk-related developments affecting the heavy lift and project cargo sector with a special focus on Liberty Specialty Markets' newest consortium, along with updates from IUMI's annual meeting in Chicago.**

Liberty Specialty Markets (LSM) – part of Liberty Mutual Insurance Group – has a new Lloyd's facility, the Liberty Project Cargo Consortium, to underwrite small and mid-size global project-related cargo risks. The facility, Consortium 7763, offers capacity to underwrite risks up to USD205 million.

Notably, coverage includes project cargo, heavy lift, cargo delay in start-up (DSU), and comprehensive risk engineering services.

Consortium 7763 will underwrite and bind risks under a single stamp on behalf of seven supporting syndicates: Aegis, Antares, Apollo, Axis, Chaucer, Munich Re and Talbot.

"The energy transition, changes to global supply chains, new manufacturing processes and other industrial and civic developments are prompting an unprecedented number of new projects worldwide," said Michael Burle, head of the marine division at LSM.

Larger capacity

"The consortium offers significantly larger capacity than any other currently in the market, which makes the placement and claims processes much smoother."

Chris Hicks, underwriting manager for marine cargo at LSM, added: "We are delighted to unite insurers to provide much needed capacity and simplicity. The initiative will provide brokers and clients with market-leading capacity at a time when the need for such coverage is significant and growing."

For large projects, it is common for one underwriter to lead the insurance group and gather other insurance companies to sign on for smaller portions of the programme. The leads are usually larger insurers with specialised capabilities, but the followers can be of any size.

Hicks explained that in the London

market there is a preference for the same model, even for smaller projects. However, that can be inefficient and complicated.

Thus, the idea of the new consortium is to have the diversified underwriting structure already in place so that owners, project managers and freight forwarders need only to work with one broker, insurance company, engineering team and claims process.

IUMI leadership

Frédéric Denèfle, managing director of French marine war risks specialist Garex, has been elected as the new president of the International Union of Marine Insurance (IUMI). Kosuke Hashimoto, previously vice chair of IUMI's executive committee and general manager of marine underwriting at Tokio Marine & Nichido Fire Insurance, has been nominated for the newly created post of vice president. The previous president, Richard Turner, global head of marine for Victor International, has completed his four-year term of office.

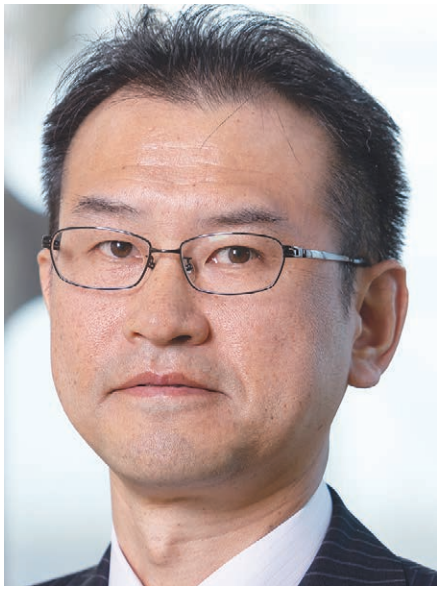
The elections took place at the IUMI annual meeting from September 18-21 in Chicago. Next year's meeting will be in Edinburgh, Scotland.

Denèfle's history with IUMI is extensive, having served on the executive committee since 2018. Before then, he was the legal and liability technical committee chair from 2015. He has 34 years of insurance industry experience. He started in legal claims handling, first with Paris-based Reunion Européenne and then with the French market organisation CESAM. He joined AGF MAT/Allianz Group in 1998 and worked there until 2012. He started at Garex in 2013.

Denèfle is a former member of various technical claims and legal marine insurance committees in the French Insurance Federation and has been a regular participant of the French Maritime Law Association (Association Francaise Du Droit Maritime). He is also a lecturer at Paris and Aix Marseille Universities on marine and transport insurance.

Moreover, IUMI will hold its next cargo insurance master class in London from March 20-23, 2023. The programme is designed to help delegates acquire new insights and to expand their knowledge in key concepts, including contracts of affreightment, international programmes, coverage extensions, catastrophic risks and risk accumulation. All topics will be presented in the context of environmental, social and governance principles, as well as an awareness of geopolitical aspects.

Frédéric Denèfle of marine war risks specialist Garex has been elected as the new president of the IUMI.



Kosuke Hashimoto Tokio Marine & Nichido Fire Insurance has been nominated for the post of vice president, IUMI.

Contracts of affreightment will be presented for sea, air and land carriage. The geopolitical aspects will include basics of war risk coverage, piracy and cyber risk. There will be group exercises and a site visit to Lloyd's for a meeting with the Market Association and Joint Cargo Committee.

Premiums rising

Premiums for cargo and transportation insurance rose sharply to about USD19 billion in 2021 – the latest year for which full data is available – according to the global marine insurance report presented to the annual meeting of the International Union of Marine Insurance (IUMI), September 18-21 in Chicago. The conference was briefed on the report by Astrid Seltmann, vice chair of the facts and figures committee, and analyst/actuary for the Nordic Association of Marine Insurers (Cefor).

From holding relatively flat at about USD16.2 billion in 2018 and 2019, cargo premiums rose almost 10 percent to about USD17.8 billion in 2020. The increase in 2021 was almost 7 percent. Seltmann explained that the increase was driven by several factors, including world trade volumes and values, market conditions and exchange rates.

> **The segment [offshore energy] remains highly overcapitalised, and competition is fierce. There is not enough premium to sustain one large loss in the sector.**
>
> – Frank Streidl, Zurich UK

Cargo premiums are by far the largest segment of global insurance premiums, accounting for 54.7 percent of the grand total of USD33 billion. The next largest segment, hull and machinery, is USD8 billion, 23.5 percent of the market, or half as large as cargo.

In turn the next segment, offshore energy, is USD4 billion in premium, 11.8 percent of the market, or half as large as hull. The smallest segment reported is marine liability, which is USD2.1 billion, or 7.3 percent of the market. The marine liability figures exclude some premium from protection and indemnification (P&I) clubs. The growth rate for hull premium was significantly less than for cargo; and growth for the other two segments was negligible.

Notably for the project cargo market, premiums in offshore energy have languished. That is surprising because of the sharp increase in the number and variety of developments. "The segment remains highly overcapitalised, and competition is fierce," said Frank Streidl, head of the energy, marine and construction division for Zurich UK. "There is not enough premium to sustain one large loss in the sector. Margins are very tight, unlike other segments of marine insurance."

There is hope among underwriters that strong oil prices this year, as well as the universal recognition of inflation as a significant factor, will support premium increases for 2022 renewals and new contracts. That said, capacity remains readily available and competition is unabated.

HLPFI

Historic deal secures Bilbao labour peace

Companies and trade unions at the port of Bilbao have signed an agreement for the next six years, which is groundbreaking among Spanish ports in guaranteeing labour peace.

The Port Authority of Bilbao has signed a historic stevedoring agreement, guaranteeing the operational stability of the port for the next six years.

The agreement, unique among Spanish ports, will lead to greater productivity and flexibility in terms of how work is organised in the port.

In the words of Ricardo Barkala, president of the Port Authority of Bilbao, the agreement "substantially changes the situation of the port and opens up a future of extraordinary stability which is unprecedented in the Spanish port system. Effectively, the agreement is an asset of enormous value, enabling the port to reposition itself on the map of logistics chains and laying the foundations for a solid and stable recovery."

Barkala went on to confirm: "As things stand today, no shipping company, freight forwarder, operator or shipper will find another agreement of these characteristics, signed by the stevedoring companies and the majority of unions, which provides them with greater security in their operations."

Committed to sustainability

The stevedoring agreement is the one crucial element that was missing for this Basque country port, the leader in Spain in terms of maritime transport with northern Europe and the UK, and the third in the country in terms of rail operations, with an extensive network of dry ports. The port of Bilbao is equipped with modern facilities, with draughts for large vessels (between 20 and 30 m), and is well connected, both by road and rail, to enable intermodal transport.

The port authority has also deployed streamlined and paperless processes and services, using computerised applications to simplify operations, track goods and ensure security at the entrances to the port itself. Projects are also under way to reduce the organisation's carbon footprint, to be a leader in sustainability and to be classified as a green port. These include the electrification of the docks for regular shipping lines, which is due to be commissioned in 2025. The port will also host and organise an international congress on port sustainability on November 8 and 9.

> **Effectively, the agreement is an asset of enormous value, enabling the port to reposition itself on the map of logistics chains...**
>
> – Ricardo Barkala, Port Authority of Bilbao

At the same time, more environmentally friendly vessels (gas-powered or hybrid) are already berthing at its docks, and Petronor/Repsol is building port one of the world's largest plants for the production of synfuels using green hydrogen at the port.

Traffic growth and expansion

Traffic data for the first half of 2022 shows a clear positive trend. Between January and June, nearly 16 million tonnes of goods were exported or imported through the port of Bilbao, 4.4% up on the same period last year. In this respect, the increase of more than 1 million tonnes in liquid bulk goods should be highlighted, mainly due to the recovery in refinery production and the growth in natural gas imports. Stand-out results also include an increase in conventional goods, driven by paper and pulp, machinery and construction materials, the 29% growth in ro-ro freight and a 6% rise in project cargo.

Along with this growth, the port authority is also investing heavily to increase the surface area available in the port, given the demand for land for strategic projects within the port itself. One such recent investment has been the development of 203,000 sq m of the first phase of the Central Breakwater. This quay, which will be developed in stages as needed, has a mooring line of some 1,120 m and 362,000 sq m of surface area, and has involved an investment of EUR112 million (USD111.6 million). The project was selected for funding by the European Commission in the 2014 'Connecting Europe Facility' call for proposals, and will receive up to EUR20.9 million (USD20.8 million), representing 20% of the eligible costs.

The port is also expanding its AZ1 quay, adding 50,000 sq m and an additional 251 linear metres of quayside. Investment in this project amounts to EUR27.4 million (USD27.3 million), with the works scheduled to be completed at the beginning of 2023.

In short, Bilbao is a multimodal port in growth. With 21st century facilities and services providing flexibility, safety and competitiveness for its customers when importing or exporting their products, the port can now also boast the stability provided by the longest-term stevedoring agreement of all Spanish ports. HLPFI

Global crises breathe new life into old fuel sources

The long-term viability of non-renewable power generation has been called into question, in light of surging input costs and increasingly stringent environmental targets. Immediate needs to balance grids and to meet rising electricity demands, however, mean there is still life in the industry. *Phil Hastings* reports.

Twelve months ago, as the world recovered from the initial impact of Covid-19, global demand for electricity rebounded. There was an immediate need for additional generation capacity, including non-renewable fired projects.

Today, though, worldwide economic growth is slowing, leading to predictions that last year's 6 percent increase in overall global electricity demand will drop to under 2.5 percent this year, with possibly a similar figure in 2023. Meanwhile, the price of gas on world markets has soared, mainly due to supply shortages in the wake of Russia's invasion of Ukraine.

Eslam Salah, projects director for Egyptian integrated transport and logistics provider Egytrans, summarised the impact of the first of those developments: "The global economic situation will slow the general growth in demand for electricity and that will in turn delay some expansion plans in the non-renewable power generation sector worldwide."

As far as the development of additional natural gas-fired power generation capacity is concerned, many countries in Europe, where there has to date been a substantial reliance on Russian supplies, have been reviewing their future energy strategies urgently.

Coal revival

In some cases, that reassessment has already resulted in greater use of coal or even oil instead of gas to fuel power production, at least in the short term. In the longer term, the development of more nuclear-fuelled capacity should emerge.

The International Energy Agency's (IEA) latest global *Electricity Market Report*, published in July, said: "Tight natural gas markets are favouring coal-fired power plants. Due to high gas prices and supply constraints, coal is replacing gas for power

Construction of the Hinckley Point C nuclear power station in England.

generation in markets with spare coal plant capacity."

Meanwhile, the IEA's most recent *Oil Market Report*, published in August, noted an increasing switch to oil in some countries. "With several regions experiencing blazing heatwaves, the latest data confirms increased oil burn in power generation, especially in Europe and the Middle East but also across Asia," it stated.

Sama Bilbao y León, director general of the World Nuclear Association, highlighted a concurrent growing interest in nuclear-fuelled power generation. "In the last few months, we have had announcements from many new and existing nuclear countries setting out their plans for new reactors, large and small," she stated.

One of those "new" nuclear power countries is Egypt. In July 2022, work started on the first unit of the El Dabaa project. When complete, the four-unit plant will have a capacity of 4,800 MWe (megawatt electric) and produce enough electricity to meet 20 percent of Egypt's current demand.

"The Egyptian government is giving El Dabaa a high level of focus in terms of getting it into operation as soon as possible. If it is as successful as expected, there is likely to be a demand for further nuclear energy plants in Egypt," said Egytrans' Salah.

Excess power production

As background to that development, he said that right now Egypt actually has excess overall power production capacity. "Looking ahead, though, that capacity will be needed if agreements to export electricity to neighbouring countries are implemented."

Ruedi Reisdorf, ceo of Swiss global forwarder Fracht Group, whose core project logistics business is in the power generation sector, confirmed that the war in Ukraine is having a "big short-term impact" on the planning/scheduling of non-renewables-fuelled power plant projects in Europe.

"With all the present uncertainty over the future supply of Russian gas and oil, European countries are looking at alternatives and any other sources of power generation that can be connected to the grid within a maximum of a year will be put on," he said.

"In that context, there will be a lot of refurbishment of older power plants and some of those that already had dates for closure will now be kept in operation longer. Possibly, a few new gas plants will be built, as they can be connected to the grid within 12 months, and diesel-fuelled power generation could make a comeback."

Reisdorf argued that as far as Europe is concerned, gas-fired power plants are only

Eskom's Matla coal-fired power station in South Africa.

of interest in the immediate term. "In other regions of the world where there is local gas, though, gas-fired plants will still be used and new ones will be built, although to a lesser extent than in the past."

Johan Visser, segment leader power for heavy lift and transport engineering specialist Mammoet, said he did not see any immediate change in the nature of logistics business opportunities in the gas-fired electricity generation sector.

"Key OEMs are focusing more and more on dual-fuel run components [gas and hydrogen], which will not require a change in transport and/or installation methodology," he commented.

Key OEMs are focusing more and more on dual-fuel run components [gas and hydrogen], which will not require a change in transport and/or installation methodology.

– Johan Visser, Mammoet

However, the sharp rise in global wholesale gas prices will "inevitably accelerate the energy transition towards more renewable sources... as a result, carbon capture and utilisation (CCU) facilities, hydrogen and wind projects are being prioritised and the permitting process for these projects will become easier," he stated.

Fracht's Reisdorf agreed that the Ukraine war is likely to accelerate the global move toward renewable-fuelled power generation at the expense of non-renewables-fuelled capacity. "That is already happening. Regulations for renewable energy projects are being eased and there is increasing recognition among people and governments of the need for many more such projects to support that new approach.

Gas crisis

"It is clear that Russian gas was very cheap and although that is no longer the case, gas from the USA or the Middle East is even more expensive for European countries. The same goes for oil. That now makes renewable energy competitive price-wise – and it is produced locally so supplies are not dependent on other countries," he said.

Egytrans' Salah added: "The new perspective worldwide is that there is a need to utilise renewable energy. Here in Egypt, too, the government is focusing strongly on discussing renewable energy plans and projects to be adopted all over the republic," he stated.

Sören Müller, manager projects for Mammoet, suggested the war in Ukraine and

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A gas-fired power plant in the Dominican Republic.

Wartsila

its repercussions will also have an impact on national energy strategies in the nuclear power sector. "The demand for energy sources with a lower carbon impact will increase as countries look to meet climate targets and to achieve greater energy independence." Additional opportunities for heavy lift service providers should emerge as a result.

"Particular logistics challenges include the extremely high safety and quality standards, sometimes in combination with remote and difficult-to-reach locations. Additionally, many nuclear facilities are unique, so the engineering challenges involved can be great," he explained.

Reisdorf is generally positive about prospects for the nuclear power sector. Countries which are already committed to nuclear-fuelled power generation will continue to build further new plants of that type, although those which had previously decided not to go with nuclear will stick to that decision.

Nuclear developments

He also suggested that new nuclear development could be much smaller than existing plants and modular in construction. "In terms of power generation capacity, they could start from 20-50 MW. They would be more secure and use much less nuclear fuel, making the risks smaller."

Any such developments will have significant implications for logistics service providers, according to Reisdorf.

"Large nuclear power stations are very long-term projects – from the initial planning to the start of operations is usually more than 10 years. If some of the new generation of small, modular nuclear power stations currently being tested are successful and come through, the result will be many smaller projects rather than single mega projects, with faster construction times," he believes.

The International Atomic Energy Agency, in an article published earlier this year, said that several countries are considering small modular reactors (SMR) to reduce their reliance on fossil fuel, installing these smaller nuclear plant on or near the sites of retired coal-fired power plants.

If some of the new generation of small, modular nuclear power stations currently being tested are successful... the result will be many smaller projects... with faster construction times.

– Ruedi Reisdorf, Fracht

Optimal locations

TerraPraxis, a non-profit organisation focused on action for climate and prosperity, suggested that existing coal-fired power plants offer a range of positive features to support such conversions, including established grid connections, cooling water access, real estate holdings, experienced site personnel and an established role in ensuring system reliability.

As far as coal-fired powered generation itself is concerned, Fracht's Reisdorf suggested that recent international developments look set to result in some obsolete plants being reconnected to national grids and others still in operation possibly being refurbished to extend their working life. However, he continued, generally it is unlikely any new plants will be built, except possibly in China and India.

"Those two countries rely a lot on coal power stations, although they are also conscious of the related environmental problems. Elsewhere in the world, though, there will be no new coal power stations. It takes about two to three years to build one and by then, the world is likely to look very different again to how it appears right now."

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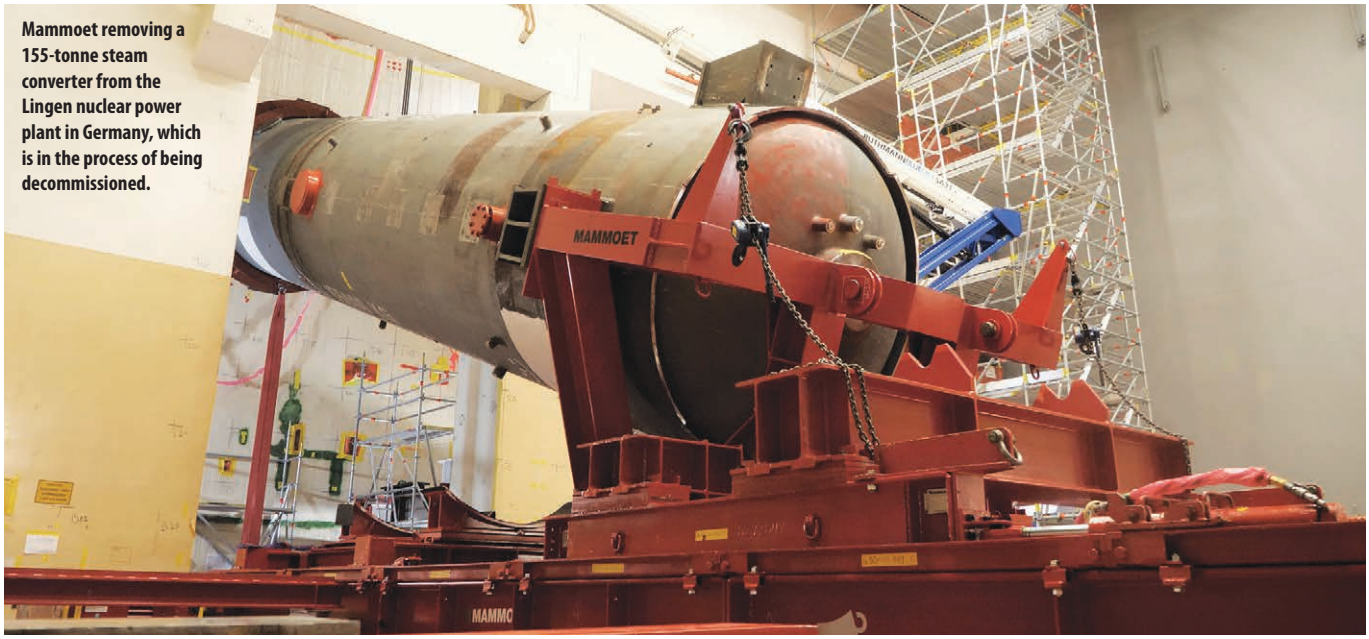

Mammoet removing a 155-tonne steam converter from the Lingen nuclear power plant in Germany, which is in the process of being decommissioned.

Plant upgrades keep logisticians busy

The heavy lift and project logistics industry expects to see increased levels of refurbishment and upgrade work that will extend the operational life of existing non-renewable power plants. Such work may be comparatively small scale, but technical expertise is required nonetheless. *Phil Hastings* reports.

Many countries in Europe are already postponing the closure of coal-fired plants or even bringing previously decommissioned capacity back online to try to counter potential electricity supply shortages exacerbated by the war in Ukraine.

Recent examples cited in the International Energy Agency's latest global *Electricity Market Report* include the relaxation of coal-fired production limits in France and the Netherlands, with phase-out delays and the temporary re-opening of idle plants being discussed and/or approved; Greece extending the operation of its coal power station fleet from 2023 to 2028; and the German government announcing plans to restart mothballed coal power plants, bringing up to 10 GW of capacity back on line for up to two years.

Worldwide, environmental considerations are driving moves to modernise some gas-fired power stations. In Asia, for example, Mitsubishi Power recently won contracts relating to the large-scale renovation of equipment at the natural gas-fired Datan power plant in Taiwan. "The aim of the project is to reduce emissions of nitrogen oxide while maintaining generating capacity," explained Mitsubishi.

> **With an average age of just over 30 years, many of the world's operating [nuclear] reactors have the potential to be in operation far longer than new solar panels and wind turbines.**
>
> – Sama Bilbao y León, World Nuclear Association

There are also signs of a revived interest in some countries in extending the operational life of existing nuclear power stations, a point highlighted by Sama Bilbao y León, director general of the World Nuclear Association. "With an average age of just over 30 years, many of the world's operating reactors have the potential to be in operation far longer than new solar panels and wind turbines coming online this year," she commented recently.

Sören Müller, manager projects for Mammoet, summarised: "As renewable-fuelled energy sources cannot currently cover the total need for energy, non-renewable-fuelled power plant modernisation and refurbishment projects will be necessary in the future to deliver the right base load."

Specific challenges

Ruedi Reisdorf, ceo of Fracht Group, suggested that while forwarding/heavy lift business created by such projects is usually relatively small scale, it does present certain specific challenges. Those projects, he explained, generally only involve the replacement of a few core items, such as the generator or the turbine.

"That means there are one or two heavy lift movements but not a lot of piping or other auxiliary equipment to be transported. So, it is a nice 'little job' rather than a big project," he stated. "However, if a power plant has to stop or reduce its production while the refurbishment takes place, then the time pressures associated with the project can be even greater than those for a newbuild, as every minute it is offline costs money."

That is even more the case when a part

China chases all sources of power

Phil Hastings **discusses China, its power requirements, and how new developments in both the coal and nuclear-powered arena will create opportunities for the country's heavy lifters and project forwarders.**

Developments in China highlight two current prominent features of the overall non-renewables sector of the global power generation industry. The first is an increase in the construction of new nuclear power plants alongside growing investment in renewable energy. The second is the fact that certain countries are still heavily dependent on coal-fired capacity.

The World Nuclear Association's *World Nuclear Performance Report 2022* said China is currently the leading country worldwide in terms of new nuclear power net capacity under construction with 20,600 MWe (megawatts electric), more than three times the next highest, India, with 6,060 MWe.

Six of the 10 new nuclear reactors that began construction last year are in China, including the first land-based small nuclear reactor (SMR). China also accounts for three of the six new reactors globally that started supplying electricity in 2021. In the first half of 2022, China reportedly connected another two nuclear power plants to its grid and started construction of a further three.

However, added the WNA report, while mainland China now has 54 operable nuclear reactors, "primarily at sites along its southeast coastline", nuclear still only accounts for around 5 percent of that country's overall power generation.

Leo Ge, managing director of Global Star Logistics (GSL), a Shanghai-headquartered project forwarder, believes more will follow. "In the light of severe power shortages in some western provinces in recent months, I think there will be a further burst of development in the nuclear sector to provide steady power generation capacity alongside the more variable production from wind, solar and hydro to meet the national grid's huge demand," he suggested.

China's continuing reliance on coal-fired power generation capacity (it produced around 60 percent of the country's electricity in 2021) was highlighted in the International Energy Agency's (IEA) *World Energy Investment 2022* report.

"Although China has pledged to stop building coal-fired plants abroad, there is still significant new capacity coming onto the domestic market, with more than 20 GW approved for development in both 2020 and 2021, and more than 15 GW approved in H1 2022."

Leo Ge of Global Star Logistics expects another burst of nuclear power development in China.

The IEA report added that power supply disruptions in autumn 2021 have led the authorities in China to focus on security of supply, reflected in the 14th Five-Year Plan for Energy (FYP-E), which sets the country's strategy for 2021-2025.

"The target for the growth of renewables output in this timeframe is set at more than 50 percent of incremental power demand. The FPY-E also highlights the importance of flexible and efficient coal plants for complementing variable renewables output. As China implements reforms towards better use of renewable power and inter-provincial trade, the share of coal in electricity is set to decline slowly."

Those observations were backed up by GSL's Ge. "Some provinces and areas will be interested in building more coal power plants, incorporating the latest technology to improve efficiency and reduce emissions, as they are a relatively low-tech, low-investment option and can provide steady power generation capacity to support the grid's performance."

In summary, concluded Ge, China is looking to build a stable overall power supply based on the reliable output of nuclear, hydro and coal-fired plants while continuing to develop large-scale wind and solar capacity to reduce carbon emissions.

Mitsubishi Power has won contracts to modernise power generation equipment at the natural gas-fired Datan Power Plant in Taiwan.

has to be urgently replaced, such as when Mammoet last year assisted Capital Power with the emergency replacement of a stator at its Genesee 2 generating station near Edmonton, Canada.

Time was of the essence to get the facility back up and running, including removing the existing 209-tonne stator from the building and transporting in the 226-tonne replacement.

Mammoet's Müller said: "The challenges [with refurbishment and upgrade projects] differ from those relating to newbuilds as potential future component exchanges or plant modernisation were often not considered during the design phase of the original buildings and structures. Also, technical standards and the systems' technology have changed in the meantime."

Spent components

He also noted that there are particular logistics issues when it comes to projects involving the replacement of spent components in nuclear power plants. "Those projects are some of the most technically challenging that we face, requiring months or even years of engineering, strict compliance with regulations and the highest levels of safety. They are also tough from a physical standpoint, requiring the extraction of large modules from plants that often were not designed to be maintained."

Mammoet is also increasingly involved with nuclear power plant decommissioning projects "using similar engineering methods". One recent example saw the company remove two steam converters, each weighing around 155 tonnes, from the control area of the Lingen nuclear power plant in Germany, which is currently being decommissioned. HLPFI

> **Those [nuclear power] projects are some of the most technically challenging that we face.**
>
> – Sören Müller, Mammoet

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Risks outweighed by the rewards

Southern Africa is all about raw materials; oil and gas are major sources of project work, while minerals such as iron ore, copper and cobalt abound. Renewable energy projects are by no means unknown in the region, but the focus for project logisticians right now is largely on traditional industries, writes *Megan Ramsay*.

Sarens' Cape Town depot is ramping up for upcoming onshore wind and solar power projects.

A report from consulting firm dss+ Sustainable Solutions Switzerland for the Investing in African Mining Indaba 2022, the largest event for Africa's mining industry, said the sector is poised for ambitious growth.

Governments in countries endowed with critical minerals are keen to accelerate the growth of the mining sector, with renewed calls for cross-border and public-private partnerships, said the report.

At the conference, Zambia's president Hakainde Hichilema noted that power, logistics and transport are important areas of investment central to this development agenda, with elected leaders having a responsibility to provide stability for private investments.

The privatisation of Angola's Benguela railway on the Lobito Corridor (a series of interconnecting railways through countries such as Angola, Democratic Republic of Congo, Zambia and South Africa) is one example, offering a potential route that would support increased exports, dss+ added. The Benguela railway's terminus is the port of Lobito, which is also a candidate for privatisation.

Naturally, the project cargo logistics community is essential to support the mining industry's activities. Heavy lift service provider Sarens Siba (part of Belgium-headquartered crane rental, heavy lifting and transport engineering company Sarens) has its own depot in Zambia, which lies in the Copperbelt.

Demand for commodities across the region is strong. For example, the South African mining industry is doing well, with its output reaching a new milestone in 2021 when it exceeded USD55 billion for the first time.

"Locally, we are seeing a growing number of reports that show that demand for coal on the export market is in particularly high demand as Europe stocks up for winter," observed Ricardo Isaac, senior manager cargo development and operations at Dube Cargo Terminal.

To the east, BBC Chartering recently moved mining equipment to Madagascar for Rio Tinto on BBC Direction. A joint venture between Rio Tinto (80 percent) and the Madagascan government (20 percent), QIT Madagascar Minerals' (QMM) operation near Fort Dauphin in the Anosy region of south-eastern Madagascar produces ilmenite, a major source of titanium dioxide. QMM includes the deepwater Port d'Ehoala.

Of course, a BBC spokesperson pointed out, traffic coming into Southern Africa is much higher compared with outbound activity. Within the region, "we see a slight increment in local cargo movement... especially between Madagascar and South Africa/Mozambique, mostly of used equipment", the spokesperson added.

Energy expectations

BBC expects the main business in the Southern Africa region over the next few years to be driven by the Mozambique LNG project at Cabo Delgado. The project, run by EPC contractor CCS JV (a joint venture between McDermott, Saipem and Chiyoda), is "expected to be huge and running for the next two years at least", the spokesperson said. "Millions of freight tons of cargo are expected, offering great opportunities for sure."

We opened a depot in Cape Town in June with transport equipment such as SPMTs, regular and abnormal transport including multi-axle trailers.

– Tim Biesemans, Sarens

The largest private investment in Africa at present, Mozambique LNG should have a production capacity of 12.8 million tonnes of natural gas per annum when completed. The project's lead developer, TotalEnergies, called force majeure on the project in 2021 when the region was afflicted by an insurgent attack. TotalEnergies ceo Patrick Pouyanné said the goal is to get the project running this year, but start-up has been pushed back to 2025.

Oil and gas focus

Sarens is also focusing on oil and gas in Mozambique. Sarens Siba was a partner for a FLNG project in Nacala, for example, loading out mooring chains and reels. The plant will be the world's deepest FLNG facility with wells drilled to nearly 2,000 m. Six wells in total will flow into the liquefaction unit.

The company serves the oil and gas industry in South Africa, too, where it has several maintenance contracts and provides cranes and transport on an ad hoc basis.

"Additionally, we opened a depot in Cape Town in June with transport equipment such as SPMTs, regular and abnormal transport including multi-axle trailers," said Tim Biesemans, regional director – Southern Africa for Sarens.

Cape Town is a prime location for this depot due to the presence of large vessel builders, manufacturing companies, a

nuclear power station, dry docks for servicing vessels, and an oil refinery in the region. There are also opportunities in renewables and special projects across the Cape Town area, including servicing turbine manufacturers, developers and the country's only functional tower factory.

"Our Cape Town depot is ramping up for the upcoming onshore wind and solar power projects for round five [of the country's renewable energy development programme]," Biesemans confirmed.

Looking north, Biesemans said that Tanzania is a country in development, with recently awarded projects and a new president who is focused on new opportunities. Sarens set up a company in Tanzania last year and is currently providing abnormal transport services in the power segment there. "Everyone is watching the Lindi LNG project," Biesemans said.

In June, Reuters reported that Equinor and Shell had signed a framework deal with Tanzania to develop the planned USD30 billion Tanzania LNG export project at Lindi. The final investment decision on the project is expected in 2025.

Biesemans added: "In Angola, we were awarded the scope of work for the [Barra do Dande] Oceanic Terminal project for the next two years. We will be providing heavy lifting crane solutions." Construction of Sonangol's USD500 million terminal in Bengo province began in September 2021.

Angola project

In September of this year, Sarens loaded out five components for a Chevron offshore subsea structure in Angola. The operation involved cranes, SPMTs and load cells; a barge was used to tranship the cranes to the delivery site in Malongo, where waters were too shallow to accommodate ordinary seagoing vessels.

Also in Angola, BBC Chartering recently shipped in three reels, each weighing approximately 130 tonnes (plus crates), on the BBC Diamond for Eni's Agogo deepwater oilfield project.

This project entered its second phase in 2022. Construction will continue into 2023, while a third phase of activity was announced recently and a tender for the EPCC contract to deliver an FPSO was in progress at the time of writing.

Bloomberg's survey of monthly OPEC member output indicates that Angola has surpassed Nigeria as Africa's largest oil producer this year, the former's output hitting 1.17 million barrels per day in August.

Overall, heavy lift and project cargo traffic in Southern Africa is holding steady. There is currently a good level of project and heavy lift cargo activity in the region with Angola, South Africa, Madagascar and Mozambique remaining the major business areas.

The variety of BBC's multipurpose fleet allows the carrier to seek different types of cargo.

Continued demand for power and improved infrastructure mean that the main cargoes transported in the region tend to be construction equipment, mining equipment, cranes, reels and steel pipes. However, the region has long suffered numerous challenges that have disrupted and delayed projects.

For instance, the BBC Chartering spokesperson noted the aforementioned Mozambique LNG project, where shipments are still on hold. The spokesperson also confirmed that several other shipments have been postponed because the issuing of export permits has become "slower and more restrictive".

Other downsides for project logistics providers in the region include higher transport costs and a shortage of tonnage in the area. Moreover, the imbalance between the quantity of inbound and outbound loads has kept rates on the high side.

"Cargo outbound usually has a different value and most of the time is not particularly urgent. This increases the risk of having a spot vessel once the inbound cargo has been discharged, making a repositioning of the vessel into another area necessary and causing costs for ballasting, which is then reflected in the rates given and consequently may affect a client's budget," said BBC.

> **As you move deeper into Africa there are more opportunities, although risks are higher.**
>
> – Tim Biesemans, Sarens

However, the variety of BBC's multipurpose fleet allows the carrier to seek different types of cargo, such as containers, minerals and raw materials, bags and bulk, rather than relying solely on project shipments.

Perhaps the key to success in any part of Africa is to expect the unexpected. "Generally, when you want to mobilise equipment into Africa, something always pops up – logistical challenges, war, political instability, Customs issues..." Biesemans said.

Once inside a country, though, it is generally easy to operate – and that is no bad thing, given how congested the South African market has become. "As you move deeper into Africa there are more opportunities, although risks are higher," Biesemans pointed out.

Investment complications

Foreign investment in the mining sector also complicates the local market somewhat. "Foreign companies active there tend to bring in their own equipment, meaning less demand for Sarens' offering," he said.

At one time, Sarens tried to conduct all of its Africa business centrally from a base in South Africa, but experience led the company to revise this approach.

"We have opened depots in different countries over the last two years and employed local people," Biesemans said. "We have four depots in South Africa [Sasolburg, Cape Town as already mentioned, Brits and Witbank], and one each in Angola, Zambia, Mozambique and Tanzania; the rest of our work in Africa is done on a project-by-project basis."

With the depots, he said, "we are closer to our clients – right on their doorstep. We are

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Intra-Africa trade progress

On a continent-wide level, the African Continental Free Trade Area (AfCFTA) continues to make progress and it is hoped that it will boost project logistics. At this stage, a number of investment promotion and business-to-business trade platforms have been established in order to advance the goals of the AfCFTA.

In November 2021, Durban (South Africa) hosted the second Intra-African Trade Fair. Conversations were around taking advantage of e-commerce and location-specific advantages to create integrated value chains to bolster competitiveness within the broader marketplace, said Ricardo Isaac (pictured), senior manager cargo development and operations at Dube Cargo Terminal.

"Road, sea and airfreight will be the primary means of transport used, with sea and road freight being primarily used to haul the raw materials and finished goods, and airfreight ferrying valuable machinery components and spares on regularly scheduled flights," Isaac predicted.

"However, we are optimistic that as the implementation of the African Continental Free Trade Area gears up, it will propel the growth of airfreight in the region."

Others have yet to be convinced, though, with Tim Biesemans, regional director – Southern Africa for Sarens, commenting that "it is still difficult to comprehend how the AfCFTA will work".

locally available and the equipment we provide to the clients is immediately available, which means shorter lead times, quicker turnarounds."

On the airfreight side, the response to Covid-19 naturally had a devastating impact as belly capacity all but disappeared and dedicated heavy lifters found employment in vaccine and other pharmaceutical material deliveries.

However, during the pandemic Dube TradePort developed its infrastructure with the construction of additional remote apron stands, and the commissioning of new scanners and an integrated RFID tracking system. King Shaka International Airport is ranked the second-fastest recovering international airport in South Africa post Covid-19.

According to Isaac: "This has allowed us to bring back all our staff and operate at full capacity, giving us the flexibility to service chartered and other unscheduled aircraft."

Unscheduled flights

Dube Cargo Terminal has handled a number of unscheduled flights, along with abnormal loads, in the last year or so.

On April 12, the province of KwaZulu-Natal – particularly Durban – was hit by floods that compromised key infrastructure such as roads, water supplies and fuel pipelines.

In response to the disaster, Isaac said: "King Shaka International Airport has been servicing relief flights from places like Qatar and the UAE, and Dube TradePort provided storage and distribution facilities for these aid efforts."

In addition: "We have seen regular arrivals of ship spares and equipment to support the vessels docked in Durban and Richards Bay harbour, as well as the relocation of endangered rhinos in an effort to spawn new populations in other areas throughout Africa."

The US military has also been using Dube TradePort's facilities to support joint training missions in the region.

Besides these abnormal loads, Isaac is confident that the airfreight of critical components to the manufacturing and shipping industry will continue to be important for the heavy lift airfreight sector across Southern Africa.

In South Africa specifically, a drive to upgrade infrastructure around airports, seaports and road infrastructure has improved accessibility to the major centres, he said. Furthermore, the potential revenues from cargo have become more important to the sustainability of airlines, airports and local stakeholders; this has meant local authorities have made logistics a priority, which is set to further improve efficiency.

"From a Dube Cargo Terminal perspective, we are looking at beginning the process by scaling up the resources dedicated to driving the implementation of our cargo airlift strategy, which will be the foundation to position Durban as a secondary gateway into southern Africa and growing overall airfreight operations," Isaac stated.

"We are gaining recognition from the charter operators and project cargo companies for our ability to handle outsized air cargo and for our specialised facilities, which we believe bodes well for future traffic in this area," he added.

> **From a Dube Cargo Terminal perspective, we are looking at beginning the process by scaling up the resources dedicated to driving the implementation of our cargo airlift strategy.**
>
> – Ricardo Isaac, Dube Cargo Terminal

There is similar optimism regarding other modes of transport in South Africa as the country seeks to overcome some of its logistical limitations.

Port limitations

For instance, the spokesperson at BBC Chartering explained: "Durban is one of the busy ports in the country, but often cannot handle the intense traffic. Just recently we missed a cargo (a dismantled crane) due to the long waiting time to berth and consequently many days of congestion.

"Also, clients lament how difficult it is to find stowage in the port. Space is limited both at the port and nearby for any operations, including stowage and assembly and disassembly of cargo."

But, the spokesperson continued: "The South African government announced a plan at the beginning of the year to work on the modernisation and expansion of port facilities to increase efficiency and improve capacity at Durban port first, but also the other major ports in South Africa – Port Elizabeth and Saldana Bay.

"This would be very helpful for the heavy lift sector. If these ports could handle assembled big and heavy units then we would have more opportunities, as not all the carriers present in the area have crane capacity to lift such items.

"Having more cargoes from all these ports would give us a good chance to increase traffic both westbound and eastbound, as most of the time we are able to call in these areas with a passing vessel – which also makes the price for clients competitive."

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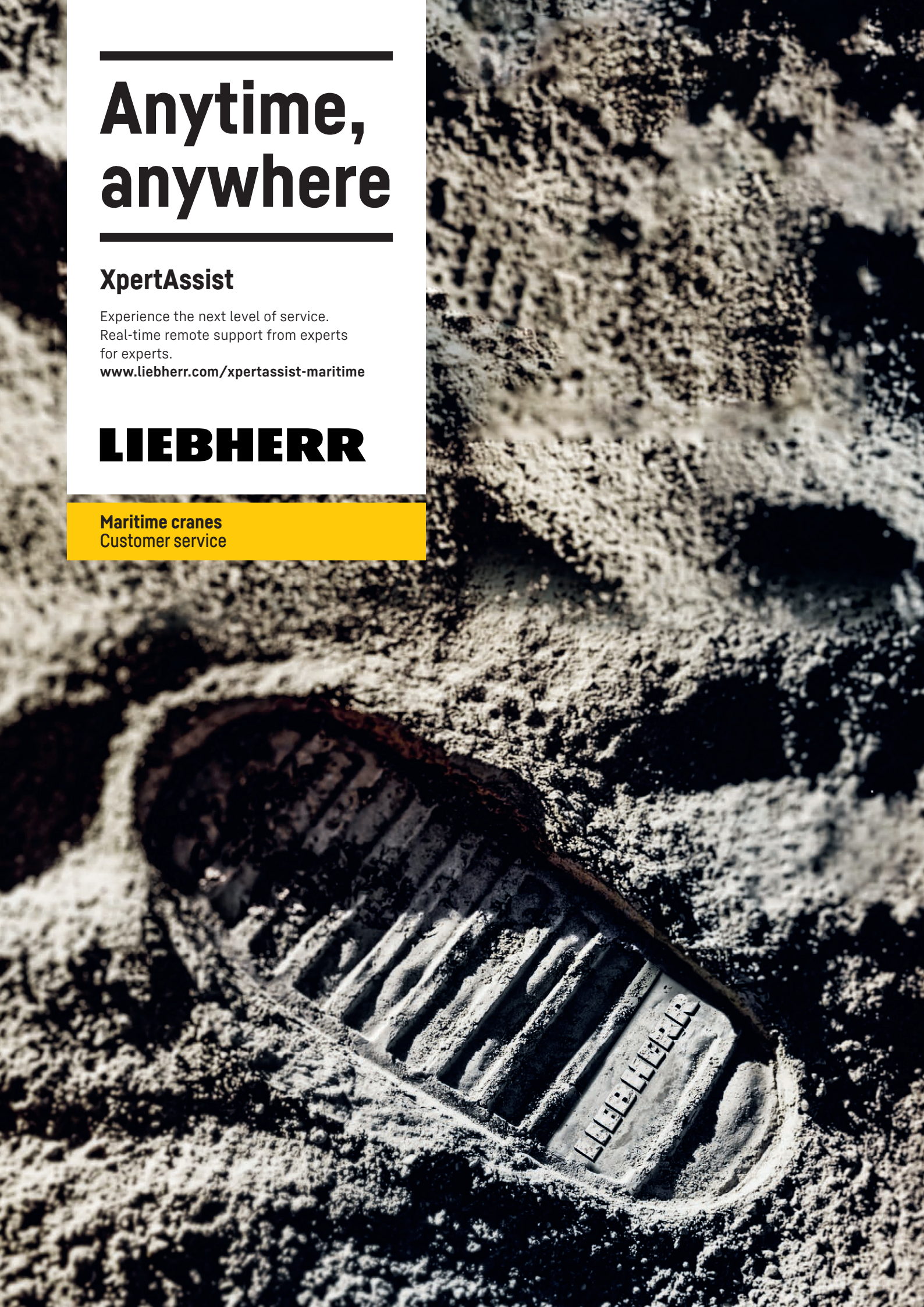

A gas-fired combined cooling, heating and power plant in Zengcheng, China.

Siemens Energy

Price changes drive dramatic shift in energy mix outlook

The global energy crisis is causing profound and long-lasting changes that look set to hasten the transition to a more sustainable and secure energy system, writes *David Kershaw*.

Rystad Energy research shows that with recent gas prices, it would be 10 times more expensive to operate gas-fired power plants in the long term than to build new solar PV capacity in Europe.

Even though gas prices are not expected to remain at such high levels in the medium-to-long term, when and if they fall, gas will struggle to remain competitive in Europe's power mix.

Spot prices on the Netherlands-based Title Transfer Facility (TTF) gas hub, the main reference for Western Europe, have risen from an average of EUR46 (USD45.5) per megawatt-hour (MWh) in 2021 to EUR134 (USD132.7) per MWh so far this year – an increase of 187 percent. The price reached a historical peak of EUR330 (USD326.9) per MWh in August, pushing the cost of generating electricity from gas close to EUR700 (USD693.4) per MWh.

Despite the increase in price, gas-fired generation output increased 4 percent during the first seven months of 2022, mainly due to a 100-terawatt-hour (TWh) drop in output from hydroelectric and nuclear generation.

Upcoming winter

The situation is unlikely to improve over Europe's upcoming winter. As a result, Rystad Energy expects gas-fired generation will be needed to keep the lights on, despite the high cost of gas.

For 2023, the return of nuclear generation plants and more renewable energy capacity should gradually reduce the need for gas-fired power. More than 50 GW of new solar and wind capacity is planned to be commissioned next year, with French generator EDF hoping to bring back 30 GW of nuclear capacity that is currently undergoing maintenance back online.

Rystad Energy forecasts that TTF prices will stabilise at around EUR31 (USD30.7) per MWh by 2030, which puts the levelised cost of energy (LCOE) of existing plants closer to EUR150 per (USD148.5) MWh. This is still three times more than the LCOE of new solar PV facilities. For gas-fired plants to continue being competitive, gas prices would need to fall closer to EUR17 (USD16.8) per MWh and carbon prices would need to fall to EUR10 (USD9.9) per tonne, which is currently unthinkable.

> **The energy world is shifting dramatically before our eyes.**
>
> – Fatih Birol, International Energy Agency

There have truly been some dramatic shifts in the energy market these past 12 months.

"The energy world is shifting dramatically before our eyes," said to Fatih Birol, executive director of the International Energy Agency (IEA) in its latest *World Energy Outlook (WEO)*.

The global energy crisis triggered by Russia's invasion of Ukraine is causing profound and long-lasting changes that have the potential to hasten the transition to a more sustainable and secure energy system.

Fossil fuel plateau

The biggest tremors have been felt in the markets for natural gas, coal and electricity – with significant turmoil in oil markets as well. For the first time ever, a WEO scenario based on today's prevailing policy settings – in this case, the Stated Policies Scenario – has global demand for every fossil fuel exhibiting a peak or plateau.

In this scenario, coal use falls back within the next few years, natural gas demand reaches a plateau by the end of the decade, and rising sales of electric vehicles (EVs) mean that oil demand levels off in the mid-2030s before ebbing slightly to mid-century.

Many governments are seeking to increase or diversify oil and gas supplies. The most notable responses, according to the WEO, include the US Inflation Reduction Act, the EU's Fit for 55 package and REPowerEU, Japan's Green Transformation (GX) programme, South Korea's aim to increase the share of nuclear and renewables in its energy mix, and ambitious clean energy targets in China and India.

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OIL & GAS NEWS

Jackdaw EPCI deal

TechnipFMC has been awarded an EPCI contract by **Shell** for the Jackdaw development in the UK part of the North Sea. The contract covers pipelay for a 30 km tieback from the new Jackdaw platform to Shell's Shearwater platform, as well as an associated riser, spoolpieces, subsea structures and umbilicals.

Petrofac supports Gente

Petrofac has won its first new energy-focused project in Chile, supporting **Transitional Energy Group (TEG)** with its Gente Grande green ammonia project as owner's engineer.

EPC contract amended

Sempra Infrastructure said that **Port Arthur LNG** and **Bechtel Energy** have amended and restated the fixed-price EPC contract for the proposed Phase 1 liquefaction project under development in Jefferson County, Texas. The amended contract includes an updated price of approximately USD10.5 billion.

UK carbon storage bids

A total of 26 bids were placed for the UK's first-ever carbon storage licensing round. In all, 19 companies expressed interest in the 13 areas on offer, which are off the coasts of Aberdeen, Teesside, Liverpool and Lincolnshire.

Ineos takes Solsort FID

Ineos and its partners have taken a final investment decision (FID) on the development of the Solsort West field in the Danish part of the North Sea. The group has received approval from the Danish Energy Agency.

FID for Fenix gas

TotalEnergies has approved the final investment decision for the Fenix gas development, located 60 km off the coast of Tierra del Fuego in southern Argentina. The Fenix field will be developed through three horizontal wells, drilled from a new unmanned platform. Gas will be transported through a 35 km pipeline to the Véga Pleyade platform and treated onshore at the Rio Cullen and Cañadon Alfa plants.

QatarEnergy ramps up North Field gas projects

QatarEnergy said that new partners will be entering the North Field South (NFS) project.

As this issue went to press, **Shell** was selected to participate in the next wave of Qatar's LNG expansions; it will obtain a 9.375 percent participating interest in the 16 million tonnes per annum NFS project – out of a total 25 percent interest available for international partners. QatarEnergy will hold the remaining 75 percent.

TotalEnergies joined the project during September 2022 with a 9.375 percent participating interest.

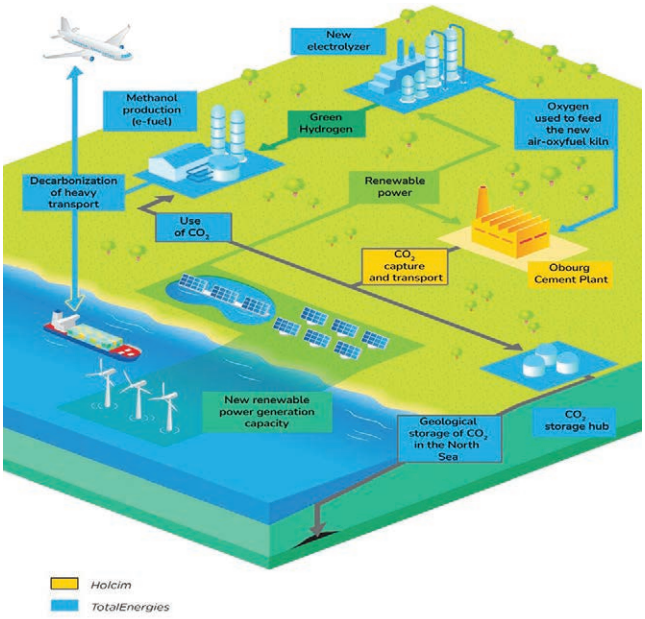
Saipem, meanwhile has been awarded a contract by Qatargas for the North Field production sustainability offshore compression complexes project, EPC 2, located off Qatar. The contract value amounts to approximately USD4.5 billion.

The scope of work encompasses the engineering, procurement, fabrication and installation of two offshore natural gas compression complexes aimed at sustaining the production of the North Field, including two of the largest fixed steel jacket compression platforms ever built, flare platforms, interconnecting bridges, living quarters and interface modules.

MoU signed for cement plant decarbonisation

TotalEnergies and **Holcim** in Belgium have signed a memorandum of understanding (MoU) to work together on the full decarbonisation of a cement production facility being upgraded by Holcim in Obourg, Belgium.

Various energies and technologies will be assessed for the efficient capture, utilisation and sequestration (CCUS) of around 1.3 million tonnes of CO_2 emitted by the facility every year.



OIL & GAS

Lhyfe to build hydrogen plant

Green and renewable hydrogen producer **Lhyfe** plans to develop a 200 MW plant in Delfzijl, the Netherlands. Home to a significant industrial and chemical industry, Delfzijl is already a large consumer of hydrogen as a chemical feedstock. The project execution is subject to obtaining required operation licences and building permission, as well as financial investment decision.

Archaea snapped up by bp

bp has agreed to acquire Houston-based renewable natural gas (RNG) producer **Archaea Energy** for USD3.3 billion in cash, as well as around USD800 million of net debt.

Archaea Energy operates 50 RNG and landfill gas-to-energy facilities across the USA, producing around 6,000 barrels of oil equivalent a day (boe/d) of RNG.

Petronas signs Sabah field PSC

Petronas has signed a production sharing contract (PSC) with **TotalEnergies EP Malaysia (TE)** as operator and three other companies for Block 2K, an ultra-deepwater block located off the coast of Sabah.

Atlantic Shores selects Vestas as preferred turbine supplier for its 1.5 GW project in New Jersey, USA, powering over 700,000 homes.

Vestas lands series of big orders for turbines

Vestas has recently secured a number of large-scale turbine orders in Europe and the Americas.

Atlantic Shores Offshore Wind (a joint venture of **Shell** and **EDF Renewables**) picked Vestas as the preferred wind turbine supplier for the 1.5 GW Atlantic Shores offshore project.

It is located in New Jersey near Atlantic City, USA. A total of 15 MW units will be supplied to the project, which is scheduled to come online in 2027.

Meanwhile, **Inch Cape Offshore,** a joint venture between **Red Rock Power** and **ESB,** appointed Vestas as the preferred wind turbine supplier for the 1.1 GW Inch Cape offshore wind farm in Scotland.

The project, located 15 km off the Angus Coast on the east of Scotland, will feature 72 V236-15.0 MW turbines. The agreement also includes a 15-year operations and maintenance (O&M) contract. The Renewables Hub at the port of Dundee was selected as the project's intended pre-assembly site, and the port of Montrose as the project's O&M base.

Vestas has also secured the wind turbine supply contract for the 1.2 GW Baltic Power offshore wind project in Poland. The project is being developed by **Baltic Power** – a joint venture between **PKN ORLEN** and **Northland Power**. Vestas will provide 76 V236-15.0 MW turbines for the project.

Vestas has also landed a 74 MW order for a wind project in Finland. The project includes 12 V162-6.2 MW turbines and a 30-year full maintenance contract. Deliveries and installation of the wind turbines are expected to begin in the second quarter of 2024, while commissioning is planned to end in the fourth quarter of 2024.

Vestas has also received an EPC contract for a 74 MW wind project in Lithuania. Aside from manufacturing, delivering and installing the wind turbines, Vestas will also be the balance-of-plant (BoP) contractor, meaning it will deliver all civil and electrical works.

It has also signed a deal with **Engie** to supply turbines for the 846 MW Serra do Assuruá onshore wind project, located in Gentio de Ouro, Bahia, eastern Brazil.

POWER GENERATION

Geothermal developments

In Austria, **OMV** is conducting a production test to analyse the geothermal potential in the Vienna Basin. The test takes place in the basement of the basin, in the 'Hauptdolomit'. In Germany, OMV has a 50 percent interest in a geothermal exploration project, called Thermo, in Lower Saxony. This involves a small aircraft taking gravity and magnetic measurements over an area of around 5,000 sq km.

According to OMV, the geothermal conditions in the Vienna Basin are suitable for use as a direct heat carrier. In northern Germany, the geothermal energy could be used to generate electricity.

EDF to be fully nationalised

France has announced it will take full control of domestic utility EDF for USD9.85 billion.

ANIXAS engines supplier named

MAN Energy Solutions will supply three MAN 18V51/60DF dual-fuel engines with alternators and auxiliary equipment as part of an expansion of the ANIXAS power station in Walvis Bay, Namibia. A new power station will be built next to the existing facility, expanding current generating capacity of 22.5 MW by 50 MW. It will be operated by utility **Namibia Power Corporation.**

POWER NEWS

Aker wins HVDC go-ahead

Aker Solutions, in a consortium with **Siemens Energy,** has been awarded a limited notice to proceed contract from **Vattenfall** for the Norfolk Boreas offshore wind project off the coast of Norfolk, UK. Aker Solutions and Siemens Energy will provide the grid connection infrastructure for the project. This includes the EPCI of the high-voltage direct current (HVDC) offshore platform, onshore substation and connection to the National Grid. The project is subject to regulatory approvals; the customer's final investment decision is expected during the second quarter of 2023.

Blandford Road FID

Equinor has approved a final investment decision on the Blandford Road battery storage project in the south of the UK. This will be the first commercial battery storage asset for Equinor, and the first project realised from the strategic partnership between Equinor and **Noriker Power.**

Siemens turbine contract

Siemens Gamesa has been chosen by Energiequelle to deliver wind turbines for the 105 MW Mikonkeidas wind farm in Finland.

US floating wind targets

The US federal government has set a target to install 15 GW of floating offshore wind capacity by 2035. The US Bureau of Ocean Energy Management (BOEM) will advance lease areas in deepwaters for floating technology, starting with an auction off the coast of California by the end of 2022. Meanwhile, the US state of New Jersey aims to have 11 GW of offshore wind energy capacity installed by 2040, the highest offshore wind goal among US states.

Nova Scotia wind leases

Nova Scotia Province (Canada) has set a target to offer leases for 5 GW of offshore wind energy by 2030 to support its green hydrogen industry. Leases will be granted through a competitive process jointly managed by the provincial and federal governments, with the first calls to be made in 2025.

INFRASTRUCTURE

Carbon capture trials

Steel manufacturer **ArcelorMittal, Mitsubishi Heavy Industries Engineering (MHIENG),** mining house **BHP** and **Mitsubishi Development** are collaborating on a multi-year trial of **MHIENG's** carbon capture technology. A trial will take place at ArcelorMittal's steel plant in Gent, Belgium and another site in North America.

Lot 4 secured by Webuild

Webuild and its consortium partners will build Lot 4 of the railway that will connect Cluj-Napoca and Episcopia Bihor in Romania. The total value of the contract is approximately EUR490 million (USD489.5 million). Lot 4 entails the design and construction of the modernisation and electrification of approximately 50 km of existing railway, including five stations at Tilegad, Osorhei, East Oradea, Oradea and Episcopia Bihor in the country's northwest near the border with Hungary.

POWER NEWS

Aksa lands Tashkent work

Aksa Energy has signed an agreement with the Ministry of Energy of Uzbekistan to build a 240 MW natural gas combined cycle power plant in Tashkent.

Shenergy approval

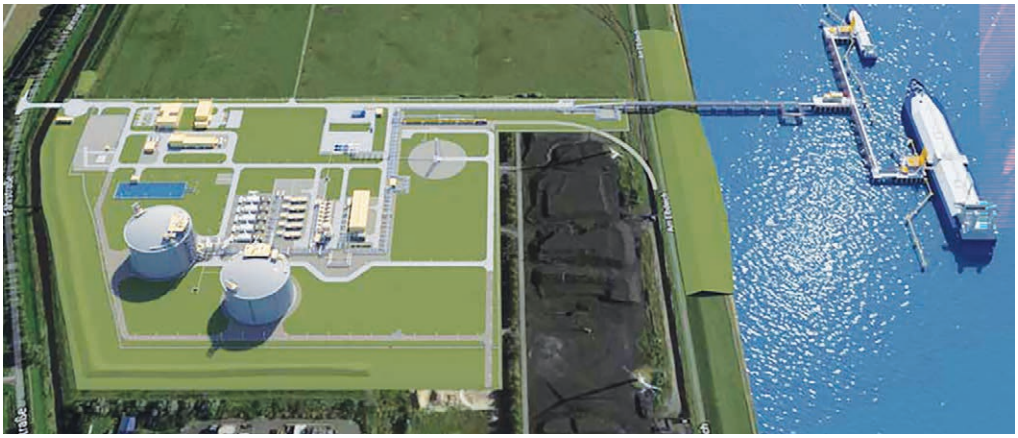
China's Hainan province has approved the proposed 1.2 GW Shenergy offshore wind farm.

Wind Energia selects supplier

Wind Energia placed an order with **Nordex** for the supply and installation of 16 turbines for the 48 MW Nozdrzec project in Poland. The final turbine is scheduled to go into operation at the end of 2023.

Seabed agreement

Ocean Winds, Mainstream Renewable Power and **ESB** signed seabed lease agreements with Crown Estate Scotland for the development of three floating offshore wind projects.



Vinci wins German regasification deal

Vinci has signed the EPC contract to build Germany's first regasification terminal. It will have a production capacity of 10 billion cu m of natural gas per year with two 165,000 cu m storage tanks.

The terminal will also be equipped with auxiliary operating systems, infrastructure and buildings.

This terminal will provide strategic infrastructure for the customer German LNG Terminal and will be located at Brunsbüttel at the mouth of the Elbe on the North Sea. The installation is to be delivered in 2026, with the works lasting 42 months.

INDUSTRIAL INFRASTRUCTURE

Suvo buys Dingo stake

Suvo Strategic Minerals has signed a binding agreement to acquire a 26 percent interest in **Dingo**, an Australian company aiming to produce high-purity alumina (HPA) from recycled feedstock.

Dartbrook mine to be revived

The Dartbrook coal mine in New South Wales will be recommissioned, according to owner **Australian Pacific Coal.**

Marathon places Valentine order

Marathon Gold Corporation has awarded **Metso Outotec** orders for processing equipment for the Valentine Gold Project in Canada. The combined order value totals approximately EUR15 million (USD14.7 million). The deal includes a VF Series grizzly feeder, a Nordberg jaw crusher, Planet Positive Premier SAG and ball mills, a mill reline machine (MRM), vibrating screens and a high-rate tailings thickener with a feed system.

AngloGold acquires Crown

AngloGold Ashanti will enhance its footprint in Nevada, USA, with the acquisition of **Coeur Mining** subsidiary **Crown Sterling** for USD150 million.

Rio Tinto starts demo plant trial

Rio Tinto has started producing spodumene concentrate, a mineral used in the production of lithium for batteries, at a demonstration plant in Quebec, Canada.

Cerro Blanco gold vote lost

Bluestone Resources has lost a referendum to develop the **Cerro Blanco** gold project in Guatemala. The developer called the referendum unconstitutional.

BSIET picks Metso Outotec

Metso Outotec has signed a contract with **Beijing Shougang International Engineering Technology (BSIET)** for the delivery of an iron-ore pelletising plant to **Shougang Qian'an Iron and Steel.** The plant will be built in Qian'an, Hebei province in China.

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The stars align over North American waterways

In North America, project cargo shipments continue to push the envelope on many road and rail routes, prompting project managers, freight forwarders and route surveyors to turn to inland waterway transportation. By *Gregory DL Morris.*

There are 12,000 miles (19,312 km) of navigable waterways in continental USA, said Patrick Donovan, chief at the Planning Center of Expertise for Inland Navigation in Huntington, West Virginia. The centre is part of the US Army Corps of Engineers, the federal agency responsible for maintaining the vast network of waterways.

Donovan characterised the major inland waterways in North America in general terms. The Great Lakes see heavy commodity traffic – coal, iron ore, steel, grain and inorganics – as well as agricultural goods and project cargo over their entire length, from the St Lawrence Seaway all the way west to Thunder Bay, Ontario, and finally Duluth, Minnesota.

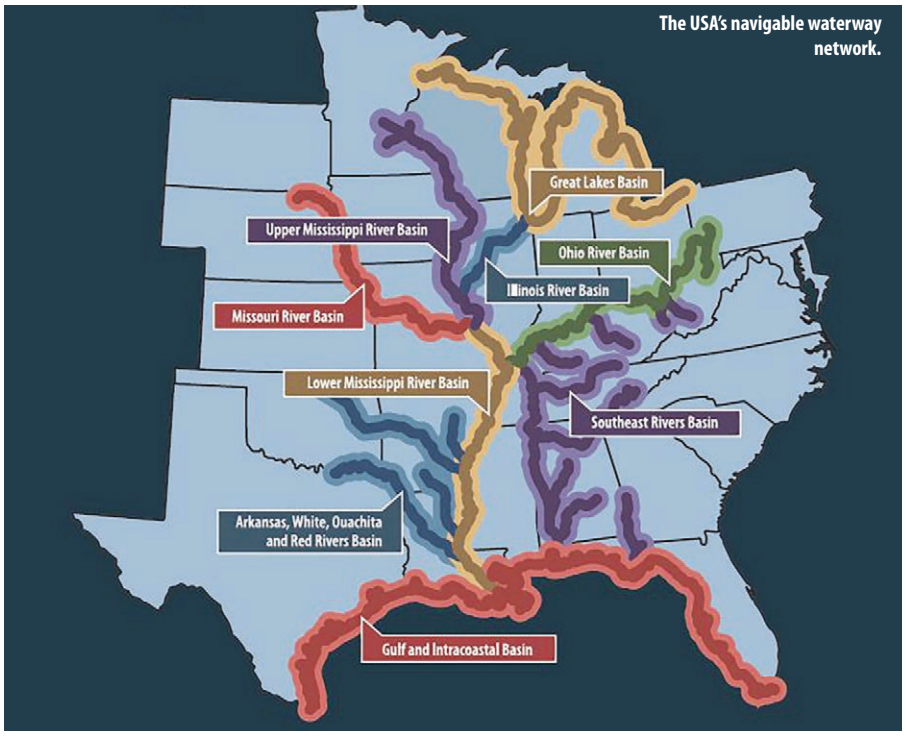
At the opposite end of the continent, the Columbia-Snake River system runs east from the Pacific Ocean at Portland, Oregon, as far inland as Lewiston, Idaho. That is a well-known project cargo route in its own right, and forms part of the High Wide Heavy water and land corridor to the inter-mountain US states and Canadian provinces. Several ports along the Columbia-Snake handle project cargo, including Vancouver and Longview, Washington; Pasco, Oregon, on the north side of the river; and the port of Morrow in Boardman, Oregon, on the south side of the waterway.

The best known, and largest inland system in North America is the Mississippi-Missouri system, the fourth longest in the world at 3,900 miles (6,300 km) from Lake Itasca, Minnesota to the Gulf of Mexico. Agricultural commodities as well as inorganics and general cargo, dominate that network. Surprisingly, there is not a great deal of project cargo, which may be because of the numerous fixed rail and road bridges over the channel, especially farther upriver.

The Ohio River system from the Mississippi and reaching east into Pennsylvania has not traditionally been a project cargo corridor, but with new steel and petrochemical projects around the Midwest, it has seen more action.

Other notable systems include the Tennessee-Tombigbee from the Gulf of Mexico east of the Mississippi, as well as the Chesapeake, Delaware, and Hudson Rivers

The Foss fleet includes deck barges up to 400 ft (121.9 m) long, fully capable of handling the longest 100 m-plus blades.



The USA's navigable waterway network.

along the Atlantic Seaboard. The US East Coast also has the Intracoastal Waterway. That runs from the Texas border with Mexico along the Gulf and around Florida, then the length of the Atlantic Seaboard to New York, then upriver on the Hudson to the legendary Erie Canal system and thus to the Great Lakes. Having passed the mouth of the Mississippi River, it circumnavigates the eastern half of the USA.

"Any project cargo shipment would be restricted by the size of the locks on any of the major river systems," Donovan noted. "That said, the locks on the Ohio upriver to Pittsburgh are 1,200 ft (365.8 m) long. Those on the upper Mississippi and on the Ohio above Pittsburgh are 600 ft (182.9 m), and we are taking them to 1,200 ft. So, size should not be too much of a concern."

Broadly, Donovan stated: "At a high level the river systems are prepared for project cargo. The inland marine highway is well able to handle large, heavy loads. The only question is the landside, the river ports and

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terminals as well as the road or rail transportation."

Inland takes on a whole new meaning on the Great Plains. Tulsa, Oklahoma, is known for oil and is located directly on the Arkansas River. Notably, the modern Tulsa Port of Catoosa is northeast of the city on the Verdigris River. That is the head of McClellan-Kerr Arkansas navigation system, which joins the Mississippi River in southeastern Arkansas, just above Louisiana.

"We have a 200-ton (181.4-tonne) gantry crane at our main dock that can move cargoes from barge to rail or truck and vice versa," said Daniel Grisham, deputy director for Tulsa Ports. "The current operator is Watco. We have a ro-ro, or low-water wharf, that allows any size cargo to move directly from truck, self-propelled modular transporter, and/or rail car on to a deck barge. Additionally, a crane can be deployed at this site to lift the cargo into a hopper barge."

The low-water wharf was built in the late 1970s with the most recent upgrades added in 2017. There are no current plans by the port or any of the operators in and around the port to increase capacity or equipment in the near future.

"Watco actively seeks projects for our main dock," Grisham explained. "The port authority attends trade shows and does some marketing of the low-water wharf. The ro-ro berth is available for rent for anyone in the industry to use and we routinely quote its use out."

Hardstand capacity

Once offloaded, "we have several engineered hardstands that range from 2-7 acres (0.8 -2.8 ha) for laydown and assembly for project cargo", said Grisham. "There are no known weight restrictions for these hardstands."

For final delivery to the jobsite, "we have dedicated oversized/over-dimensional road routes within the port that are designed and maintained with no width or height conflicts," said Grisham. "Other considerations have to be determined when leaving port property to identify any conflicts."

Those do not seem to have been evident, as some very large equipment has come through Tulsa. "The past few years we have seen few shipments at our ro-ro berth as most have been moving through our main dock," Grisham related. One of the notable moves was "a 550-ton (499-tonne) piece of equipment built in Italy for a refinery here in Oklahoma."

That is not to say that the ramp is not in use for project cargo, especially as part of the global trend towards one-lashing shipments

A cutter head arriving at the port of Hamilton.

where the manufacturer secures a dimensional load on a flatbed that drives onto a ro-ro, then off near the destination and to the jobsite. "Yes, we have seen that," said Grisham, "but it typically depends on what the specific cargo requirements are for the given movement and destination."

And while energy in Oklahoma has long meant hydrocarbons, the state is also celebrated in song as the place where "the wind comes sweeping down the plain". Project cargo at Tulsa is a mix of conventional and renewable energy: vessels or reactors for gas processing, oil refining, and petrochemical production; as well as wind turbine blades, tower sections, and nacelles and related power transmission equipment. "We have moved all of those cargo types, including cracking units, nuclear power components, and all types of refinery equipment. We had a 350-ton (317.5-tonne) gas turbine come in from Savannah, Georgia, to be used at Grand River Dam Authority in Oklahoma."

The shift from road and rail to water, as far as possible, is the aim all over the continent. In a presentation to the Great Lakes Economic Forum in Chicago in June, Hamilton Oshawa Port Authority (HOPA) ports highlighted the increasing viability of inland shortsea shipping to move goods between some of the Great Lakes region's most populous and congested centres.

> **The inland marine highway is well able to handle large, heavy loads. The only question is the landside...**
>
> – Patrick Donovan, Planning Center of Expertise for Inland Navigation

Inland advantage

Hamilton, the historic steel town at the corner of the lake between Toronto and Buffalo, New York, has long been a project cargo port. Hamilton and Oshawa, just to the east of Toronto, are bookends to the largest urban area in Canada, and the fourth largest in North America.

Preliminary research conducted by Fluid Intelligence, a data analysis partnership of HOPA ports and the McMaster Institute for Transportation and Logistics, is beginning to uncover candidate routes and commodities where shortsea shipping can supplement long-distance and cross-border truck routes.

Specifically, inland shortsea shipping refers to city-to-city transportation using the Great Lakes as a marine highway alternative to land-based transportation. The marine option has several advantages, advocates say, including a significantly lower carbon footprint, along with the ability to bypass congested highways.

Fluid Intelligence's preliminary results show that 500,000 tonnes of goods are currently making trips of greater than

Project cargo at Tulsa is a mix of conventional and renewable energy.

100 km every week between key origins and destinations in southern Ontario and the US Midwest, representing approximately 2.5 million heavy truck trips per year.

Simmering ideas

Inland shortsea shipping could accommodate some of that traffic on a greener, quieter water route. "Shortsea shipping on the Great Lakes is one of those ideas that has been simmering for a long time, but recently the stars are starting to align," Larissa Fenn, HOPA's director of public affairs, explained at the forum in Chicago.

"Population growth and highway congestion, driver shortages and fuel costs are all part of the equation making marine a more appealing alternative to road transportation. And of course, organisations are looking to lessen the carbon footprint of their supply chain. Shortsea shipping helps tackle all of those problems," she added.

One marine vessel can carry the same amount of cargo as 963 large highway trucks, and in moving the same amount of cargo, trucks emit 558 percent more CO_2 per tonne of cargo per kilometre travelled, according to the research.

In the very last days of 2021, a trio of tunnel boring machines (TBM) set for use in Toronto arrived at HOPA. All three were manufactured by Herrenknecht in Germany. The larger TBM, weighing 2,000 tonnes, was delivered to the port of Oshawa, and the other two to the port of Hamilton, following a two-week journey across the Atlantic.

The larger TBM arrived aboard the heavy lift vessel Jumbo Vision. After securing the vessel, it took a week to discharge the TBM piece by piece, according to port stevedore QSL. "This particular job took more than a year to coordinate from start to finish," said Kevin Paradis-Rioux, senior sales representative at QSL. The twin TBM cutter heads came through the port of Hamilton aboard the Federal Delta, handled by stevedore Federal Marine Terminals (FMT).

FMT has operations spanning North America and is the project cargo and breakbulk subsidiary of Fednav, a privately owned dry bulk shipping group based out of Canada. Fednav operates a fleet of about 120 bulk carriers worldwide, of which 60 are owned.

"The geographic reach for our ports is quite amazing," said Aimee Andres, executive director of Inland Rivers, Ports, and Terminals, a trade association. "The Bipartisan Infrastructure Law has put increased attention on bridges. That is on top of the wind energy projects. As new ones are planned and built, and existing ones are repowered, the rivers are the route."

Foss Marine, one of the largest tug and barge operators in Western USA and Pacific, makes good use of the Columbia-Snake system. "We offload wind turbine blades at the ports of Vancouver (Washington) and Longview and move them as far as Lewiston (Idaho)," said Captain Peter Roney, business development manager.

The things we are moving get bigger and heavier, and the infrastructure we move over continues to get worse. That is why shippers are turning more to inland waterways.

– Erik Zander, Omega Morgan

"That cuts off a day or two of highway travel and jumps a whole state inland," he elaborated. "We have our own project cargo group and can contract with crane operators if necessary. It depends on the project. Sometimes the owner or forwarder will have the third-party logistics provider handle those arrangements. Sometimes the project managers do it themselves."

Foss fleet

Foss has added several deck barges over the last few years, as well as some new tugboats. The fleet includes deck barges up to 400 ft (121.9 m) long, well able to handle the longest 100 m plus blades. Roney mentioned that most of the Columbia River ports are making, or at least planning, incremental improvements for project cargo, particularly renewable energy, such as larger laydown yards.

Even though the emphasis is on renewable energy and infrastructure, Erik Zander, chief operating officer at Omega Morgan, noted the irony that "our industry continues to mature and get better; the things we are moving get bigger and heavier, and the infrastructure we move over continues to get worse. That is why shippers are turning more to inland waterways."

He also noted that inland water moves have more reliable scheduling than either road or rail, as well as a lower carbon footprint. "Predictability is time and money for project managers," said Zander. "Water moves lower the risk, the cost and the time. The route survey gets easier because there are fewer weight and clearance issues."

It also becomes easier to stage components upriver or inland wherever there is space, Zander added. "Most ports have limited clearances and limited laydown space. Receiving from an ocean vessel to a barge is often easier and can get close to the site for a shorter final move." HLPFI

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A rendering of Poland's Solidarity Transport Hub.

Ambitious targets set for new European hubs

Central and Eastern European states are emphasising the importance of domestic transportation hubs; the Lithuanian port city of Klaipeda hopes to become a hub for the region's offshore wind sector, while Poland has grand plans of establishing a transport hub to rival Europe's leading players.

Offshore wind energy is on the precipice of booming in Central and Eastern Europe, ready to play a key role in reinforcing energy security and affordability particularly in the Baltic Sea states, and Klaipeda is ready to facilitate that development.

The city recently hosted the Klaipeda Manifesto Blue Economy Conference 2022, during which Hannah Mary Goodlad, head of Baltic Sea area development at Equinor, called for local stakeholders to engage in "bold collaboration across borders towards 2030" to achieve the city's ambition.

Romana Hartke, senior business development manager at Aker Offshore Wind, emphasised Klaipeda's already strong foundations: its strategic location, good hinterland infrastructure and short distances to all Baltic markets. She flagged up the port of Mukran in Sassnitz, Germany, which has positioned itself as a base port for wind installation and service operations, as a good example to follow.

> **It is more important than ever that we keep building links between our countries and across our region.**
>
> – Virginijus Sinkevicius, European Commissioner

New projects

There are various projects in the pipeline that could utilise Klaipeda's strategic location. Earlier this year, the Lithuanian government announced the location for a 700 MW wind park off the coast that could potentially cover 25 percent of the country's entire power demand. The tender process is set to take place in early 2023 with a view for construction completion by 2030.

Further still, the Marienborg Declaration signed in August saw heads of government and energy ministers from Lithuania, Estonia, Latvia, Finland, Denmark, Sweden, Poland and Germany commit to closer collaboration in developing new offshore wind volumes in the Baltic Sea, which

has estimated wind potential totalling 85-95 GW.

There are also various projects elsewhere in the Baltic that are currently being evaluated, alongside the now in-development Baltic Power project offshore Poland, which with total capacity of 1.2 GW is expected to power over 1.5 million homes from 2026.

Crucial element

At the conference, Marius Vascega, head of the European Commission's representation in Lithuania's capital city Vilnius, stressed that offshore wind is a crucial element in reaching the EU's Green Deal decarbonisation goals, and that funds now coming on stream as part of the Next Generation EU Covid-19 recovery fund will help to support viable solutions.

As well as renewable energy, the Klaipeda Manifesto conference addressed other key 'blue economy' topics including EU and national blue-green economic policy, investment, digitalisation and maritime tech, cyber security, maritime start-ups and seafood trade and production.

Virginijus Sinkevicius, European Commissioner for the environment, ocean and fisheries, said that in the wake of Russia's invasion of Ukraine, "it is more important than ever that we keep building links between our countries and across our region. That will help us stand together in the face of this new reality and move closer to our vision of a sustainable blue economy driven by innovation and green and digital transformation."

Neighbouring Poland, meanwhile, is hoping to add a healthy dose of competition to established trades from Western Europe with a large-scale development programme, the Solidarity Transport Hub (STH in English, CPK in Polish).

Megaproject

Viewed as a megaproject by the Polish government, the first phase will be an airport located in the centre of Poland – approximately 37 km west of Warsaw on a plot of around 3,000 ha – integrated with the country's main rail transfer port and connected with the highway network. It is slated to be the largest airport in this part of Europe when completed.

The idea of a central airport for Poland dates back to the 1970s. In 2017, decisive steps were taken, and the idea morphed into the broader concept to develop the country's transport infrastructure, including new railway lines with a total length of nearly 2,000 km. The function of Warsaw Chopin Airport, which remains the main airport for the country, will be taken over by the Solidarity Airport.

The extension and modernisation of the rail transport system will make it possible to travel between Warsaw and all of Poland's largest cities in no more than 2.5 hours. A total 400 km of new roads will support the integration of the STH with the existing motorway and expressway system.

STH explained: "The residents of Poland, and among others the Czech Republic, Slovakia and the Baltic countries, currently rely mainly on transfer hubs in Western Europe, eg Frankfurt, Munich, Paris or Amsterdam. The construction of the Solidarity Airport will allow long-haul flights to be established directly from CEE region. The new transfer hub is also an opportunity for the economic growth of Poland and its neighbouring countries. Poland, due to its central and strategic geographical location at the intersection of east-west and north-south transport routes, is a natural choice. What is more, such a location will result in increasing the attractiveness of the entire region."

In the first phase, it will have the capacity of 45 million passengers per year, while the investment should give rise to the creation of over 150,000 new jobs.

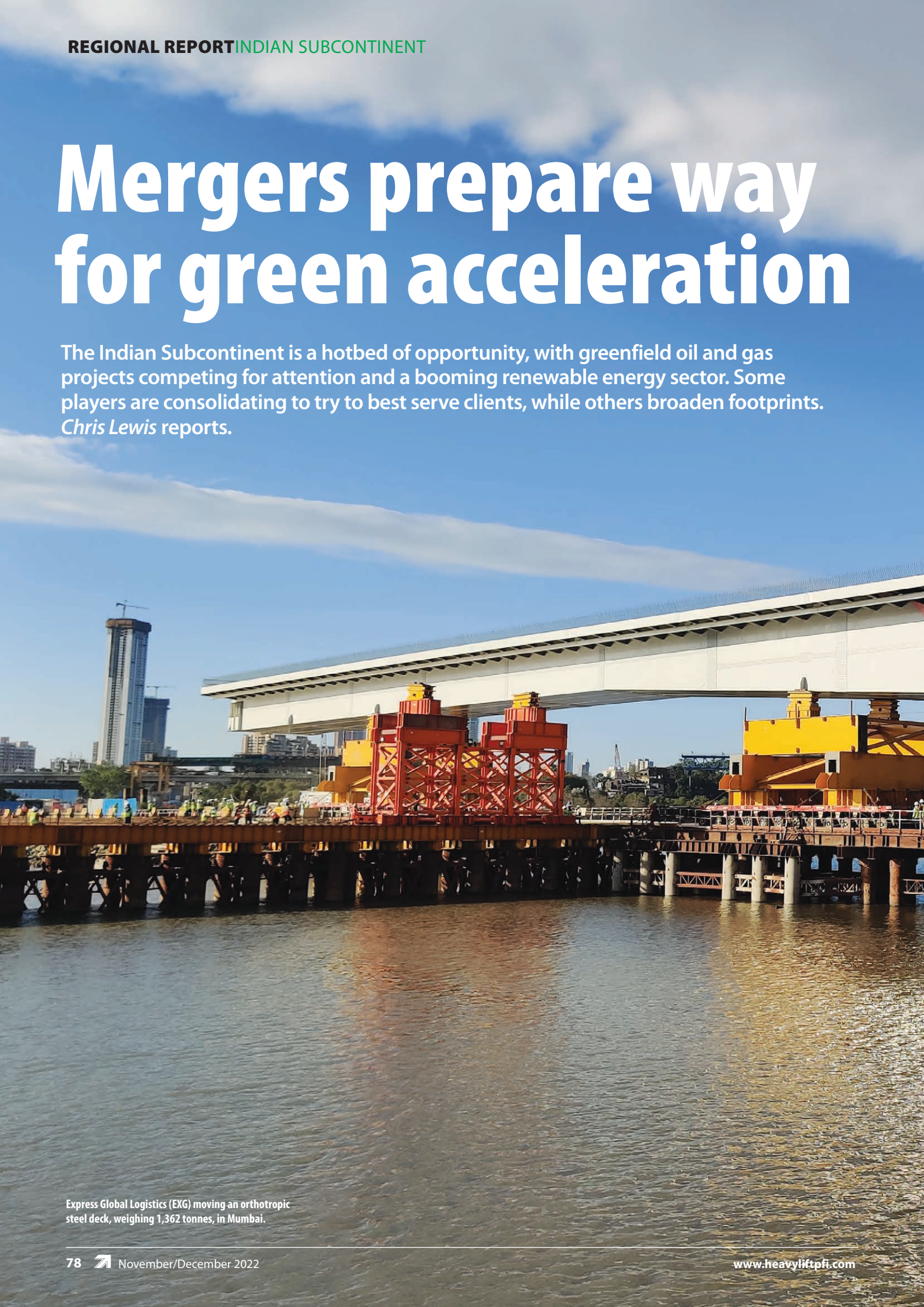
Mikołaj Wild, ceo of STH, added: "The added value of this ambitious project lies in bringing together individual infrastructure projects related to air, road and rail transport into one unified infrastructure programme in order to provide the biggest benefit for the transport system and for the economic development of the region."

> **The added value of this ambitious project lies in bringing together individual infrastructure projects... into one unified infrastructure programme.**
>
> – Mikołaj Wild, STH

HLPFIt

Mergers prepare way for green acceleration

The Indian Subcontinent is a hotbed of opportunity, with greenfield oil and gas projects competing for attention and a booming renewable energy sector. Some players are consolidating to try to best serve clients, while others broaden footprints. *Chris Lewis* reports.



Express Global Logistics (EXG) moving an orthotropic steel deck, weighing 1,362 tonnes, in Mumbai.

In March 2022, J M Baxi Group opened its chequebook and acquired Allcargo Logistics' project forwarding and logistics divisions, as well as Lift & Shift India's heavy and over-dimensional cargo logistics arm. This is nothing less than a bold step that has consolidated some of India's leading businesses active the heavy lifting and project logistics market.

Lift & Shift specialises in engineered logistics services for the major industry verticals generating project cargo handling opportunities, while Allcargo's project forwarding and logistics business will add to J M Baxi's network in Africa as well as the Indian Subcontinent.

Dhruv Kotak, J M Baxi managing director, sees strong fundamentals in the Indian economy, with an upsurge in capital expenditure in several sectors, and demand bolstered by the USD1.5 trillion national infrastructure pipeline.

Integrated services

Sameer Parikh, president and chief business officer, J M Baxi Heavy (previously director of Mumbai-based Lift & Shift before the merger), said the group will offer a one-stop-shop and integrated services for cargo movements across India, Nepal, Bangladesh, Myanmar, Sri Lanka and Africa.

"Our expanded fleet of super-speciality equipment, combined with our expertise in end-to-end lifting solutions for super-heavy and over-dimensional packages, specialised and general cargoes or barging, will allow us to bring value to customers in a market where there is more room for such an integrated solution," he explained.

The Indian Subcontinent's hunger for energy, both traditional and alternative, is driving the market forwards. For instance, investment into Indian renewable energy reached a record USD14.5 billion in 2021-22, up some 72 percent over pre-pandemic 2019-20, according to a report by the Institute for Energy Economics and Financial Analysis (IEEFA).

Electricity demand revived as Covid-19 concerns abated. Fuelling growth further are net-zero emission commitments from corporations and financial institutions, said the report's author Vibhuti Garg, energy economist and lead India for IEEFA.

India added 15.5 GW of renewable energy capacity between the years 2021 and 2022, bringing the total installed renewable capacity (excluding large hydro) to 110 GW as of March 2022, although this is a long way off the target of 175 GW of renewable

AAL appoints commercial agent for India

Multipurpose carrier AAL, which operates a monthly Europe-Middle East/India-Asia (EUMEIA) liner service, has named Mumbai-based Merchant Shipping as its commercial agent in India. Merchant Shipping has a network of offices covering 80-plus ports and inland depots across the region.

Christophe Grammare (pictured), AAL managing director, said: "India is one of the world's fastest growing major economies and leads the way with a 100 percent foreign direct investment allowance in multiple industry sectors.

"It is on an accelerated growth trajectory with 100 smart cities being built today, 100 new airports by 2035 and implementation of the world's largest renewable energy expansion programme.

"Its burgeoning project cargo demands are well served by our EUMEIA monthly liner service, trade lane sailings east and westbound through the region, and sustainable fleet expansion programme that combine to deliver the market with regularity of sailings and dependability of service."

energy capacity by the end of 2022, the report pointed out.

Even with the surge in investment, renewable capacity will have to expand at a much faster rate, more than double, to reach the 2030 target of 450 GW, Garg added. To do that, USD30-40 billion of annual investment is required and the government should act as an enabler by rolling out 'big bang' policies and reforms to accelerate deployment.

"This means not only increasing investment in wind and solar power capacity, but also in creating an entire ecosystem around renewable energy," she said.

This, of course, requires investment into flexible generation sources, battery storage and pumped hydro, and the promotion of decentralised power generation. Transmission and distribution networks need modernisation, and more power generation equipment must be built domestically.

Nuclear epansion

Parikh at J M Baxi Heavy said: "Alternative energy is certainly picking up pace. Nuclear energy for example, is being projected to expand and its feasibility for transport is being reviewed. For the moment we at J M Baxi Heavy are working towards a few long gestation hydrogen and nuclear power plant projects. We are excited about the prospects that green energy holds for us."

Among the projects that will generate work for the project forwarding and heavy lift sectors is Greenko's USD3 billion, 5.23 GW Pinnapuram integrated renewable energy storage project in Andhra Pradesh. It will have 1.68 GW of pumped storage capacity, 3 GW of solar power capacity, and 550 MW of wind power capacity.

State-controlled Solar Energy Corporation of India launched a 1,000 MWh pilot tender for a large-scale standalone battery storage scheme. The scope covers two BESS projects at the Fatehgarh-III substations in Rajasthan. The Central Electricity Authority (CEA) predicts that

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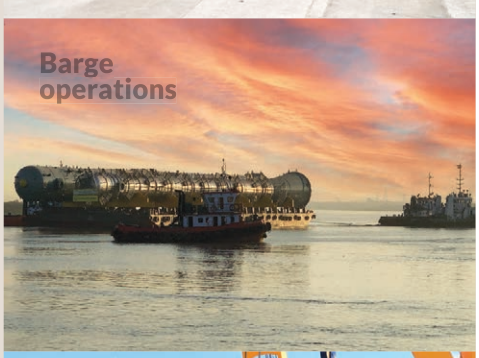

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108 GW of battery storage will be needed by 2029-30, in addition to 10,151 MW of pumped hydro energy storage.

RWE and Tata Power, meanwhile, have agreed to explore the potential for a joint development of offshore wind projects in India. The government is carrying out detailed technical studies and devising the regulatory framework to establish the first auctions for offshore wind off the coast of Tamil Nadu and Gujarat.

The Indian government also has its sights trained on the hydrogen market, where private companies are joining the fray. TotalEnergies signed an agreement with Adani Enterprises Limited (AEL) to acquire a 25 percent interest in Adani New Industries Limited (ANIL), with the goal of making it the exclusive platform for the production and commercialisation of green hydrogen in India. ANIL aims to produce 1 million tonnes of green hydrogen per year by 2030, underpinned by around 30 GW of new renewable power generation capacity, as its first milestone.

However, the switch to renewables is not clear-cut. Russian crude oil exports have been switched from their traditional market of Europe to Asia, including the Indian Subcontinent. Since Russia's invasion of Ukraine, Indian imports of Russian crude have increased nearly sevenfold compared with 2021 levels, according to Rystad Energy.

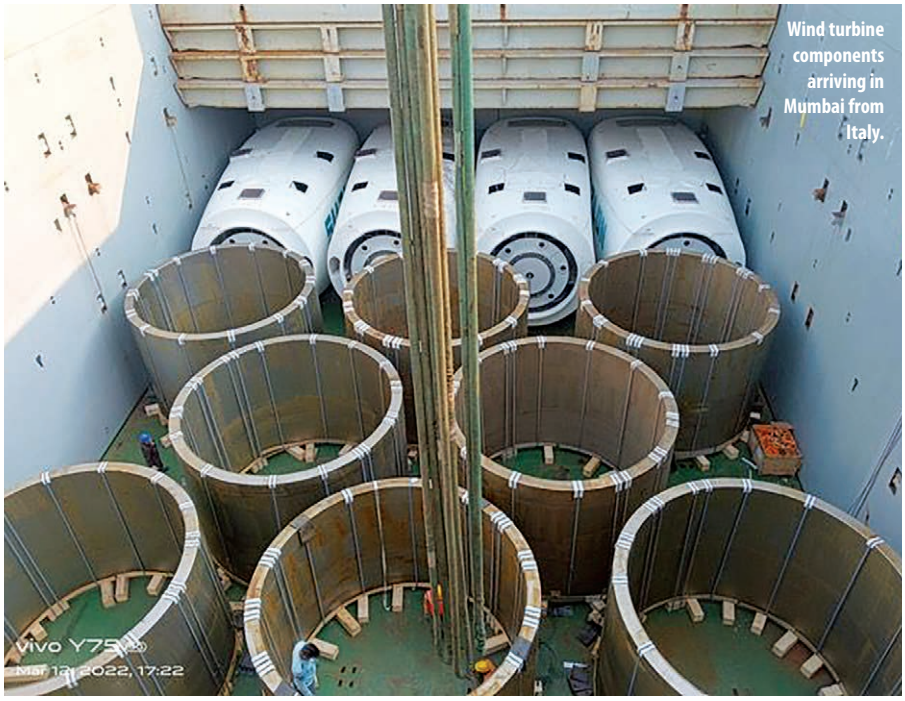
Indian refiners have swapped Middle Eastern suppliers in favour of Russian crude due to its price advantage and are likely to maximise imports for the foreseeable future.

Strong coal demand

Demand for coal in India has also been strong since the start of 2022 and was expected to rise by 7 percent in 2022 due to economic expansion and increasing demand for electricity.

Dominik Keller, head of global development at Switzerland-headquartered forwarder Fracht Group, believes that energy demand will rise with social and economic development in the country. India is dependent on imports for about 83 percent of its crude oil requirements and for some 47 percent for natural gas.

Fracht set up its own office in Mumbai two years ago and currently has about 25 employees. It plans to expand its coverage soon with further offices in the country. He said: "To bridge the gap between energy supply and demand and create energy security, India plans to accelerate the exploration and production activities of oil and gas both onshore and offshore in the country."



Wind turbine components arriving in Mumbai from Italy.

India also aims to increase refining capacity for its ever-growing domestic consumption. "As contracts get awarded by oil and gas exploration and state-controlled refining companies, there will be an increased demand for equipment and modules in India based on the hydrocarbon vision of 2030," he explained.

On the green hydrogen front, Keller took a subdued view of prospects, noting challenges in scaling-up the technology and making it cost effective. "It is not certain demand growth will materialise, and the fuel may not become the first choice in transport and industry."

Meanwhile, prices for freight forwarding services are being driven downwards. Consolidation is already afoot. Large, merged entities may be preferred when there is demand for end-to-end solutions requiring a captive, specialised equipment fleet. However, Keller believes shippers can be wary of such organisations as many of them still prefer a personalised approach particularly when it comes to straightforward deliveries.

Recent jobs performed by Fracht in the region include moving an air separation plant for a steel mill. Pieces weighing 80, 160 and 260 tonnes were exported from Shanghai to Hazira port in Gujarat on India's north-western coast. Fracht also moved wind turbine gear boxes and shells from Italy to Mumbai.

> **As contracts get awarded by oil and gas exploration and state-controlled refining companies, there will be rise in equipment and module requirement in India.**
>
> – Dominik Keller, Fracht Group

Growth trajectory

Parikh at J M Baxi Heavy is enthused about India's growth trajectory and the foundations being laid by government in the transportation and logistics space. "This can be experienced in the role of the government's national logistics policy, which aims to make the facilities crucial to trade, efficient and cheaper, and the PM Gati Shakti plan which is geared towards facilitating multimodal connectivity."

He added: "Some of the work that is being done is in the area of online permissions, which will offer a great amount of ease in processing paperwork, a change in the motor vehicle act for hydraulic axles, the promotion and development of coastal shipping, all of which will help build a truly robust and efficient multimodal infrastructure platform."

Railways are central to India's transport system and the next area of government investment will be to upgrade parts of the existing 60,000 km network for speeds of up to 200 km/h. Modernisation of stations and high-speed trains are all in progress.

Metro systems are being developed in many states and there is also continuous development of ports, roadways, bridges and airports, which are seen as key growth drivers.

DHL Industrial Projects (DHL IP) India, for instance, has been involved in the domestic transportation and unloading of rolling stocks supporting the upgrade of some of the major Indian cities. Vijaykumar Koteswaran, DHL IP's head for India, said: "In the last few years we have successfully delivered 75 metro coaches. A total of 35,000 km has been covered, all while keeping DHL's global HSE standards and also complying with customers' HSE requirements. There is large potential in this sector with many cities looking at upgrading their transportation networks."

He added: "In terms of infrastructure, the government has a huge focus in developing urban infrastructure like metros in second-tier cities, semi-high-speed rail connectivity, highways, roads and rails connecting the utmost hilly terrain, etc. Forwarders are very much in the race to contribute in the logistics sphere of infrastructure development in India."

Growth initiatives

Parikh also highlighted other growth initiatives: "Focused programmes like the government's Make in India initiative, the infrastructure thrust, and the China One Plus strategy [whereby companies limit investing exclusively in China and diversify their business to alternative countries like India] are all major levers for growth for the industry."

Projects are making headway that will create heavy lifting opportunities for the industry. Greenfield oil and gas projects include the Barmer (Rajasthan) and Nagapattinam (Tamil Nadu) refinery projects, expansions at Panipat (Haryana), Numaligarh (Assam), as well as a project for Indian Oil Corporation Limited (IOCL) in Baroda (Gujarat).

Such greenfield projects will require specialised equipment for erection and lifting installations, like axles, cranes, strand jacks and other specific machinery, said Parikh. "This is where companies like J M Baxi Heavy have a huge opportunity to offer a wide spectrum of services that are integrated."

Mother Nature is not always kind to this part of the world. Devastating floods in Pakistan were troubling to see. In the long term, reconstruction work could generate business for project forwarders and carriers although the political situation might prevent this from happening to the extent that it could, said Keller.

Muhammad Kamran at Karachi-based Star Shipping said that the floods are only the latest in a catalogue of major recent events affecting logisticians, highlighting issues in the Suez Canal and general supply chains blockages, oil price hikes, the global energy crisis and unstable inflation.

Following the latest monsoon, he said, Pakistan's infrastructure in all provinces crumbled and will require immediate repair and the government, with the support of international NGOs and aid countries, has developed a strategy to do this. "This will bring up opportunities for project forwarders to supply and export the required materials and machinery."

He added that the Pakistan government is trying its best to clear highways so that infrastructure can be redeveloped where needed most, and relief aid delivered to affected people as soon as possible.

The Subcontinent is also feeling the negative effects of the war in Ukraine. Parikh said there are issues pertaining to equipment getting stuck, delays in shipment and limited vessel availability. "That said, we are working closely with customers and partners to ensure that we find ways to communicate changes in plans and routes and circumvent delays where possible."

Gas discovery

Still, in Pakistan, business continues. Kamran said domestic oil and gas exploration is growing and the sector is considered the prime emerging market for project logistics and foreign investors since the discoveries of natural gas in many regions over the past few decades. This year, significant gas reserves were found in Tolanj's West-2 site at Kohat in the north.

Kamran added that, notwithstanding the interest in oil and gas, renewable energy interest is flourishing. Private industrialists have set up their own wind energy projects in Jhimpir and Sindh, and the government has signed to develop multiple wind energy projects. Hybrid renewable energy projects are also being set up by the leading fertiliser producers in Pakistan in the western-north regions of Baluchistan province.

HLPFI

Star makes mountainous delivery

Star Shipping's project logistics team recently transported Wärtsilä engines (pictured) to the mountainous terrain in the north of Pakistan.

In conjunction with a local partner, it moved the 96-tonne units onto a lowbed trailer at Karachi port for delivery to Islamabad, where it was swapped onto a three axle-line lowbed trailer for transport to Gilgit, Baltistan.

The route involved rocky tracks, sharp curves and steep gradients.

Focused programmes like the government's Make in India initiatives, the infrastructure thrust and the China One Plus strategy are all major levers for growth for the industry.

– Sameer Parikh, J M Baxi Heavy

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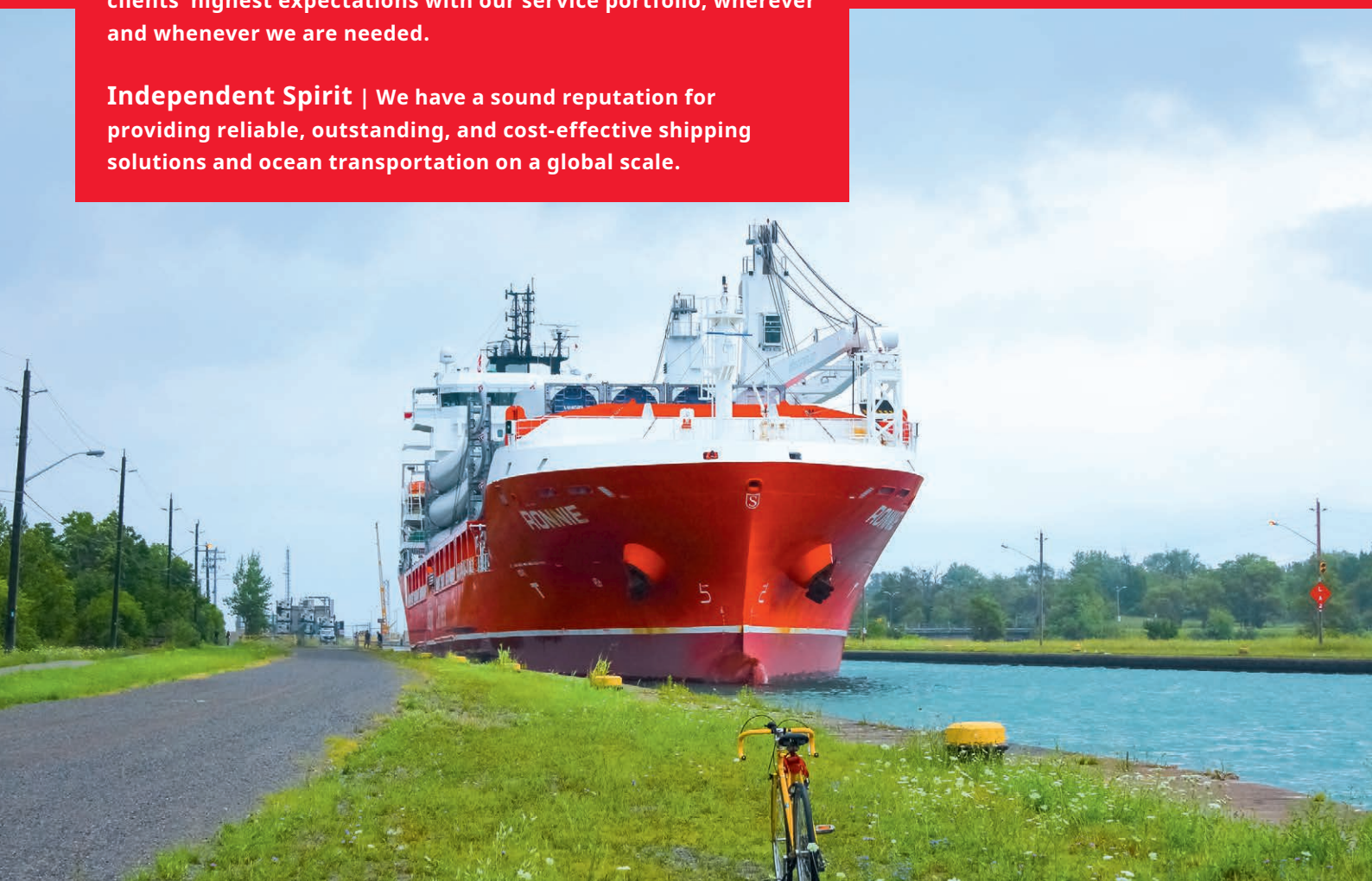

Recruit, train and retain

Today's business environment, almost irrespective of industry, shares a universal theme: a shortage of qualified staff. The situation is particularly acute in project freight management, which is struggling with a multitude of issues, including a lack of visibility. *Diana Kaufmann*, president central Europe, global risk management and HR development, deugro Germany, shares her thoughts on how companies in this industry can better recruit, develop and retain their talents.

Successfully winning and completing projects depends largely on the experience, competence, creativity, flexibility and overall performance of each employee in a team environment.

To safeguard excellence in all services provided, well-trained employees that are able to reply to and anticipate our clients' needs competently and confidently are more in demand today than ever, and the investment in employees and working culture is key.

But how do project freight forwarding companies succeed in attracting, training, integrating and above all retaining new talents when, as in almost all industries, project freight forwarding is currently experiencing an even tougher war for well-trained and experienced professionals?

The entire industry also competes for young professionals with industries that offer easier-to-grasp and clearly defined career paths, which operate in emerging and digital environments.

It is critical that we as an industry easily showcase the importance and attractiveness of project freight forwarding as a key role within the supply chain to young professionals, while at the same time highlighting the various opportunities that are available in this specialised and challenging career path.

Another problem is that the business simply lacks visibility. We as an industry need to become more noticeable: digitally, but also physically at supply chain management workshops, colleges and universities alike. This will help to ensure that expectations from both sides, as well as the needs of the industry, are understood.

In project freight forwarding, we not only need people who are skilled in IT for instance, we need them to, sometimes also foremost, add value by contributing other skills.

– Diana Kaufmann, deugro Germany

People nowadays think that they can earn a fortune in IT from day one after leaving school. Sometimes their only reference is what they have seen on TikTok, YouTube or similar.

In project freight forwarding, we not only need people who are skilled in IT for instance, we need them to, sometimes also foremost, add value by contributing other skills. Successful project freight forwarding requires professionals with a positive, brave attitude, values and work ethic. This not only allows for, but also adds great value to hiring and developing human resources based on mindset, instead of just on skills or experience.

> **A demonstration of DMP's success is that over 50 percent of today's deugro global management team successfully completed the programme.**
>
> – Diana Kaufmann, deugro Germany

How to create attraction

The first step is to reach young talents in their individual environment and address them in their own language. This can be achieved, for example, by cooperating with relevant universities, colleges or training and further educational institutions.

Social media can also make a decisive contribution here, as these are used frequently by young talents.

An important point in this context is becoming an employer of choice – cultivating an appealing image, and actually being an attractive employer in all aspects, is key to successfully attracting and retaining talents.

A decisive factor is that the brand communicated externally by an employer is also lived internally, since a good reputation spreads and establishes itself quickly via the new media and communication channels.

The demands of young talents in an increasingly employee-driven market are much higher than in the past, as is the willingness to change jobs when assumedly better alternatives present themselves. Therefore, investing in effective recruitment and development planning, retaining employees by creating a respectful and motivating work culture, and offering clear career development and training opportunities will be even more important in the coming years. This includes the equal development, promotion and empowerment of all employees for ensuring diversity, equality and inclusion.

Training and career development

Many years ago, we recognised the importance of training and career development both short and long term. deugro offers a 'deugro most promising' trainee programme (DMP).

This grants trainees accelerated development within the organisation, while working on international projects. Every year 10 employees start the programme, gaining practical experience over 24 months. Working in a new country every quarter, establishing close international business contacts and making friends all over the world, learning and developing a global view along the way.

A demonstration of DMP's success is that over 50 percent of today's deugro global management team successfully completed the programme. During the last 20 years, over 300 graduates have successfully completed the programme.

DMP is complemented by more than 1,000 multilingual trainings covering all areas of logistics, IT, compliance and QHSES through the online HR learning and development platform MyTalentCenter. In 2021, employees received more than 6,500 hours of specialised training, with nearly 15,000 registrations for training courses received and completed.

HLPFI

French focus shifts offshore

France's wind energy sector, both onshore and offshore, continues to provide plenty of work for the heavy lift and project logistics community, and ports are preparing for a surge in activity. *Megan Ramsay* reports.

Ceva worked with Italian transport engineering and heavy lift specialist Fagioli to relocate two 1,700-tonne ship to shore cranes from Malta to Marseille, France.

Energy security has been a French concern for years, if not decades, owing to the finite nature of coal, gas and oil. This year, however, has seen extra pressure on traditional fuel sources as a result of the war in Ukraine.

Rystad Energy warned that Europe will suffer a power crunch this winter. The research and business intelligence company said: "Our analysis shows that the power generation balance in Europe is severely challenged in a scenario where gas supply is significantly reduced, because there is not much flexibility to ramp up considerably from other sources. Any other alternative would require a large decline in power demand."

Investment fears

The situation in France is just as worrying. Late September saw some companies announce production cuts and pauses – as well as partial unemployment – in order to ensure they could pay their energy bills. The extra costs could also put investment in alternative energy at risk, the French Senate warned.

Domestically, onshore wind energy currently contributes 9 percent (19 GW) of the national energy mix. Hopes for a cleaner energy future that is less susceptible to geopolitical volatility rest largely on this source and, increasingly, offshore wind too.

France will be the second-largest contributor to offshore wind energy capacity additions in Europe during 2022, Rystad Energy said. The country inaugurated its first commercial offshore wind project in September (the 480 MW Saint-Nazaire development owned by Eolien Maritime France) and is expected to add around 3 GW of offshore wind capacity between 2022 and 2025. Construction is currently under way on similar-scale offshore wind farms at Saint-Brieuc (496 MW) and Fécamp (500 MW).

In March, the French government launched tenders for floating wind farms at two sites in the Mediterranean (off Narbonne and Fos-sur-Mer), each with planned capacity of 250 MW and the potential for extensions to a total capacity of 1.5 GW. The tenders are now in their second phase, with successful bidders to be announced in late 2023 and the farms expected to be commissioned by 2030.

Among the bidders for the Mediterranean sites is RWE Renewables France, which is also investing in the 44 MW Les Nouvions onshore wind farm in the northern Hauts-de France region, which is expected to be commissioned in 2023.

Earlier this year France committed to building 40 GW of offshore capacity across 50 wind farms by 2050 as part of its plan to cut CO2 emissions. Giles Dickson, ceo of trade association WindEurope, said: "The French offshore sector deal is a big step forward... [but] France should not forget onshore wind. It is one of the most effective tools for quick decarbonisation."

> **We now witness a clear shift towards the offshore fields, which require more complex and technically innovative solutions.**
>
> – Eric Martin-Neuville, Geodis

While the French onshore wind energy sector has been tracking at a high level in recent years, "we now witness a clear shift towards the offshore fields, which require more complex and technically innovative solutions", said Eric Martin-Neuville, executive vice president freight forwarding at Geodis.

Olivier Rosensveig, regional director of Western Europe at transport engineering and heavy lift specialist Sarens, said the French market is particularly active. "Offshore is of course in full expansion. We are very pleased to have contributed to the construction of the Fécamp offshore project: this is a very technical project due to weight and access options, and a very time-sensitive project. We will see more of those projects in the coming year as this chapter is just starting. We are already engaging with our clients also on the next challenge of the wind industry: floating technologies. But onshore is still very active in France."

Overseas successes

More generally, Martin-Neuville believes the transformation of the French market from good to great will be the success of its industrial companies overseas – for instance, Valorem's agreement with Finnish wind power developer Megatuuli to collaborate on 1.5 GW of wind projects in the Nordic country by 2025.

The two companies previously collaborated in multiple wind power projects including Saunamaa in Kurikka/Teuva, Suolakangas in Kauhajoki, and Kalistanneva and Matkussaari in

Ceva seizes green agenda opportunities

Stephane Armand, global leader of project logistics at France-headquartered Ceva, recognised the opportunities arising internationally for its services in support of the decarbonisation initiative.

"The current economic forecast for Europe is triggering some specific needs for the required infrastructure to support energy transition. Renewable projects continue to gain momentum globally, especially in the USA, Latin America, Africa and Asia. The energy transition is the main topic with a lot of development for non-fossil fuel projects," he said.

Ceva has worked with Italian transport engineering and heavy lift specialist Fagioli to relocate two 1,700-tonne ship-to-shore cranes from Malta to Marseille, France (main picture).

The cranes were transported by ship and the two companies worked together on engineering preparations, reinforcements and seafastenings, loading and unloading by SPMTs, and the sea transfer itself.

The cranes themselves are huge structures, standing more than 80 m high and measuring 145 m long. They needed to be transported as quickly as possible to support an increase in container activity at the client's site in Marseille.

Ceva said the terminals in Malta and Marseille were operational at the time, so it needed to ensure the work caused minimal disruption. Furthermore, pressures on the steel market and fluctuating crude oil prices made it difficult to obtain the bespoke parts required to reinforce the cranes for transportation. There were also some Covid-19 restrictions to navigate.

After one year of planning, the operational phase of the project was executed in just 22 days, said Ceva.

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Aerospace opportunities

An important market in France is the aerospace industry, where cargoes require sensitive and secure handling.

Jean-Louis Cadoret, general manager at LD Seaplane and Louis Dreyfus Freight Solutions (LDFS), said: "Our freight forwarding and logistics management activities on behalf of third parties follow the rhythm of aerospace orders. We have not seen any slowdown; indeed, our freight forwarding business is seeing double-digit growth, principally on the back of our success in the aerospace sector."

Among recent work, LDFS managed the door-to-door transport of A320 aircraft wing sections for Toulouse-based Airbus from Korea Aerospace Industries' factory in South Korea to the Airbus factory at Broughton, UK.

LDFS also offers solutions for urgent shipments on behalf of Collins Aerospace, bound for Airbus factories in Tianjin, China.

Cadoret added that Louis Dreyfus Armateurs (LDA) Group's LD Seaplane entity has taken over regular traffic on behalf of ArianeGroup bound for Decatur in the USA, transporting pyrotechnic aerospace equipment on its ro-ro vessels.

The LDA Group also moved the MEASAT 3D communication satellite from France to Guyana ahead of its launch from the CNES space centre at Kourou. The company had previously transported the Aeolus weather satellite built by Airbus for the European Space Agency in 2018.

LDA is expanding into the energy sector – particularly offshore wind – as well as infrastructure, industry and defence.

LDA has a longstanding relationship with Airbus.

Louis Dreyfus Armateurs

Kurikka, Megatuuli noted. These projects, investments amounting to almost EUR500 million (USD485 million), are currently in operation or under construction.

Another major project with French involvement is the Moray East development – which is majority owned by Ocean Winds, a joint venture between French energy company Engie and Spain's EDP Renewables – in Scotland's outer Moray Firth. The last turbine was installed in September.

The commissioning work that will enable the project to achieve its full output of 950 MW is expected to be completed before the end of the year.

Marc Sagot, sales manager at Breakbulk Project Agency (BPA), part of shipping and logistics provider Naxco France, noted that "tension in the strategic energy market can accelerate projects in that market, and spark new ones", as evidenced by the acceleration in offshore wind energy plans.

Indeed, Martin-Neuville believes the development of the wind energy business on French soil has provided, and will continue to provide, significant opportunities, both in terms of capacity additions and related transmission infrastructure.

Ukrainian impacts

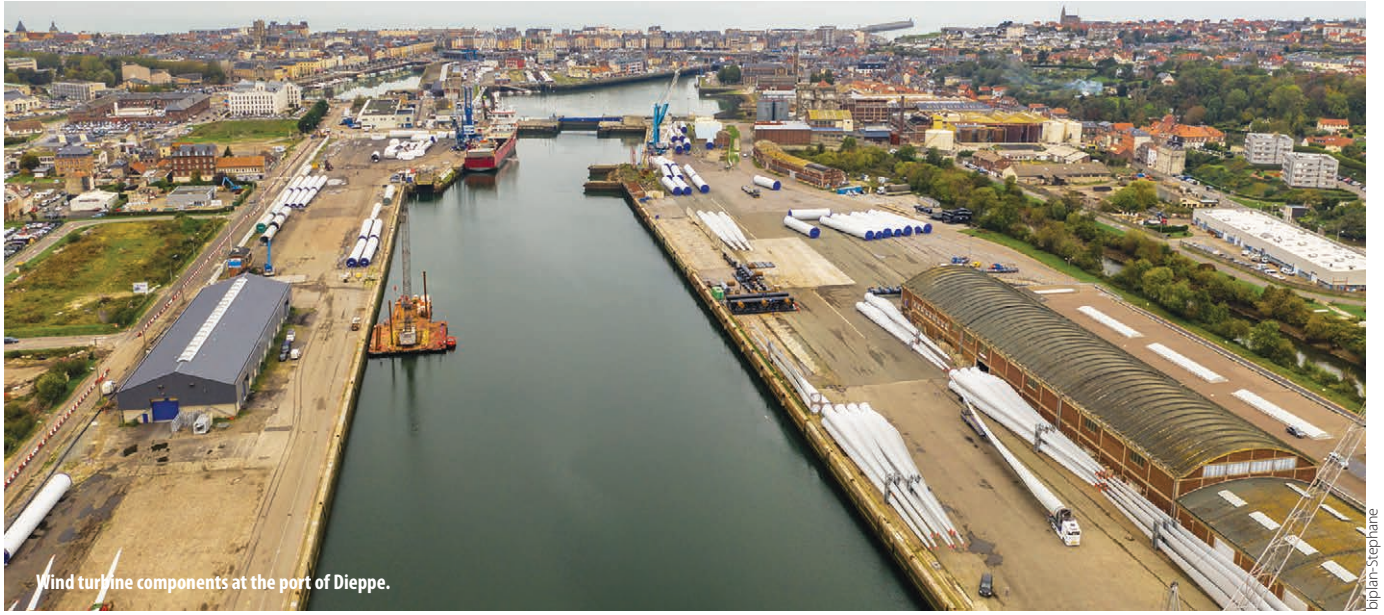
"In addition, our teams in the aid and relief sector have been busy with a specific focus on the territories impacted by the Ukrainian conflict," he said. "The war in Ukraine has mobilised our aid and relief team but also impacted overall activity, with an increased level of work in the oil and gas part of the business with a growing list of investment projects – mostly fast-tracked in the gas transformation and the transportation side, LNG plant being one example."

The economic forecast for Europe in general is rather gloomy, with inflation and recession being major concerns at the time of writing – a situation that is not likely to improve over the next year or two.

However, Martin-Neuville noted: "The logistic side of the project market is often counter-cyclical to the economic situation. Projects are often conceived and funded during a period of expansion and delivered during the following downward cycle.

"The combination of large investment made over the past two years and of the urgent investment generated by the change in energy supplies will further enhance the demand, and we remain rather confident on the level of activity for the next two to four years."

Looking ahead to the next stage of the cycle, Sagot said: "The combination of global health, military and climate crises has created an extremely uncertain environment which is not terribly favourable to large industrial projects in the medium to long term, particularly those in the infrastructure sector."



Wind turbine components at the port of Dieppe.

biplan-Stephane

Overall, the mood in France is positive with regard to project demand – but there are difficulties to overcome. During the past three years, the main operational challenges related to oceanfreight capacity limitations. "The combination of a high level of demand from the wind energy business and the opportunistic usage of multipurpose vessels to carry containers has generated shortages and has had a significant impact on pricing," Martin-Neuville explained.

Capacity relief

There are signs that this trend is coming to an end, however. Container rates are falling sharply, and multipurpose tonnage chartered by box lines is returning to its traditional workspace.

There are also broader challenges relating to the sustainability of the industry. Jean-Louis Cadoret, general manager at LD Seaplane and Louis Dreyfus Freight Solutions (LDFS), said: "The main challenge is to reduce the carbon footprint of our ships. Transport constitutes an essential link in our economy. This makes the stakes of decarbonisation of the sector even more significant.

"Our parent company, Louis Dreyfus Armateurs (LDA) Group, pays particular attention to the protection of the environment. This concern manifests as a policy of dynamic innovation, a commitment to reducing vessel speed and the certification of the business to ISO 14001 standard since 2018."

LDA Group is carrying out environmental research in a couple of areas. In the short term, it is researching "energy sobriety – rapidly reducing our energy needs" – and optimising fleet usage. Examples include adding suction sails (bound4blue will install three eSAIL systems in 2023 on vessels owned and operated by LDA); recovering heat from engines or other heat sources; improving hydrodynamics; and the benefits of trochoidal propellers.

In the medium term, LDA Group is researching carbon-free solutions.

Ports, meanwhile, face their own challenges. A spokesperson for Ports de Normandie explained: "The constantly increasing size and weight of components means we must continually adapt our ports – by gaining 39 ha of sea at Cherbourg to install renewable marine energy; by constructing a 15 tonne per sq m quay that is in some areas capable of withstanding 50 tonnes per sq m; by the development of the outer harbour at Caen-Ouistreham (to receive ships up to 27.4 m wide); by gaining 3 ha of sea to install the maintenance base for the Courseulles offshore wind farm and a project to extend the outer harbour at Dieppe (up to 20 ha) as well as acquire more land."

> **The constantly increasing size and weight of components means we must continually adapt our ports.**
>
> – Ports de Normandie

Infrastructure overhaul

Cherbourg also wants to make changes that would allow it to receive vessels dealing with floating wind power and to store floats in the harbour. Already, the mainstay of activities at Ports de Normandie are offshore wind (fixed and floating), tidal and onshore wind energy.

As for some of the other problems facing the project logistics industry in France, Ports de Normandie said: "We need to shorten the timescales for invitations to tender for renewable marine energy and installation procedures so that more wind farms see the light of day... We need to work closely with the authorities to adapt the road network in order to ensure it serves our ports better."

The spokesperson admitted that the varying cost of raw materials is having an impact on the cost of development work at Normandy's ports.

Nonetheless: "At Cherbourg, logistics work continues for Van Oord for the St Brieuc wind farm. 200 piles have arrived from Spain and are in storage at Cherbourg awaiting onward transport to St Brieuc.

"We have also just finished work on

dship expands into France

dship Carriers recently signed up with Francenav in France as part of its ongoing global expansion.

"France has been on our list for a long time," said dship president Lars Feller, noting the presence in that market of companies like Subsea 7 and Technip, as well as big forwarders. It is an important market, although it is not an easy one. We are at a very early stage but our footprint has grown already, judging by the cargo we are moving."

dship already had agents in London and in Seoul, and found that model to be very successful – hence its decision to work with Francenav.

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EDF's hub (operated by Siemens). The first imported components (blades and masts) will arrive at the end of this year and into the first quarter of 2023, totalling 71 wind turbines. Pre-assembly of the masts will be completed at the port. Dedicated ships will collect the assembled masts directly from the port and take them out to sea for installation at the Fécamp wind farm."

Hub development

Looking ahead to 2024 and 2025, Ports de Normandie highlighted the Courseulles and Tréport wind farms; Cherbourg is positioning itself to be a logistics port for these sites.

Elsewhere, with the aforementioned Mediterranean offshore floating wind farms in mind, Port-la-Nouvelle has been developing its capacity to handle the necessary components.

Noting that the port has traditionally handled cereal and other agricultural exports destined for North Africa, the European Investment Bank (EIB) – which is providing EUR150 million (USD145.4 million) of the EUR340 million (USD329.6 million) that will be spent on refurbishing both Port-la-Nouvelle and Sète – said: "The plans call for Port-la-Nouvelle to be transformed into a Mediterranean hub for the construction, logistics and support of offshore floating wind farms. The hub will also eventually produce green hydrogen from the clean energy generated by the wind farms."

Port-la-Nouvelle outlined: "The port extension work began in 2019 under regional project management with the construction of a new 2.5 km breakwater and the extension of the existing 600 m breakwater. A 250 m heavy lift quay [with water depth of 11 m on 200 linear metres] and 7 ha of open storage have been built in 2022 for the construction of the offshore wind pilot farms. It includes the first phase of a green terminal for renewable marine energies."

Construction of floating wind turbines at the port's assembly site will begin in 2023, with six 10 MW turbines being installed at pilot projects located off Gruissan and Barcarès.

Breakbulk and heavy lift shipments are a major component of Naxco's business.

A second 300 m quay (water depth 16 m) and additional 23 ha of land will be used for the mass industrial production of commercial wind farms by 2028-2030; Port-la-Nouvelle is already working with the bidders on tenders relating to the aforementioned 250 MW developments at Narbonne and Fos-sur-Mer. Completion of the first phase of construction is expected in 2023.

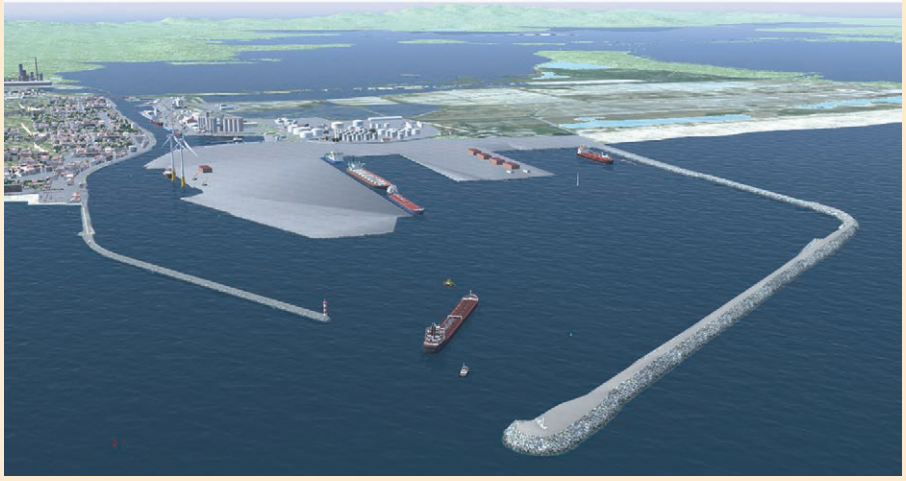
Shirley Moussavou, EIB loan officer for the Port-la-Nouvelle project, remarked: "The new infrastructure supports the efforts to develop greener port activities and to decarbonise energy production and, as such, is an additional step towards reaching our goal for carbon neutrality at the European level. Floating offshore wind farms are also at the forefront of the energy transition agenda in France."

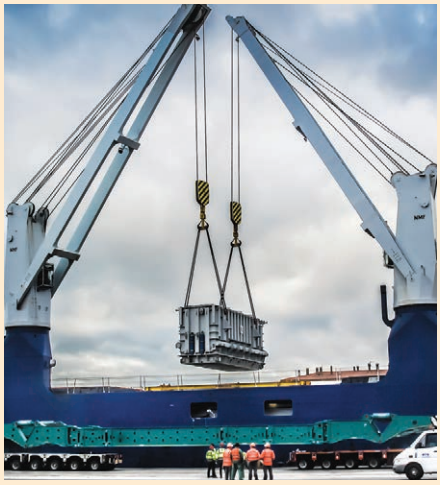
> **The new infrastructure supports the efforts to develop greener port activities and to decarbonise energy production.**
>
> – Shirley Moussavou, Port-la-Nouvelle

Sarens' Rosensveig, believes the prospects for renewable marine energy are interesting but the market presently remains limited. "Regarding green hydrogen, we are involved in some very preliminary discussions. We believe this will have a significant impact on the energy mix of tomorrow which will, in turn, have a large impact on our operations. However, hydrogen is just starting to phase up, so it is a bit early to measure the whole impact on our market.

Nuclear market

"Looking ahead, the nuclear market will be large again in France in the coming years. Wind and hydrogen will continue to have our attention. Traditionally, we have also been quite present in the construction of large infrastructures such as 'le grand Paris' [the Grand Paris Express network comprising 200km of mainly underground rail and 68 new stations, which is expected to be fully operational by 2035]. We will continue to support our clients on those activities. Finally we are also looking at increasing further our footprint in France, following up on several years of consistent growth in the country." HLPFI





Port-La Nouvelle: dedicated to the energy transition

Located south of Narbonne, Port-La Nouvelle is currently the third-largest French Mediterranean commercial port. In order to develop the existing traffic (+8.2% in 2021), accommodate larger vessels (up to 80,000 dwt) and diversify the port activities, a new deep-sea infrastructure with water depth of 16 m is currently under construction.

The port area will grow from 60 ha to 210 ha and this project can be considered as the emergence of a brand new seaport within the Western Mediterranean.

Port-La Nouvelle has a very innovative governance structure. The port is owned by the Region Occitanie/Pyrénées-Méditerranée, the second largest region in France.

Semi-public company

The region has entrusted the port management to a SEMOP, a semi-public company. Public stakeholders, such as the Region Occitanie and the Banque des Territoires, hold a 49% interest while a group of private shareholders have a 51% stake.

The private consortium consists of DEME Concessions, Euroports, PMV, Qair and the Aude Chamber of Commerce and Industry. Port-La Nouvelle is consequently the first French port to be privately managed.

"This business orientation must guarantee trust and long-lasting relationships," said Yann Wickers, general manager of the SEMOP.

The new infrastructure will include new terminals and optimised logistics for liquid bulk, dry bulk, breakbulk and heavy lift cargoes in Port-La Nouvelle. A first quay of 410 m will be completed in 2025.

Wickers explained that "its accessibility and the availability of modern facilities will make it a site that meets the demands of quality, efficiency and safety of shipowners, shippers and receivers".

"The new port will also particularly host emerging industries related to the energy transition and renewable energies," added Wickers.

The port has built dedicated facilities for the assembly of offshore floating wind turbines. This construction site – operated by Euroports – includes 7 ha of land and 250 m of heavy lift quayside, with a loading capacity of 15 tonnes per sq m. This terminal will soon be increased to 30 ha with a second 300 m quay.

Offshore wind farms

Six floating 10 MW wind turbines will be assembled in Port-La Nouvelle in 2023 and 2024. France has also recently issued new tenders for two 250 MW offshore wind farms in the French Mediterranean.

In addition, a hydrogen production plant will be established at the port by 2024. With this development the port takes up the challenge of decarbonisation and expects to be a major port for hydrogen flows in the Mediterranean.

Port-La Nouvelle intends to amplify its role within the Mediterranean while being a regional hub for energy transition.

www.port-la-nouvelle.com

Heavy Lift Awards 2022: Winners revealed

HLPFI welcomed more than 300 guests at the Grand Elysée in Hamburg for a night of celebration, as the 12 winners of the Heavy Lift Awards were announced.

The Heavy Lift Awards 2022 saw the very best of the industry come together to celebrate the achievements of the project cargo supply chain – from the innovative solutions to complex transport challenges as well as industry leading initiatives to tackle safety, the environment and training.

We would like to thank our esteemed panel of judges for their efforts in deciding upon the finalists and winners – at times having to make difficult decisions to separate the submissions.

We would also like to thank our sponsors – AAL Shipping, AntwerpXL, DHL Industrial Projects, Fracht Group, Goldhofer, Jumbo-SAL-Alliance, Sarens, Trans Global Projects Group (TGP), United Heavy Lift (UHL) and UTC Overseas – for their support in making the event possible.

Airfreight Solution of the Year

Fracht Group took home the first trophy of the evening for its complex and well-coordinated project to move a shipment of gearboxes from Santa Domingo, Dominican Republic, via the USA to Germany for urgent repairs, before redelivering to its origin. Five aircraft were chartered for the

Our Heavy Lift Awards 2022 judges

Justin Archard, One World Shipbrokers
Rainer Auerbacher
Ruediger Fromm, Siemens
Dominik Keller, Fracht
Susan Oatway, Drewry
Thorsten Osterloh, TOengineering
Kryiacos Panayides, AAL Shipping
Joerg Roehl, Trans Global Projects
Stijn Sarens, Sarens
Bernd Schwengsbier, Consultant
Thomas Skellingsted, 4D Supply Chain Consulting
Riccardo Tippman, Consultant
Andy Tite, DHL IP
Cyril Varghese, Fluor
Mirko Knezevic, UTC Overseas

two-stage project, including Hercules L-382s, B747s and the AN-124.

Our judges praised Fracht for adapting to different challenges, saying that it not only met but exceeded the criteria for this year's Airfreight Solution of the Year award.

This year, the finalists included CEVA Logistics, which showcased its transport of a 78-tonne replacement engine from Chad to Finland onboard an Antonov AN 124; CJ ICM, which was shortlisted for its delivery of time-critical cargoes from South Korea to Uzbekistan; deugro, which delivered 21 tonnes of urgently required processing equipment to Singapore; and Logistics Plus, which demonstrated its skills with a shipment of steam turbine and accessories from the Czech Republic to Turkey.

Environment Award,
sponsored by Fracht Group

Airfreight Solution of the Year Award: Fracht Group.

Environment Award: Sarens.

The Environment Award attracted a broad range of entries, highlighting the diverse nature of the supply chain and approaches to sustainability. The shortlist comprised Logistec Stevedoring, which demonstrated how its strategy goes beyond compliance with several initiatives that make it a leader in sustainability and climate change; Mammoet for the replacement of diesel engines with electric technology for its fleet of SPMTs; Osprey Group, which showcased its intelligent logistics approach to reduce emissions; and this year's winner, Sarens.

Our judges praised Sarens' comprehensive entry that demonstrated a 'total' approach to environmental management – both top down and bottom up. Some of the company's initiatives include electrifying its fleet (including one of the world's largest cranes), stripping out zinc from hydraulic oil, installing 2,886 solar panels at its headquarters and partnering on projects that reduce CO_2, to name a few.

Congratulations are also in order for Logistec Stevedoring, which was highly commended by our judges for its commitment to excellence in environmental performance.

Overland Transport Provider of the Year,
sponsored by Goldhofer

The next award of the evening was presented to an equipment-owning provider of overland transport services by road, rail or inland waterway that has demonstrated its commitment to the safe, efficient and innovative transport of heavy and oversize project cargoes.

All of our finalists demonstrated exemplary handling of heavy and oversize project cargoes. Fagioli put forward its transport of various gas and steam units for the Turbigo (MI) thermoelectric plant, including a 334-tonne gas turbine. Lift & Shift India made it on to this year's shortlist with the transport of three reactors – fabricated by L&T Heavy Engineering with weights over 2,000 tonnes – for Hindustan Petroleum Corporation Limited (HPCL). Mammoet showcased its work on the Dos Bocas refinery in Mexico, while Sarens caught the panel's attention with the transport of an iconic ancient solar boat through the Egyptian pyramids for Besix-Orascom Joint Venture (BOJV).

Allelys also wowed our judges with the multi-stage delivery of 150-tonne and 195-tonne transformers from Staffordshire to Ninfield Substation. The eye-catching project, which was a UK first with two girder bridge trailers being deployed at the same time, was highly commended by our judges.

Taking home the trophy was Hareket. Its winning project was praised not only for the complexity of the convoy but also because of the adverse weather conditions and surroundings that the company had to overcome for the transport of two sets of gas turbines, two sets of generators and associated components from the port of Iskenderun (Turkey) to the Suleymaniye power plant in Iraq – a distance of 1,215 km. They were moved using a girder bridge configuration with a length of 98.50 m.

Training Award

Mammoet won this year's Training Award with an entry detailing the introduction of a digital platform for SPMT training, helping to ensure operator competence is maintained at consistently high levels. The virtual reality (VR) platform and its multi-language functionality has allowed Mammoet to broaden access to its SPMT training.

Our judges said that it is a highly impressive training establishment, within a specialised and diverse organisation. It was praised for its comprehensive and practical learning tools that have been rolled out globally.

Shortlisted this year was Euro Team Capelle, which described the range of training programmes it has established for its teams to maintain high quality technical solutions in the fields of conventional, exceptional and heavy transports. In a bid to tackle the skills shortage facing the sector, Capelle Groupe also established its Oversized Haulage school.

Also on the shortlist was Logistec Stevedoring. Its training programme has been designed to ensure that all its cargo handling employees are provided with the

Overland Transport Provider of the Year Award: Hareket.

Training Award: Mammoet.

necessary operations and safety training. Spanning more than 80 facilities, Logistec's 1,500-plus employees have access to training materials and an online learning platform.

Safety Award

The 2022 Safety Award shortlist included DHL Industrial Projects, which reached a milestone of over three years (1,237 days) working without a lost time injury event being recorded for both employees and contractors working for/or on behalf of DHL IP; Logistec Stevedoring for its Journey to Zero Leading Indicator Programme; and Mammoet Americas for the creation of 12 Safe Work Principles.

Completing the shortlist and winning this year's Safety Award was deugro group, which impressed our judges with a strong safety record that surpassed 1,500 days without a recordable injury and no lost time injuries since Q1 2018, as well as its integrated QHSE culture and continuous improvement process that engages at every level of the business.

Innovation Award

Competition was tough in the next category of the evening, the Innovation Award. Our judges decided to highly commend Konecranes for the latest ESP range of the Konecranes Gottwald Generation 6 mobile harbour crane that addresses decarbonisation, digitalisation and productivity.

Taking home the trophy was Mammoet for the development of its Move 3D digital platform. The technology makes project planning more accessible, efficient and smart, allowing in-depth collaboration between stakeholders from the earliest project stages resulting in better solutions in terms of cost, time and safety. Our judges said that the solution will significantly improve both safety and efficiency.

The shortlist this year included deugro for the ro-ro vessels Rotra Mare and Rotra Vente, which were recently modified to continue to meet customer's transportation requirements; Faymonville for the development of the ModulMAX AP-M; and Sarens for the TP Handler 2.0 that can manoeuvre transition pieces in a precise and efficient way without the traditional use of a crawler crane.

Excellence in Engineering,
sponsored by DHL Industrial Projects

dteq Transport Engineering Solutions was praised by our judges for meeting every aspect of the criteria with a project that required extensive planning, multiple modes of transport and the handling of huge weights and dimensions. It was brought in at an early stage to assist with the delivery of oversize pulp mill equipment for the UPM Taurus project in Uruguay.

The project was three years in the planning and our judges recognised the challenges of realising a huge turnkey project in a sensitive operating environment.

Congratulations to all of our shortlisted companies in this category – Allelys for the transport of a 150-tonne reactor and a 195-tonne transformer for the Ninfield substation overhaul; Fagioli for the load out

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THE BEST OF THIS YEAR

We are thrilled and proud to announce that we have won the **"Overland Transport Provider of the Year"** award at the **Heavy Lift Awards,** which is one of the most prestigious gobal organizations of our industry.

We would like to thank our entire team for putting the best of their efforts into winning this award, as well as our business partners for their trust in us.

HAREKET | 65th year | HEAVY LIFT AWARDS 2022

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Safety Award: deugro.

and installation of a 2,800-tonne section of the new San Benedetto Po Bridge in Mantova; Mammoet for the handling of four new gates for Terminal C at Dallas-Fort Worth Airport in Texas; Osprey Group for the replacement of linkspan bridges at the Seacombe Ferry Terminal; and Sarens for the installation of 89 monopiles at the Fryslân wind farm.

Ship Operator of the Year,

sponsored by Trans Global Projects Group

The shortlist for this year's Ship Operator of the Year included some of the real heavyweights in the heavy lift shipping arena.

CMA CGM highlighted its project cargo division that enables it to handle cargoes with weights up to 500 tonnes, while dship Carriers detailed how it has grown since its foundation in 2014, increasing its fleet almost eightfold to a roster of 23 multipurpose vessels. Also earning a spot on the shortlist was Jumbo-SAL-Alliance, which marked a major milestone in heavy lift shipping by combing two of the most significant heavy lift forces of the industry into one common platform, and United

Innovation Award: Mammoet.

Excellence in Engineering Award: dteq.

Heavy Lift (UHL), which impressed our judges with its commitment to the environment and its aspiration to be the most sustainable heavy lift carrier globally.

Ultimately, our judges found AAL Shipping to be "in a class of its own", demonstrating its commitment to its multipurpose customers – despite the container market surge – by adding capacity to its busiest trade routes, reinvesting its profits in technology and in building assets, and by offering long-term COAs with fixed rates.

Ship Operator of the Year Award: AAL Shipping.

Project Logistics Provider of the Year,

sponsored by AAL Shipping

DHL Industrial Projects was named the 2022 Project Logistics Provider of the Year after impressing our judges with a comprehensive entry detailing its continuous improvements and the ways in which risks are mitigated to protect its interests while meeting contractual client obligations.

It outlined the steps it is taking to achieve net-zero emissions by 2050: how it has gone more than three years without a single lost time injury event occurring and how it implements a continuous improvement mindset to improve operations, all while showcasing its experience in handling large-scale projects.

In another hotly contested category, our shortlist included some of the largest names in the project logistics sector – deugro, Fracht Group, Osprey Group and Procam Logistics – all of which presented strong submissions showcasing how they have developed their project cargo services to adapt to new market opportunities and challenges, as well as customer demands.

Project Logistics Provider of the Year Award: DHL Industrial Projects.

Port/Terminal Operator of the Year,

sponsored by UTC Overseas

Our 2022 winner, Logistec Stevedoring, presented an entry that outlined its commitment to safety, as well as its investments into new equipment and facility improvements. Logistec showcased the handling of 75 m long wind turbine blades and massive units weighing up to 961 tonnes as part of its well-rounded entry. The judging panel said that the company's strong submission met all of the criteria and demonstrated the great service it provides to clients.

Port/Terminal Operator of the Year Award: Logistec.

Our judges highly commended the Port of Everett for this category, after the gateway put forward an entry that detailed how it supports USD30 billion of exports annually and plays a key role in Washington State's breakbulk and project cargo market.

Making it onto the shortlist this year was the Port of Grenaa, which outlined how it has been involved in the pre-assembly of one of the world's first floating offshore foundations for wind turbines; T. Parker

Fracht GROUP

INTERNATIONAL FREIGHT FORWARDER

FRACHT GROUP, winner of this years AIRFREIGHT SOLUTION and PROJECT OF THE YEAR Awards at the Heavy Lift Awards.

PROJECT OF THE YEAR

AIRFREIGHT SOLUTION OF THE YEAR

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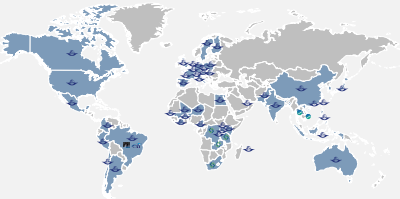

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Host, whose terminal operations throughout the US East and Gulf coasts are capable of handling breakbulk, bulk and project cargoes; and Zuidnatie, which handled more than 2.2 million tonnes of breakbulk and more than 500,000 teu across its three terminals last year.

Project of the Year

The shortlist for the penultimate award of the evening – Project of the Year – included Allelys for the multi-stage transportation and installation of a reactor and transformer; deugro for the delivery of more than 280,000 freight tons of petrochemical equipment to Phu My, Vietnam; EFM Global Logistics for the execution of the NASA's James Webb Space Telescope delivery from Los Angeles to French Guiana; and South Africa's Vanguard for its role in the expansion of a Ford Motor Company production facility – a project that involved the delivery and installation of 27 presses.

Eleven Danir 19 also made it on to this year's shortlist and was highly commended by our judges for its delivery of two 83-tonne autoclaves from Germany to Uzbekistan. The company organised a multimodal solution that included four transhipment operations and covered a total distance of 7,500 km.

Taking home the coveted Project of the Year trophy was Fracht Group, which, in cooperation with group company Dextra Project and Industry, showed its skills for Package C of the CRISP project – which included transport of modular furnaces and auxiliaries from Thailand to Singapore.

The scope included land transport and load out at the port of loading; sea transport on a deck carrier; as well as the design, fabrication and installation of a conscientious and thorough lashing plan that maximised safety while minimising hours worked in high temperatures.

Project of the Year Award: Fracht Group.

Lifetime Achievement Award: Chris Kent.

Lifetime Achievement Award, *sponsored by Sarens*

The year's winner of the Lifetime Achievement Award – Chris Kent from Pentagon Freight Services – has been at the vanguard of the industry for five decades, with a name that resonates in all corners of the globe.

As one of our judges said: "What sets him apart and distinguishes him is his impressive versatility, having worked in so many different project sectors and having worked in many different geographical regions."

Now celebrating 50 years in the project forwarding sector, Chris garnered an impressive track record in the sector, from Kuehne + Nagel, Panprojects, and deugro, before returning to Pentagon Freight Services where he serves as global project director.

Read more about Chris' time in the industry on page 30.

dteq

Making It Real.

dteq is honored and proud to be the winner in the Excellence in Engineering category at the 2022 Heavy Lift Awards.

When it comes to finding innovative solutions for your project cargo needs, we are your partner.

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HEAVY LIFT AWARDS 2022
WINNER
Excellence in Engineering

Photo of the Year: Airfreight.

Photo of the Year: Shipping.

Photo of the Year: Overland.

Readers' Vote Awards winners

As part of the Heavy Lift Awards 2022 ceremony, the winners of the Readers' Vote Awards were also announced.

Running alongside our main categories, the Readers' Vote Awards gives the industry the chance to have its say and select the best photos and video of the past year. Here are this year's standout entries.

Photo of the Year: Airfreight

The industry came out to show its support for Antonov Airlines, which put forward a picture of the legendary AN-225 transporting 110 tonnes of Covid-19 testing kits from China to Austria last October, working with Chapman Freeborn.

Photo of the Year: Lifting

Cargotrans Global Forwarding's image showcased the handling

Photo of the Year: Lifting.

of mega reactors weighing 300 tonnes in Jebel Ali.

Photo of the Year: Overland

dteq Transport Engineering Solutions' winning picture depicted a truly immense overland transport industrial project in Uruguay.

Photo of the Year: Shipping

Express Global Logistics (EXG) won the Readers' Vote award for its image of the handling of a settling chamber and silencer assemblies from Pune to Kerala.

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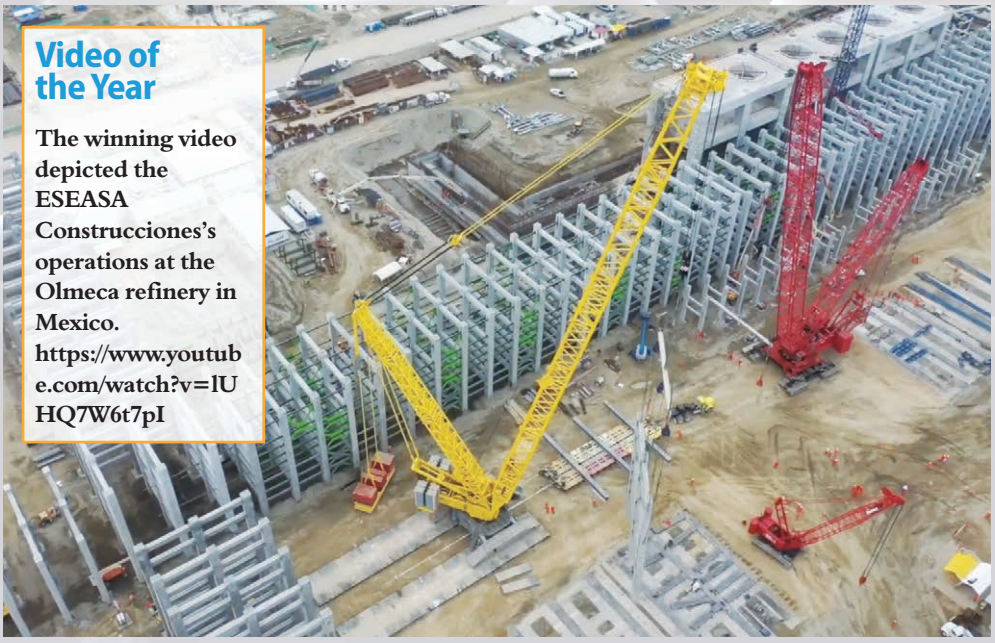

Video of the Year

The winning video depicted the ESEASA Construcciones's operations at the Olmeca refinery in Mexico. https://www.youtube.com/watch?v=lUHQ7W6t7pI

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Baltic Enabler marks sustainable milestone for Wallenius SOL

On November 2, Wallenius SOL's ice-rated con-ro vessel Baltic Enabler was officially named at the PSA Zeebrugge Terminal in Belgium. *Samuel Barber* reports.

The newbuild was named in at a ceremony at Zeebrugge during November.

Karin Röse.

In its white and blue striped livery, the Swedish-flagged Baltic Enabler was named in a short ceremony by its godmother, Anette Johansson, in the presence of customers, investors, port operators, managers and the Wallenius SOL team.

The Ice-class 1A con-ro vessel will join sistership Botnia Enabler on a Zeebrugge-Antwerp-Kokkola-Oulu-Kemi-Skellefteå-Travemünde rotation.

CIMC Raffles began work on the ship at Yantai, China, during 2019 – construction having been delayed by the Covid-19 pandemic. This winter it faces its first operational test: breaking through Baltic Sea ice measuring up to 1 m thick.

Dimensions

The 59,821 gross tonne vessel measures 242 m long with a 35.2 m beam, making it one of the largest con-ro vessels on the seas. It has a 6,442 lane metre capacity and is capable of transporting 960 teu. Equipped with three independent stern ramps, it can load rolling cargo such as trailers, while container cargoes consist of high and heavy loads, wood pulp, paper and chemicals.

The sisterships are a major step forward in Wallenius SOL's decarbonisation strategy. The ships are powered by two 10,500 kW multi-fuel engines that can run on LNG, liquefied biogas, diesel and synthetic fuels, and are capable of achieving 20 knots at full tilt.

Anette Johansson, Baltic Enabler godmother, on the bridge.

Karin Röse.

Compared with older, similar-sized vessels in the fleet, they emit 63 percent fewer greenhouse gas emissions. Nitrogen oxide (NOx) emissions have been cut by 96 percent, while sulphur oxide (SOx) and particulate matter (PM2.5) emissions have been slashed by 99 percent.

The ships, with some modifications, will be able to run 100 percent fossil-fuel free in the future.

"The owners made the decision to pursue a path towards sustainable shipping by investing in a new generation of eco-friendly vessels. By putting the environment at the top of the corporate agenda, Wallenius SOL has taken industry leadership in response to climate change," said Anders Thyberg, board member, Wallenius SOL.

Wallenius SOL also placed seafarer welfare at the centre of the vessel design. Spacious cabins, a large mess room, mini-cinema and a sauna are some of the features included. En route to Zeebrugge, the ship's interior was decorated with paintings, plants and ornaments to give it a family-run feel.

"It makes me very happy to see how much has been invested in the well-being of the crew," said Anette Johansson.

Wallenius Marine, in collaboration with Knud E Hansen, led the ship design and construction of both ships. Wallenius Marine will provide ship management and technical management on the new vessels.

Wind propulsion

Wallenius is also working on a concept to deploy wind propulsion technology on the vessels in its fleet, including retrofitting telescopic sails.

For this project, Wallenius Lines has officially partnered with Swedish pop band ABBA to promote its sustainable logistics solutions. The first full-scale sail vessel prototype is expected to sail in 2024. HLPFI

Recovery energises project activity

As Covid-19 concerns move down the priority order and Australasian economies begin to recover, rising optimism is translating into some huge projects that bode well for the heavy lift and project forwarding sector, writes *Dave MacIntyre.*

Swire is expecting a rise in project enquiries.

The increasing investment being poured into alternative energy projects is not slowing – and the heavy lift and project forwarding sector is a direct beneficiary. As of March this year, there were 101 wind farms operating in Australia and, according to the Clean Energy Council of Australia, some 20 more are under construction. Since most solar and wind energy components are manufactured abroad, the explosion of renewable energy across Australia and New Zealand has proven a boon for the project logistics sector.

Activity is gaining further traction. Australia's federal parliament passed legislation enshrining a 43 percent reduction of carbon emissions from 2005 levels by 2030. The government also declared Australia's first six offshore wind energy zones. The first is in waters off Gippsland on Victoria's southeast coast, with others to follow off the coasts of the Hunter Valley and Illawarra in New South Wales, Portland in Victoria, northern Tasmania, Perth and Bunbury in Western Australia.

Among the projects is the Star of the South, off Gippsland. It will comprise 200 wind turbines, the closest located 7 km off the coast, and will provide up to 20 percent of Victoria's energy needs. Construction is due to begin in 2025, although this may be accelerated.

Government investment

Major government investment is going into other energy projects. A AUD120 million (USD75.7 million) federal grant towards the proposed AUD460 million (USD290.3 million) Goldfields battery materials refining hub was approved following a funding scheme review. It was among the modern manufacturing initiative grants announced by former prime minister Scott Morrison earlier this year, which the new Albanese government decided to review.

An independent assessment committee said the processes adhered to the grant guidelines and the Department of Industry, Science and Resources will work with the successful companies awarded grants to begin the contracting process.

In Western Australia, resources minister Madeleine King said that lithium mines will play an "enormous" role in helping Australia develop its electric vehicles industry. Australia produces and exports the world's largest amount of lithium and Tianqi Lithium is readying its AUD700 million (USD441.8 million) lithium hydroxide plant in Kwinana for production.

Traditional industries are seeing their share of the investment boom too.

The federal government will allow the oil and gas industry to explore 10 new ocean sites plus two greenhouse gas storage areas offshore. The locations are situated off the Northern Territory, Western Australia, Victoria, and the Ashmore and Cartier Islands.

The release reflects a government view that ongoing investment in the nation's fossil fuel sector remains vital for the economy and meeting the energy needs of Australia, while also striving to reduce emissions.

The traditional mining sector has also received a boost with Chinese steelmaker Baowu joining Rio Tinto in the USD2 billion Western Range iron ore mine, which will deliver ore to Rio's Paraburdoo hub. Construction will start in early 2023, with first production expected in 2025, supporting 1,600 construction jobs and 800 ongoing jobs.

Trading relationships between Australia and China are seen as strong despite diplomatic tensions between the countries.

Heavy lift optimism

Heavy lift shipping specialists have an optimistic view of prospects for the sector. The Jumbo-SAL-Alliance maintains a large pool of specialised project vessels combined with a semi-liner service.

Jeroen Kock, director business development (Southeast Asia and Oceania) at the alliance, said there has been a lot of activity in the mining industry as well as the offshore oil and gas sector; activity is increasing with vessels sailing to Australia on almost a monthly basis.

"The Jumbo-SAL-Alliance has proven, on multiple projects, that we were able to combine our project knowledge and our semi-liner service and give our clients great flexibility. The projects were related to oil and gas, renewables, port infrastructure upgrades and mining projects. Later this year we start decommissioning work in Australia."

Kock extends the optimism to the year ahead. "Demand remains strong and especially in the super-heavy lift segment we see our clients making commitments earlier as they see a shortage of tonnage in the years ahead.

"The offshore wind potential is very significant in Australia. A lot of feasibility studies are being conducted and the commitment seems to be there to develop some large-scale wind farms. Furthermore, the onshore oil and gas sector is picking up again with at least two large projects confirmed."

Swire Shipping has redoubled its focus on multipurpose cargoes. In July 2022 it confirmed that it would charter three additional 28,000 dwt multipurpose vessels from shipowner R. Braren on a long-term basis. This deal followed Swire Projects' long-term charter of six multipurpose vessels from Nordic Project and Finance, which came into effect at the end of last year. It aimed to have around 15 multipurpose ships on its roster by the end of 2022.

The carrier is starting to see some project enquires coming through via its Swire Shipping liner and Swire Projects sales teams in the Pacific Islands and Australia.

Alex Pattison, regional manager – Pacific Islands, said some countries in the region will take another six to 12 months to get their economies back to full strength, although once the election in Fiji is over, more projects will take off quickly.

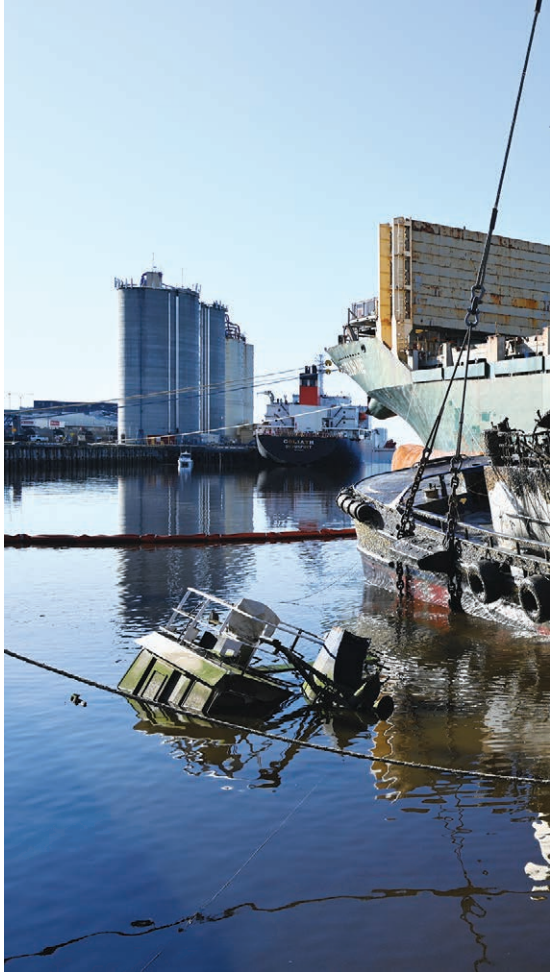
"Tourism is outstripping the pre-covid numbers [in Fiji]. There is a lot of positivity and optimism around the Pacific Islands now. We are getting through a few terrible years with little to no stimulus in the economies. The economic outlook seems rosy, with all countries forecasting a minimum of 6 percent growth on their GDP, and some places like Fiji now predicting 12-14 percent growth," he explained.

Namir Khanbabi, general manager for Swire Projects, reported increasing activity and expects to be doing more in the projects sector in Australia and the region in the coming months.

Growth in project cargoes is partly behind the port of Newcastle's investment

Demand remains strong and especially in the super-heavy lift segment we see our clients making commitments earlier as they see a shortage of tonnage in the years ahead.

– Jeroen Kock, Jumbo-SAL-Alliance



in two Liebherr mobile harbour cranes. These arrived on board the UHL Fighter, after leaving the Germany's port Rostock in late June.

The 154-tonne lifting capacity cranes can handle a diverse mix of project cargo, including wind turbines, timber, steel coils, transformers and mining equipment. They also have the capability to work in tandem for heavier lifts.

Another port development of interest to the sector is at Geelong, where Viva Energy has reached agreement with the port operator to build infrastructure for the proposed LNG import terminal. It involves the construction of an extension to the existing refinery pier to provide an additional berth for a permanently moored floating storage and regasification unit (FSRU).

Geelong Port will construct the extension to the pier and license it to Viva, which will construct related infrastructure including a gas pipeline.

New Zealand improves

Across the Tasman Sea, specialist New Zealand breakbulk handling company Oceanbridge Shipping said the biggest challenges in the heavy lift and project forwarding sector are a lack of suitable services and a lack of space.

Typically, large project cargoes struggle to fit on containerships and require specialist geared vessels for delivery. New Zealand's remote position and comparatively small market means there are just a few breakbulk

AAL Shipping salvaged two tugs in Tasmania. The tugs sank in January after being hit by a cement carrier while berthed. A seven-month planning operation ended when the AAL Melbourne departed from Devonport with the wrecks of the York Cove and Campbell Cove on board. The tugs were welded to bespoke cradles on the deck of the AAL Melbourne for the voyage to Brisbane, for scrapping.

vessel options, necessitating specific charters that are both expensive and scarce. Many voyages are also one way, requiring the cost of the return leg in ballast being factored in to the overall cost.

Increased potential

Regular containerships are prioritising container cargoes and have limited space, time and inclination to handle larger breakbulk items, which further compounds the situation. However Oceanbridge's project cargo specialist Nigel Black said that various sectors in New Zealand – including building, construction, roading and marine – are all showing increased potential and growth.

"You only have to look at the number of cranes that dominate the Auckland skyline plus the large infrastructure projects going on to see the potential and demand for this industry. New Zealand's desire to generate sustainable energies has shown strong growth over the last decade, but moving these project-based commodities and large volumes always comes with a variety of shipping challenges.

"There is an opportunity for carriers to continue developing their services in and out of Oceania as enquiries for solutions to move various out-of-gauge projects have not reduced and, in fact, are on the increase.

"However, when pricing these projects, we must always factor in that Oceania is a small market and typically a long distance from origin. Any containership services also typically require transhipment en route to New Zealand, which is not always possible with breakbulk cargoes. The demands for space, as we move away from the pandemic-dominated years, will create many challenges and yet Oceanbridge has seen strong demand during last year and this."

Oceanbridge was heavily involved in the various team logistics for the 2021 Americas Cup, from the initial import requirements by air, sea and charter, to the outbound logistics, all within a narrow timeframe window."

Recently, there have been increasing enquiries about arranging logistics moves for motorboats and yachts, in particular.

"How we get these to and from Oceania is the challenge – again space is one of the many factors when pricing these moves," said Black. "The impact of increased freight rates due to higher operational and asset operating expenses for both air and sea has been felt throughout the economy.

> **New Zealand's desire to generate sustainable energies has shown strong growth over the last decade.**
>
> – Nigel Black, Oceanbridge Shipping

"There is uncertainty around whether we have reached the highest point and how long these higher costs will continue, but it is unlikely we will ever see rate levels back down to pre-covid times."

Swire Shipping's Tony Spelman, New Zealand manager of integrated logistics, added that wind and solar farms are the hot topics. Activity has been held up during the three years affected by Covid-19, but Swire now expects a flurry of enquiries.

"Also, with the geopolitical issues around the Pacific Islands, New Zealand, Australia, the UK and USA are upping their activities and aid budgets, which we are positive will result in a number of large projects, be that roads/hotels/port upgrades as well as the climate change projects in the renewable energy sector."

Those projects are being driven partly by the government's NZD1 billion (USD560 million) infrastructure fund allocations. New developments include upgrades to water supply, roading and stormwater to help solve the housing crisis by encouraging new house building.

Alternative energy is as big a deal in New Zealand as it is in Australia. Mercury, a domestic power supplier, plans to build a NZD115 million (USD64.3 million) wind farm south of Gore and has executed contracts for the procurement and construction of the first stage. This will lift Mercury's total financial commitment to new renewable wind generation to almost NZD600 million (USD335.4 million) since 2019.

Geothermal power

Geothermal projects are also an interesting source of project cargo opportunities in New Zealand. Contact Energy has committed to build a new geothermal power station at Te Huka to deliver low-carbon, reliable renewable energy. It will deliver 1 percent of New Zealand's total electricity requirements when it becomes operational in 2024.

Contact is also enlarging capacity at Tauhara power station by 11 percent following outstanding results from a geothermal drilling campaign. Tauhara will be completed in the second half of 2023.

Between Tauhara and Te Huka, Contact is now building over 5 percent of New Zealand's current renewable generation. The company has entered a joint venture partnership with global solar developer Lightsource bp to collaborate on a series of grid-scale solar projects, which will generate clean, affordable electricity annually by 2026.

HLPFI

Casanova Foto

Main picture and inset: Dako recently completed the ocean portion of a 203 MW wind energy project in Colombia that involved 11 vessels moving towers, nacelles, turbines, and blades to the port of Puerto Brisa on the country's Caribbean coast.

Activity mounts in a region **poised for take-off**

Caribbean project logistics activity is on the rebound. Tourist dollars are starting to pour into depleted coffers, while demand for oil and gas logistics services is surging alongside developments in the renewable energy arena. Logisticians are scaling up activities and assets in the region to capitalise. *Ian Putzger* reports.

Container line MSC reinstated the third weekly sailing of its Nassau Express run between Port Everglades, USA, and Nassau in mid-October. This brought the number of weekly MSC sailings between Florida and the Bahamas to four.

Other operators are beefing up their activities in the Caribbean. King Ocean Gulf Alliance (KOGA) Shipping has added to its fleet, in part to go after cargo from the USA to the Caribbean and Latin America.

During September, the carrier confirmed that KOGA Ruby (formerly Industrial Ruby) would join the roster on a multi-year charter from January 2023. The 500-tonne lift capacity ship is sistership to KOGA Revolution. At the end of October, the carrier added the 12,500 dwt Gala to its fleet, which is capable of lifting up to 160 tonnes.

Rising market

With covid-related restrictions lifted almost everywhere, markets across the Caribbean have started to improve, according to Andy Thorne, ceo of freight management and shipping agency Kestrel, who believes "the whole region is poised to take off."

"We are seeing a lot of activity now," added Brent Patterson, regional director energy, ports and projects at Blue Water Shipping. Contracts that were shelved during the pandemic are resurfacing.

Richard Seeg, president of multipurpose carrier Intermarine, said that business has continued to grow over the past 12 months. The company currently has 21 ships in operation, with 15 of them serving primarily on trade lanes between the Americas. "Colombia has really stood out. It has grown a lot over the last 12 months, mostly around oil and gas and mining," he said, also noting promising developments in Mexico.

Guyana, which sailed through the pandemic on the strength of its growing oil and gas business, is usually the first market that operators point to in terms of growth and promising opportunities going forward, but a number of others are going strong now.

"Suriname, French Guiana and Colombia are doing very well," observed Thorne, adding that Barbados has fared better than expected. He is also upbeat on St Vincent and the Grenadines.

Colombia has really stood out. It has grown a lot over the last 12 months, most around oil and gas and mining.

–Richard Seeg, Intermarine

"It has been a positive year. Especially Puerto Rico has been a strong market for us," explained Tim Quirk, director Caribbean services of USA-based logistics group Crowley. He added that the British and US Virgin Islands, along with Haiti, have also been strong markets.

Nevertheless, despite widespread positivity, Fernando Maruri, ceo of KOGA, sounded a note of caution. "In general, it is not such a bright panorama financially and politically. There is some weakness across the board. Venezuela is not back in world trading. And in Colombia there are a lot of questions about the new government."

Tourism recovery

For many of the island economies, the recovery of the tourist trade has spurred new activity. Crowley and KOGA have carried cargo in support of the tourism industry. Hotels are being refurbished and new resort projects are on the rise.

"There is a lot more project business in the Caribbean, a lot of business with hotel construction," said Thorne. Four hotel projects are under way in St Vincent and the Grenadines, and Virgin Atlantic's decision to start direct flights to St Vincent is giving further impetus. "In Nassau, hotel occupancy is nearly 100 percent. The national cruise port is about to go operational," he added.

The pandemic forced most governments to tighten budgets and postpone infrastructure development plans. Intermarine has not seen much tourism-related business, which mostly moves in containers; however it has seen traffic increases for infrastructure developments in

Casanova Foto

the road construction and power generation sectors, remarked Seeg. "We have seen excavators and machinery moving around."

St Vincent is in the process of building a new port, which will probably take up to two years to complete, Thorne said. "With the new port there is going to be massive development for the region... for St Vincent and the Grenadines there is only one way, and that is up. They have a low salary base, and they are hungry for investment."

As in many areas of the world, wind energy is going strong in the Caribbean. Kestrel is in the early stages of a wind farm project; Thorne expects this project to take off in 2024. He sees further opportunities for this sector moving forwards, especially in the Windward Islands.

Dako Worldwide Transport has a strong background in the Caribbean and the wider region. It recently completed the ocean portion of a 203 MW wind energy project in Colombia that involved 11 vessels moving towers, nacelles, turbines and blades to the port of Puerto Brisa on the country's Caribbean coast.

The offloading was challenging, as the pier of the port is narrow and was not set up to handle heavy pieces of cargo, said managing director Julian Slusarek. The pier was built primarily to handle coal shipments, which made unloading large pieces vulnerable to swells. "We mostly used geared vessels. Our local partner brought in mobile cranes as well to provide support for certain vessels to unload the top tiers of blades," Slusarek explained.

Wind farms

The land transport leg of the project is due to kick off shortly. Dako's client has built a road to transport the items, which heads towards the project site in La Guajira. Another wind farm has already gone up in the remote area, and more will follow as the Colombian government presses ahead with its energy transition away from fossil fuels. "They will build a lot of wind farms there," said Slusarek.

Even Guyana, which is going strong in oil and gas, plans to develop green energy solutions – chiefly wind and solar, noted Blue Water's Patterson. "These discussions are happening right now."

Crowley is looking to leverage its expertise in wind energy logistics in the region, having set up a dedicated business unit to cater to this sector. In August the company appointed Bob Karl as senior vice president to head its newly established Crowley Wind Services division, which targets both onshore and offshore wind energy installations and logistics.

It has been a positive year in the Caribbean for Crowley.

Blue Water has also set its sights on offshore wind, alongside its more established presence in onshore wind logistics. This will remain a huge focus for the company, said Patterson. He intends to leverage the joint venture that his company struck with the construction division of Danwind Group last December to offer turnkey services covering logistics, assembly and installation of wind turbines.

Intermarine has moved a fair amount of power equipment – transformers and generators, cables and LNG tanks. Demand for generators was bound to spike in the aftermath of hurricanes Fiona and Ian, which battered the Caribbean recently.

Slusarek said many power plant projects beckon, pointing to activity in the Dominican Republic, the Virgin Islands and Honduras.

They [Colombia] will build a lot of wind farms there.

–Julian Slusarek, Dako Worldwide Transport

Besides the recovery in tourism and energy projects, there is another dynamic that is beginning to make itself felt in cargo moves across the region. Operators are seeing cargo developments related to nearshoring as American companies adjust their supply chains.

Realigned supply chains

"We have seen a shift in sourcing and supply chains," said Seeg, pointing to the US-China tariff spat and the upheaval caused by the pandemic in the past two years that have "brought opportunities for trade between the Americas". A rising tide of materials has been moving out of Colombia and Mexico to other destinations that have traditionally been involved in US nearshoring activities, he said.

Crowley's Quirk has seen such activity in the Dominican Republic and Haiti. "We keep an eye on Puerto Rico for nearshoring," he said, adding that economies in Central America are very focused on apparel production.

"Nearshoring is a logical solution. I am surprised we have not seen more activity," remarked KOGA's Maruri. "It is probably more on the container side. We have not seen it with infrastructure and machinery. Some governments are making pitches for more reliable parts sourcing for US companies."

Mining activity in the region is also on the rise. "Colombia has brought in a good amount of mining equipment," noted Maruri, who expects this sector to remain strong and

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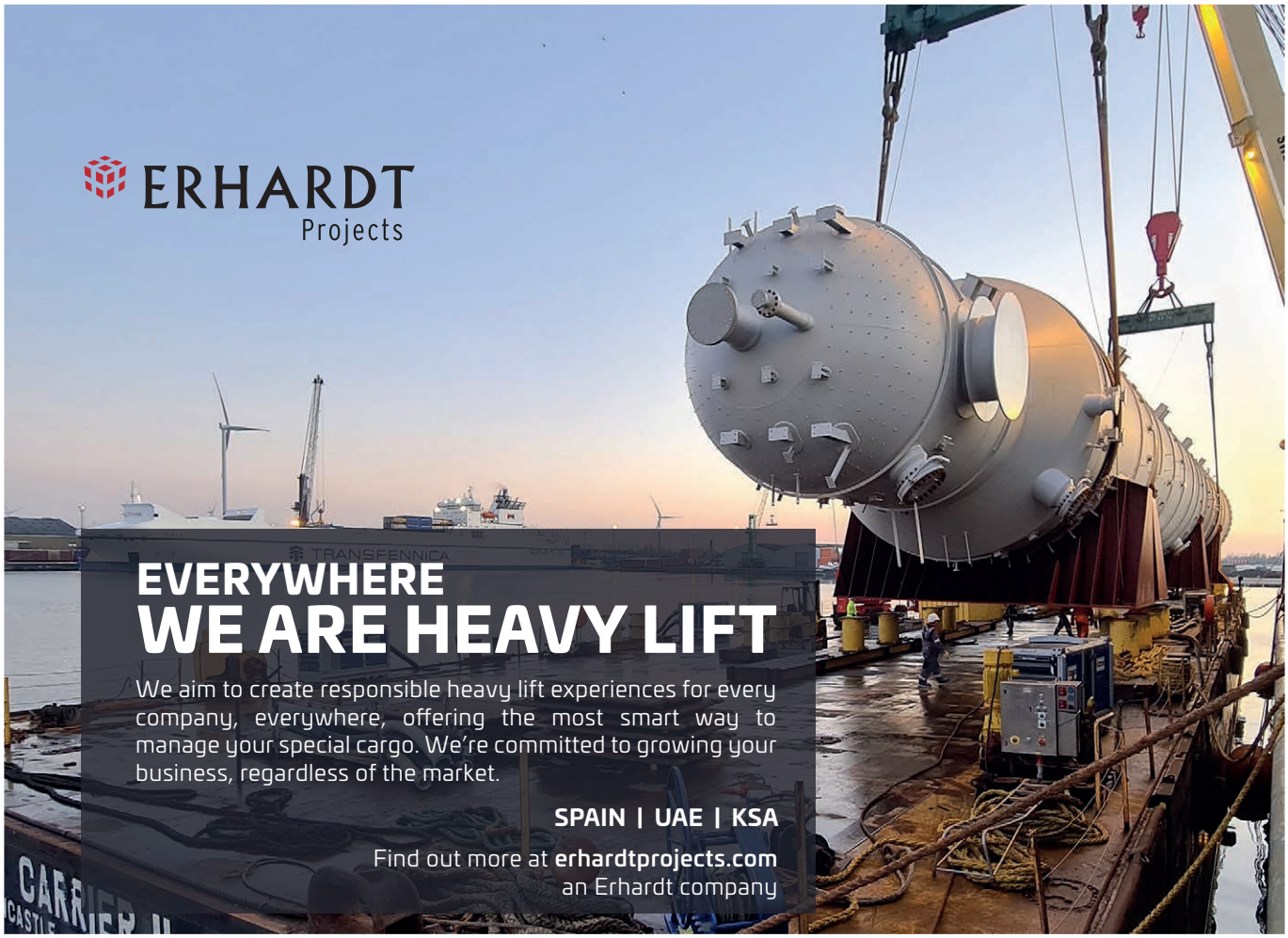

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When it comes to oil and gas, Guyana stands head and shoulders above its regional neighbours as new finds keep adding to the country's reserves. According to analyst Rystad Energy, domestic production is on course to generate in excess of USD1 billion in revenue this year and could reach USD7.5 billion in 2030.

Guyana's GDP grew 48 percent last year, noted Thorne, adding that the revenues from oil and gas are boosting consumer demand in the country, which results in the construction of shopping malls and hotels.

The success is straining the country's logistics infrastructure, however – especially at the port of Georgetown, which can only be served by shallow-draught vessels due to an average depth of 5.5 m at low tide.

"The infrastructure is limited – both the port and landside. It limits the number of ships and the amount of cargo you can bring in," said Maruri. "There are increasingly more challenges on the landside." As a result, vessel dwell times have gone up, something that he expects to increase.

Thorne noted that "every berth in Guyana is overloaded, every warehouse is full", while Seeg noted that infrastructure in Guyana is a problem. "It has been a challenge for Intermarine as well, but we have experience and consistently operate smaller, shallower draught vessels. This has also helped us out in Venezuela and some smaller ports in Trinidad and Mexico."

Deepwater developments

Plans for a deepwater port have been circulating for years, but it looks like this time there is finally some progress. In April, ExxonMobil signed an agreement with a Guyanese firm to construct a USD300 million shore base that the energy giant will lease upon completion, which is slated for the fourth quarter of 2023.

The undertaking should generate some project logistics opportunities, as it involves construction of a bridge and some inland infrastructure development.

Blue Water is in a strong position to secure more project logistics business in Guyana after it took over local firm Falcon Logistics last February. This has allowed it to expand its service portfolio in the country to include inland moves, warehousing, trucking, laydown management, heavy haulage and lifting project-related business in and out of Georgetown.

"We are set to play across different verticals," said Patterson, adding that Blue Water's experience with reefer goods will also be called upon.

Crowley has carried cargo in support of the tourism industry.

The oil and gas sector has also lifted the fortunes of Suriname and Trinidad, said Seeg, albeit not to the same extent as in Guyana. Blue Water is setting up an office in Suriname that will be staffed shortly, said Patterson. Many of Blue Water's customers have operations in Guyana, Trinidad and Suriname, he added.

However, Maruri said that Trinidad has yet to rediscover its groove again and, compared with the other two oil producing nations, activity has stayed flat.

Thorne shared that assessment: "Trinidad is still a problem child. The Trinidad dollar is very weak. Getting foreign currency out of the country is cumbersome."

Broadening of services is a major theme for project logistics providers in the region. For the wind farm project in La Guajira, Dako secured the ocean transport as well as port handling in Colombia and inland transport to the site. "Jointly with our partners we are bidding for the erection – for the first time. We aim to offer a complete turnkey solution," said Slusarek.

The infrastructure [at Gerogetown, Guyana] is limited – both the port and landside. It limits the number of ships and the amount of cargo you can bring in.

– Fernando Maruri, KOGA

End-to-end logistics

Crowley is stressing end-to-end logistics covering ocean as well as truck, airfreight, forwarding and Customs brokerage. "Customers rely on us more and more for these types of shipments," according to Quirk.

A key aspect in this is end-to-end visibility, so the company has been investing heavily in technology. "That is one of our big focuses," he said. "What customers used to call 1-800-CROWLEY for, we are implementing. Much has been implemented already."

With demand and rates in the container trade falling, getting hold of vessel capacity has become less of a challenge in the Caribbean in recent months as carriers have shifted vessels from the major container lanes. "Space was very tight for the last couple of years," said Thorne. Today things are getting back to pre-pandemic conditions.

Intermarine is set to boost its fleet. "We have established ourselves in the Americas, now we move outside. To support our customers in the region, we must expand to Asia and to Europe as well," Seeg noted.

While the capacity crunch may have eased somewhat, there are still a lot of space and capacity issues, according to Patterson. For many of his clients, one priority is to reduce the amount of airfreight, which they were forced to embrace to beat capacity bottlenecks.

Overall, project logistics activity continues to pick up and while capacity will remain a challenge, the issue should be considerably less acute than 12 months ago.

HLPFI

Your last diesel purchase?

Many buyers of tractor units may be just one or two major purchasing decisions away from a switch to emissions-free driving. The technology for heavy-duty transport may not be in situ just yet, but the clock is ticking and green drivetrains are finding homes in other parts of the market. *Will North* reports.

In just a few years' time, the question of whether to buy a diesel-powered prime mover will not be an issue. In 2020, the truck manufacturers that make up the European Automobile Manufacturers' Association (ACEA, from l'Association des Constructeurs Européens d'Automobiles), pledged to end all sales of diesel engines by 2040, in a statement saying: "The commercial vehicle industry is committed to decarbonisation by 2050 at the latest. This implies that by 2040, all new commercial vehicles sold must be fossil free."

In 18 years, DAF, Daimler, Ford, Iveco, MAN, Scania, Volkswagen and Volvo Trucks will not offer the option of a diesel engine.

Other deadlines are more pressing. Last year, as part of the COP26 conference in Glasgow, 30 governments pledged to "[move towards] all sales of new cars and vans being zero emission by 2040 or earlier, or by no later than 2035 in leading markets." They were joined by six carmakers, including Ford, GM, Jaguar Land Rover and Volvo.

Government pledges

But many fleet owners will make their last diesel purchase earlier than those deadlines. Alongside the automotive companies and governments, the pledge was signed by many owners of large car and commercial van fleets, including ABB, GlaxoSmithKiline, Siemens and Vattenfall.

Large corporations are committing to the elimination of fossil fuels in their vehicle fleets in part because of greenhouse gas protocols, a set of accounting standards that consider environmental impacts across the supply chain. These are split into three 'scopes'.

Scope 1 considers emissions from sources owned and controlled directly by the company; Scope 2 covers emissions from the energy supply chain, such as those produced by a gas power plant or a wind farm; and Scope 3 covers all other emissions in the supply chain, both upstream and downstream.

It is Scope 3 that will add to the pressure on logistics and project forwarding companies to switch to emissions-free operations. Many of the industry's customers are either multinational companies or state backed enterprises. As these organisations seek to show their environmental commitment to customers, regulators and investors, emissions free transport will become a key competitive consideration.

All of these impacts may be considered hard factors influencing purchasing decisions; they are all essentially measurable, with clear impacts on a company's bottom line. But softer factors will also come into play. While Covid-19 may be in the rear view mirror in many countries, its impacts on driver recruitment and retention remain. Electric power and electronic systems are tightly linked. Will it be easier to recruit drivers to work in a noisy cab with limited air conditioning, controls and safety systems, or one that is quiet, comfortable and fitted with the latest control and safety technology?

This year's IAA exhibition in Germany saw a wave of launches and orders for electric heavy goods vehicles (HGVs), as well as announcements of new approaches to vehicle power. In 2024, many visitors to Hannover may be considering which electric vehicles to trial in their fleet; in 2026, they may be deciding on the exact split of electric and diesel vehicles they need; in 2028, with manufacturers firmly on the road to emissions-free transport, and the likely second-hand value of diesel vehicles close to collapse, will anyone be buying diesel?

Light and local

So far, we have looked at the positive factors that are helping pull the sector towards an emission-free future. But there are still obstacles on the road. The most important of these is a lack of suitable energy supply.

In a 2020 pledge, produced in collaboration with the Potsdam Institute for Climate Impact Research (PIK), the ACEA members said: "Those who operate trucks will not invest in zero-emission technologies if there is no straightforward and affordable way to run, refuel and recharge them.

"A successful market deployment of zero-emission trucks will only be possible if a dense network of appropriate infrastructure is rolled out rapidly. This is not a chicken or egg issue: the infrastructure must be available now, as transport companies need certainty that they can fulfil their transport missions."

> **A successful market deployment of zero-emission trucks will only be possible if a dense network of appropriate infrastructure is rolled out rapidly.**
> – ACEA members

While national governments have been slow to meet these needs, individual cities have often been able to for some vehicles. The best examples of this are urban bus networks. These are often owned, or at least regulated, by local governments. Vehicles operate from fixed locations, making scheduled journeys on planned

Battery electric trucks are already being used on distribution routes. In Groningen, Nabuurs is using DAF LF Electric trucks for InBev beer distribution.

Mercedes Benz electric vehicles are powerful enough to be fitted with tippers.

routes at known speeds. This makes it easier to ensure they have access to charging stations, and time to charge.

Sales forecast

In 2022, a report from Dutch bank ING predicted that electric bus sales would reach 4,000 a year in Europe, up from a forecast 2,450 in 2021, and continue to take an ever-expanding share of the market. The bank expects that these will largely be battery powered, saying that the technology is more efficient than alternatives like hydrogen fuel cells.

Amazon was one of the

Mercedes Benz recently put its eActros 300 tractor unit through extensive tests in the Alps.

clear beneficiaries of pandemic-induced lockdowns. The online retailer already had a dominant position in Western consumer markets, and the last few years have only propelled it forward. The decisions it makes will help shape global transport for generations.

Electric orders

In October, Volvo signed a deal with the online retail giant to supply 20 of its FH Electric trucks. The company had started accepting orders for its heavy electric trucks in May, including FH, FM and FMX models. Prior to the official sales start, the company had received letters of intent for more than 1,100 heavy electric trucks from more than 20 companies. Serial production of these models began in September. Trucks like this, in the 44-tonne gross combined vehicle weight (GCVW) class, make up around two-thirds of Volvo's sales.

For operators of international supply chains, like Amazon, the availability of electric trucks in this class is vital. "Amazon is committed to decarbonising its fleet and the middle mile has been a notoriously hard-to-abate sector," said Andreas Marschner, vice president transportation services, Europe, at Amazon. "That is why welcoming these electric heavy goods vehicles from Volvo into our fleet is such a critical milestone."

In Poland, Raben Group, which operates two Ikea factories 14 km apart in Zbąszynek and Babimost in the west of the country, will trial Volvo FM Electric trucks for internal transport between plants, using a renewable powered charging point at one of the facilities. Ikea is aiming to reduce greenhouse gas emissions in its transport supply chain, other than last mile distribution to customers, by 70 percent from 2017 levels; the results from the trial, where the tractor units will be pulling 24-tonne trailers, will be used to shape the company's broader approach to electrification.

DAF launched its first fully electric truck, the CF Electric, in 2018. The truck boasted a distance between charges of 200 km. With careful planning of charging points and schedules, DAF said this could allow for 500 km of travel each day, making it suitable for regional supermarket supplies and waste collection routes.

> **Amazon is committed to decarbonising its fleet and the middle mile has been a notoriously hard-to-abate sector.**
>
> – Andreas Marschner, Amazon

The manufacturer's latest model, the LF Electric, is designed for local routes. It is a rigid body truck, with a payload capacity of 11.7 tonnes. The first units have been sold to Nabuurs, a food and beverage logistics and distribution company, to supply customers of brewer AB InBev around the Groningen area in the Netherlands.

Dual charging system

The truck uses a dual charging system. With a more expensive 650Vdc, 150 kW charger, it charges from 20 to 80 percent in around 60 minutes, or from empty to 80 percent in two hours. When fast charging is not required, it can go from 20 to 80 percent in six hours, using a more common 400Vac, 22 kW, three-phase charger.

While the truck itself may not be suitable for long-distance project hauls, the combination of charging solutions may suggest methods that could be used to allow for carefully planned long trips: the truck's 260 kW motor and 282 kWh rechargeable batteries allow for journeys of up to 280 km between charges.

At September's IAA, Mercedes Benz introduced its eActros Long Haul. It was also on show during October's bauma exhibition, where it was shown configured with a tipper.

The eActros came into serial production in 2021. The eActros Long Haul has been offered with electric power take-off, or ePTO, on long haul distribution routes. The prototype, Mercedes Benz said, shows how battery-electric power can be used both for transport and for construction tasks.

Mercedes Benz demonstrated the model's capabilities when a tractor unit version of the eActros pulled a fully loaded 40-tonne semi-trailer on a 111 km journey through the Alps at elevations of up to 1,800 m. The route allowed the company's test driver and designers to make the most of the vehicle's regenerative braking systems.

Climbing more than 2,300 m, at grades of up to 13 percent, the tractor was able to recover around 180 kWh of power.

The company has been testing its eActros units extensively across Europe. Distribution versions of the eActros, which are close to serial production, have climbed a total of 54,000 m in Alpine tests.

A key challenge for reliable use of batteries is their narrow range of operating temperatures, which typically require battery modules to be fitted with heating

The Raben Group has been using Volvo FM Electric semi-trailers for internal supply chain transport between two Ikea plants in Poland.

Kenworth has teamed up with Toyota and Shell to trial fuel cell electric trucks working out of the port of Los Angeles. The trial showed they could compete on routes and charging times with comparable diesel units.

and cooling systems. In one of Europe's most southerly points, Granada (Spain), eActros units were tested in summer temperatures of over 45°C. At the other end of the continent, in the Finnish Arctic city of Rovaniemi, the 'official home of Santa Claus', the same range of trucks was able to work in snow and ice at temperatures as low as -25 °C.

The steel industry is moving towards fossil fuel-free smelting. SSAB recently started production of high-strength steels using hydrogen rather than conventional power sources. This year, Volvo will begin using these steels in the frame rails of some of its tractor units.

For the steel industry to truly achieve net zero, it will have to use electric power in its transport vehicles. Kaunis Iron has a fleet of 90-tonne semi-trailers, which transport ore around the clock on a 160 km road between Kaunisvaara and Pitkäjärvi in northern Sweden.

The company has been testing 74-tonne semi-trailers from Volvo as part of a SEK500 million (USD44.5 million) programme of investment in electrification. Over the winter, it tested a Volvo FMX electric vehicle on public roads, where it worked at temperatures below -30°C.

"Our goal is to achieve fossil-free transport by 2025," said Lars Wallgren, head of logistics at Kaunis Iron. "We are working hard right now to solve our transport with electric trucks. If we succeed, we can reduce carbon dioxide emissions by about 15,000 tonnes per year at the current production rate. We will start the next phase using 74-tonne trucks in 2023, with the aim of moving up to 90 tonnes. This would be an unchanged gross combination weight compared with today's diesel-powered crew."

> **We are working hard right now to solve our transport with electric trucks. If we succeed, we can reduce carbon dioxide emissions by about 15,000 tonnes per year at the current production rate**
>
> – Lars Wallgren, Kaunis Iron

American electrics

In the USA, truckers have, since the 1970s, taken a similar role in the national imagination as cowboys; their cab back tractor units are as distinctive as a palomino horse. US truck manufacturers are now offering vehicles with clean electric power.

Peterbilt, which like DAF and Kenworth is a subsidiary of PACCAR, offers three electric vehicles, the 220EV, a rigid-body cab-forward truck designed for local deliveries with a range of around 200 miles (320 km); the 520EV, with a focus on refuse collection; and the 579EV, a cab-back tractor targeting the drayage and regional distribution with 150 miles (241 km) of travel possible between charges.

The 579EV has a GCWR of arounds 38 tonnes and is powered by 400 kWh lithium ion batteries, with a three-stage regenerative braking system. It charges in three hours and has a continuous power rating of 536 hp, with peak power of 670 hp.

The company started accepting orders for the 579EV in 2020, with deliveries starting in 2021. This summer, the company delivered two Model 579EVs to Quantix for drayage operation in its Charleston (South Carolina) and Savannah (Georgia) facilities.

Quantix specialises in supporting the supply chain of

Volvo has started test track trials of FCEV trucks and will commence customer testing in 2025.

the chemical industry, with more than 50 terminals, warehouses and other facilities across the USA. The new investment, one of the first of the 579EV, is part of a programme to transform its fleet of 3,000 trucks and trailers.

PACCAR's other US marque, Kenworth, offers its own battery electric tractor unit, the T680E, with nearly identical characteristics. The brand is based in King County, Washington; one of the first units of the tractor was recently handed over to the local waste management authority, which will use it to transfer refuse from the county's recycling and transfer station in Enumclaw to the Cedar Hills regional landfill in Maple Valley, around 20 miles (32 km) away.

Hydrogen economy

For local deliveries, port handling, and other relatively short-haul operations of a few hundred kilometres between charges, battery electric is now a proven solution. Heavy tractor units suitable for these operations are now in serial production around the world and are available to order. But what of truly long-haul cargo moves?

By carefully placing fast charging stations along regular routes, or by working with charging companies to have these offered at motorway services, project cargo companies may well be able to complete many journeys with these same vehicles.

Another approach would be to use hydrogen fuel cells instead of batteries. Kenworth and Volvo have both begun trials of fuel cell vehicles, which promise both longer distances between charges and faster charging.

In September, Kenworth and Toyota completed a trial of 10 fuel cell tractor units, the T680 FCEV. The companies had begun work on these prototypes in 2019, with Kenworth designing the trucks and Toyota supplying the hydrogen fuel cell power system.

The trial, conducted around the port of Los Angeles, the Los Angeles basin, and the Inland Empire metropolitan area, focused on comparing the performance of fuel cell trucks to diesel units, with fast charging a key element. It was conducted in partnership with the port of Los Angeles and Shell, which provided the hydrogen fuel infrastructure, and supported by a USD41 million grant from the California Air Resource Board. The 10 trucks for the project were operated by customers including Toyota Logistics Services, Total Transportation Services and Southern Counties Express.

Volvo fuel cell trials are targeting operational ranges of up to 1,000 km and charging times of 15 minutes.

Trial success

The trial compared the performance of Toyota-Kenworth T680 FCEV truck with that of a 2017 diesel engine operating about 200 miles a day. The T680 FCEV has a range of about 300 miles (480 km) when fully loaded to 82,000 lbs (37.2 tonnes). The trial showed that the trucks could be operated continuously, with no downtime between shifts, and charging times of around 15-20 minutes.

Toyota plans to commence production of fuel cell electric powertrain modules at its Kentucky plant next. Kenworth said that the results of the trial will open the door to the use of the technology commercially on other heavy-duty, long-distance routes.

Volvo this summer started its own fuel cell trials. The focus here was on long distances between charges, as well as fast charging. The company said it is targeting operational ranges of up to 1,000 km and charging times of 15 minutes. They will be powered by fuel cells developed by Cellcentric, a joint venture of Volvo and Daimler.

For now, trials have been conducted on the test truck, but Volvo expects to begin customer testing in Northern Europe in 2025.

"The tests will run in a demanding, harsh climate and it also gives us a great opportunity for driving with heavy loads up to 65 tonnes," said Jessica Sandström, senior vice president global product management at Volvo Trucks.

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NEWS *in* BRIEF

Peters & May boosts team

Peters & May has expanded its UK sales team with the appointment of **Cassandre Avery.** Avery's career with Peters & May began in 2017 in the charter and operations department. With years of experience and knowledge in pricing and charter shipments, her role has expanded to support and strengthen the existing sales team.

Sevenstar bolsters ranks

Laura Mattiello has joined the operations team at semi-submersible yacht delivery specialist Sevenstar. The company has also opened a department focusing on the specific demands of the sports fishing sector.

APM reshuffles

Nabil Zine-Eddine has taken over the position of chief operations officer (coo) at APM Terminals Tangier (Morocco) following the appointment of **Rex Jackson** to head of global operations. **Zsanett Balla** has taken over the position of chief operations officer at APM Terminals Algeciras (Spain). Balla joins from Terminal Investment Limited (TIL) where she held the role of director of terminal investments.

Ang joins Crane WW

Crane Worldwide Logistics has appointed **Janet Ang** as global vice president industrial, who will be based out of Singapore. Ang has been tasked with driving Crane Worldwide's growth in the industrial sector, supporting the development of additional integrated supply chain solutions for the company's portfolio of B2B clients.

Liège welcomes duo

Belgium's Liège Airport has appointed **Frédéric Brun** as its head of commercial cargo and logistics, and **Alexis Lapot** as its senior manager of cargo sales.

Osprey appoints Lowth

UK-based Osprey Group has appointed **Steven Lowth** as its heavy cranes manager. The transport engineering specialist has been busy expanding its domestic footprint this year, and Lowth joins the company with more than eight years of experience in the heavy lift industry.

Davila named senior VP at UTC Overseas

UTC Overseas has promoted **Diana Davila** to senior vice president US operations. Davila has handled general cargo and large-scale capital projects covering multiple verticals in the USA, Middle East, Asia, Africa, Gulf of Mexico, South America and the Caribbean. She has been tasked with growing operations at all the company's US offices.

Davila has 30 years of experience in the sector and has been a tireless advocate for diversity and inclusion in the sector and founded Women in Logistics Leadership. She serves on several boards and committees for the logistics and supply chain industry including: the ISPM 15 Coalition as a steering committee member; member of Forest Pest Advisory Committee for Cary Institute in New York; and treasurer of the industry advisory committee of the University of Houston College of Technology.

UTC Overseas has also appointed **Michael Kaemerow** as its project director. Over his career, Kaemerow has built up extensive experience in international freight forwarding and project cargo logistics, which will ultimately "enhance UTC's ability to provide our customers with outstanding service in managing and supervising a full range of project and heavy lift cargo movements worldwide", said **Matthias Loll,** vice president of global projects, UTC.

Diana Davila.

Pentagon picks Morland

Michael Morland will succeed **Chris Kent** as global project director at UK-based Pentagon Freight Services.

Morland, who recently left his role as general manager at AAL Americas, is tasked with managing project operations across Pentagon internationally, working closely with its in-house project, chartering, and management teams. He has held senior management positions across the heavy lift and project logistics industry, including roles at Global Ocean, TP Shipping, and Offshore & Heavy Lift Services in the UK, USA and Norway.

Kent is retiring from full-time employment with Pentagon next year but will continue to manage specific projects in support of group initiatives, said Pentagon. Kent was the recipient of the Lifetime Achievement Award at the Heavy Lift Awards 2022.

Major appointments at Bolloré

Loig Pavard (pictured) has been appointed chief executive officer at Bolloré Logistics Singapore. Pavard has more than 22 years of experience in the supply chain and logistics industry and is equipped with extensive knowledge of the company's global strategy and network.

He has held various managerial roles at Bolloré in several countries from Asia to Europe and previously served as ceo for the French overseas regions. His role will focus on leading the growth of the brand.

Aurélia Sorribes has joined Bolloré Logistics as sustainability manager for the Pacific region. Based in the Banksmeadow office in Sydney, Australia, Sorribes will be responsible for developing and promoting sustainable practices throughout the company.

Clarke to manage Allelys sales

Allelys has appointed **Nathan Clarke** as commercial manager. Clarke will be based at the company's Stoke on Trent office and will strengthen the existing sales team.

He has extensive experience in the heavy lift and specialised transport industry. He previously served as commercial manager at Mammoet.

AAL strengthens its Americas team

AAL Shipping has boosted its team in the Americas in recent months, with several key appointments.

AAL has added **Jacqueline Berry** as sales manager, tasked with driving AAL's business development strategy in the region. She has extensive experience in project and multipurpose cargo shipping after working for Intermarine and ARRC Line.

Henrik Hansen has been promoted to general manager and **Christian Johnson** as regional operations manager. The shipping line has also appointed **Grant Leal** as voyage operator.

Hansen said: "The Americas is an important market for AAL and our global customer base, and we have had a presence in the region for almost a decade. Today, we are operating regular sailings between the USA, Europe and Asia, and the reputation of AAL among local customers who represent multiple industry sectors has grown exponentially."

Jacqueline Berry.

DICA promotes Kelly Koberg

Kelly Koberg (pictured) has been promoted from sales and administration coordinator to inside sales manager at lifting equipment manufacturer DICA. "With DICA's move to a new manufacturing facility, Kelly's knowledge of DICA customers, managerial skills, get-it-done attitude, and commitment to our process makes her a perfect fit for this role as the company grows," said **Kris Koberg**, ceo of DICA.

Freeport East selects CEO

Freeport East – one of eight freeports established in England by the UK government – has appointed **Steve Beel** as its ceo. Beel has more than 20 years of experience across a range of infrastructure sectors in the UK and overseas, covering infrastructure planning, financing, procurement and operations. Most recently he has been working in Zambia as a British diplomat.

Minten steps up at Travelift

Kurt Minten has been promoted to executive vice president of Marine Travelift, which provides boat handling equipment. Minten has many years of experience in all aspects of the business, serving in both engineering and sales positions.

Morris takes on ABP role

Associated British Ports (ABP) has appointed **Tim Morris** as group head of corporate affairs, effective November 28. Morris is currently the ceo of trade association UK Major Ports Group (UKMPG). Prior to that, he served in a number of senior roles in Tata Steel. At ABP, Morris will lead all aspects of corporate affairs including government relations, media relations and external communications.

Leroi becomes Wilhelmsen COO

Wallenius Wilhelmsen has named **Xavier Leroi** (pictured) as its chief operating officer, effective November 1. Leroi currently serves as Wallenius Wilhelmsen's chief customer officer. He succeeds **Erik Noeklebye**.

Morris joins Equinor Wind

Offshore wind developer Equinor has appointed **Molly Morris** as president of Equinor Wind US. Morris will begin her new role on January 1, 2023, replacing **Siri Espedal Kindem** who will move into another position in the company.

NEWS *in* BRIEF

Nair joins HFW in Australia

Law firm HFW has continued to grow in Australia with the hire of shipping lawyer **Ashwin Nair**. He joins HFW's Perth office from maritime boutique Cocks Macnish, having previously spent three years as a claims executive at The Shipowners' Club in Singapore.

Conceptum picks Donga

Hamburg-headquartered project logistics specialist Conceptum Logistics Group has appointed **Nuno Donga** as its commercial representative in Mozambique.

Mello joins TGP Brazil

Renato Mello has been named managing director of Trans Global Projects Brazil. Mello has over a decade of industry experience, serving in senior positions in business development and project management at various global logistics companies.

CakeBoxx names Blom

CakeBoxx Technologies has appointed **James Blom** as its chief revenue officer. Blom's appointment follows the announcement of **James Campbell** as the new chief operating officer at Cakeboxx and **Sean Tan** as its chief technical officer.

Rushton in at Goldhofer

Matthew Rushton has joined trailer manufacturer Goldhofer and will take responsibility for sales in the UK.

Tradelossa rejig

Rafael de los Santos Díaz is stepping down as managing director of Mexico's heavy transport specialist Tradelossa. He will be succeeded by **Carlos Matthey de los Santos.**

MyCrane expands in USA

MyCrane has appointed **Scott Wilkes** as director of business development to lead the launch of its operations in the USA.

Kohnen joins dteq

dteq Transport Engineering Solutions has appointed **Jürgen Kohnen** as its regional director, business development Asia-Pacific.

HLPFI columnist Evie Aufheben delivers another collection of updates from the world of project cargo logistics.

Collett finishes 1,000-mile 'jog'

Having set-off from Land's End on July 3, David Collett, managing director of UK heavy transport specialist Collett & Sons, has completed his 1,000-mile-plus run to John O'Groats.

Over the course of 10 weeks, David was joined by family and friends along the route, raising money for Overgate Hospice. Although the mammoth Collett Jog has been completed, you still have the opportunity to donate at David's JustGiving page; more than GBP14,000 (USD16,000) has already been contributed.

David said: "I would like to take the opportunity to thank all the support crews, friends, family, Northowram Pumas and all the other kind-hearted souls and wonderful people that I have met en route (too many to mention by name, you know who you are) as well as the generous people who have donated to my just giving page and made it worth the effort". JustGiving: https://lnkd.in/eBr-kqyT

BBC Chartering celebrates silver anniversary

Everyone at *HLPFI* would like to congratulate BBC Chartering, which celebrated its 25th anniversary during October. The team was not surprised that our friends at the shipping line celebrated in style, holding a party in the Alte Kesselschmiede in Papenburg. Cheers!

Cracking reads for Christmas

Paul Bingley has published his latest book, *Bomb Group – The Eighth Air Force's 381st and the Allied Air Offensive Over Europe*.

On top of his day job at Nippon Cargo Airlines, Paul has worked for three years to tell the story of the 381st Bombardment Group, which arrived in England in the summer of 1943 to join the Allies' Combined Bomber Offensive.

Continuing the literary theme, *HLPFI* was pleased to see Marco Poisler from UTC Overseas signing copies of his latest book at the BreakBulk Americas exhibition. Some 60 copies of *Project Logistics: The Universal Transportation Course* were donated at the event, with proceeds going to the Houston Maritime Centre and Museum.

Hard copies are available to purchase on Amazon.

Special offer from 4D

4D Supply Chain is offering a 50 percent discount on its e-learning courses until November 30, 2022. Incoterms® 2020 Made Easy, Letter of Credit Made Easy, and Bill of Lading Made Easy are tailored to students and working professionals that want to enhance their knowledge in the exporting and logistics arenas. Enter HPROMO50 at the checkout to avail yourself of this offer.

Sarens unveils Lego crane

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