



Tottering boxship giant 'gave away' Rickmers-Linie

Top brass at German owner determined to face down rebel bondholders

RICKMERS Group effectively paid Zeaborn to take struggling multipurpose affiliate Rickmers-Linie and other businesses off its hands earlier this year, with the deal going through for what is politely termed 'negative consideration', Lloyd's List has learned, *writes David Osler.*

The counterintuitive move was justified because cashflow and business projections for the entities were so shot that hanging on to them would actually have hampered life-or-death plans to restructure the tottering Hamburg boxship giant, ahead of a crunch vote on its survival next week.

While the move appears a considerable coup for Bremen-based relative newcomer Zeaborn, only established in 2013, the likelihood is it will have assumed liabilities as part of the transaction, either with or without refinancing from banks with skin in the game.

Zeaborn representatives did not immediately respond to a request for comment on Thursday, which was a public holiday in Germany.

Meanwhile, both Rickmers



Rickmers could put additional cash on the table, but sources say the extra money is not there.
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itself and rebel bondholders are approaching the meeting in Hamburg next Wednesday in full-on 'take no prisoners' mode, with management threatening to pull the plug on one of Germany's biggest shipping outfits unless their proposals prevail.

The bondholder minority led by French investor Carlos Andrade of Delta Alternative Management is publicly shrugging off the ultimatum, as such a move would severely dent the fortune accrued by Rickmers founder and sole shareholder Bertram Rickmers.

Moreover, Mr Andrade and his allies say they have assembled a blocking minority of around 30%. Given the

need for a 75% 'yes' vote, that would prevent anything happening without their say-so.

Rickmers loyalists counter privately they regard that claim as a significant exaggeration, and feel sure their opponents basically lack the muscle to stop the company seeing things through.

Their hand has been strengthened after unknown interests, believed sympathetic to Rickmers, recently launched a bid to buy €30m of the paper for around 15% of nominal value, through a proxy offer from securities dealer Schnigge.

In the event, only the showdown on June 1 will

determine who has made the right call.

Under the restructuring plan, buyers of Rickmers Group's 2013 €275m high-yield bond, which carries a coupon of almost 9%, could expect a recovery in the order of 30%-40%.

The key question is whether or not such a payback will prove attractive to the bondholders as a whole, given that the paper is trading at only some 5% of nominal value, leaving many of them as good as wiped out already.

Sweeten the pot

One obvious possibility would be for Rickmers to sweeten the shareholders' pot
Continued on page 2

by putting some additional cash on the table, and there has been speculation that the bond rebels have approached the company with just such a demand.

But sources aware of the situation say this is not an option, as the survival strategy is set in stone and the extra money just is not there.

The next coupon on the bond is due in a matter of weeks and, as German law stands, failure to make the payment would necessitate a declaration of insolvency, which could come as early as June 9.

Mr Rickmers, as non-executive chairman, may have less influence on the outcome

than many assume, as the actions of the executive board are tightly constrained by German law.

Bondholders are getting legal and financial support from influential shareholder lobby group Schutzgemeinschaft der Kapitalanleger, which has commissioned investment bank Houlihan Lokey to work on the defence.

Another issue that will be slugged out at the bondholder meeting will be the appointment of an official bondholder representative, whose work has to be paid for by Rickmers.

Rickmers is pushing German lawyer Christian Heiser of Raschke von Knobelsdorff

Heiser. SdK and Mr Andrade feel Mr Heiser lacks the necessary independence and are nominating Felix Schaefer of Tauris Capital instead.

Rickmers Group lost \$341m in 2016, according to its last set of annual results, after a \$135m shortfall the year before.

As well as the Rickmers-Linie giveaway, Mr Rickmers was forced to make former Singapore affiliate Rickmers Maritime Trust private, and then fold it earlier this year.

Survival hopes rest on its principal's scheme of transferring 75.1% of shares to a Luxembourg subsidiary known as LuxCo, which would see his stake diluted to just 24.9%.

In 2020 — with the containership market hopefully on the mend — the LuxCo tranche would then be sold, enabling creditors to get back at least some of what they are owed.

As a token of good faith, Mr Rickmers would stump up €30m from his own pocket, and use the time gained to sell ships and negotiate extended loan tenors, interest rate reductions and deferrals.

Rickmers has appointed law firm Gleiss Lutz and restructuring advisor One Square Advisors to act on its behalf. Ernst & Young and Brinkmann & Partner are examining liquidation options.

CMES to acquire Sinotrans & CSC shipping assets

Companies outline the plan revealed by Lloyd's List two weeks ago

SHANGHAI-LISTED China Merchants Energy Shipping has announced its plan to buy shipping assets from Sinotrans & CSC Holdings via a share offering, although full details of the acquisition have yet to be finalised, writes *Cichen Shen*.

In an exchange filing on Thursday, the dry bulk and tanker arm of China Merchants Group said it was planning to acquire the controlling stake in part of the subsidiary companies of Sinomarine Shipping Co, which was established by Sinotrans & CSC in November 2015 to oversee its Yuan40bn (\$5.8bn) shipping assets.

Units under the umbrella of Sinomarine include the Hong Kong-listed dry bulk and containership wing Sinotrans Shipping and the NEEQ-listed wet bulk arm Nanjing Tanker.

Specific acquisition targets had yet to be decided, but they



CMES recently took delivery of VLCC *New Merit* from China State Shipbuilding Corporation.

were not limited to assets within Sinomarine, CMES said. "Detailed plans are still under discussion."

No binding agreement or letter of intention had been signed either, it added.

The announcement came following the trading halt for CMES's shares initiated on May 2.

Lloyd's List earlier reported that CMES and Sinotrans & CSC Holdings were looking at

a major asset restructuring, which was tipped to involve significant ownership changes between the fleets of the two affiliated state-owned giants.

Industry sources familiar with the matter said CMES would likely acquire the dry bulk and tanker assets of Sinotrans & CSC, comprised of more than 200 vessels.

The moves come as Beijing is pushing for further integration between CMG and Sinotrans

& CSC. The former, which is larger in size, took over the latter en bloc in 2015, yet the two parties have remained largely independent until recently.

CMES said the share suspension would continue for another month, as more time was required to negotiate with related parties, and to conduct other necessary affairs including due diligence and auditing.

Shipping returns to 'normal' state

Moving back to normal also implies stability, says Clarkson's Platou Asia's d'Ancona

DESPITE views that the industry seems to be in a prolonged slump overall, shipping may actually be in the process of returning to its 'normal' state, said Clarkson's Platou Asia director John d'Ancona at Clyde & Co's Asia Pacific Marine Conference in Singapore, writes *Wei Zhe Tan*.

Mr d'Ancona noted the 2003-2009 global shipping boom was not a normal period in the industry's history, with average earnings across the sectors as seen in the Clarksea Index at around \$48,489 per day, compared with the period after, from 2009 to May 2017, at \$10,095.

"It wasn't normal for certain owners to earn such a huge rate of return on their investment. If it was that easy, then everyone would want to do it," said Mr d'Ancona.

"Unfortunately, after the global financial crisis, everyone did try to get involved and thought they could do it, and thought that [boom period] was normal, but it wasn't."

As such, the period after the financial crisis turned out to be like a long hangover, he said.

"After an enormous party, it has taken rather a long time to stabilise. But I think the important thing is, we are going back to normal," he said.

However, Mr d'Ancona did note each sector was at a different stage of the cycle.

The dry bulk sector seems to be improving after a long period of depressed freight rates, while the containership sector, which had been struggling for some time, needed an event such as the collapse of Hanjin Shipping before things could get better.

As for the offshore sector, Mr d'Ancona was of the view



d'Ancona: The period after the global financial crisis turned out to be like a long hangover.

it required more 'medicine' before there could be any light seen at the end of the long, dark tunnel.

The tanker sector was finally seeing some signs of softening rates and demand this year, but the situation was unlikely to get much worse, he noted.

Shipyards, he said, will likely see more challenges ahead, with more owners preferring secondhand tonnage amid attractive asset prices.

The massive expansion in yard capacity since 2007 means there will be more consolidation and rebalancing in the sector, as the price of the assets they produce are no longer what they used to be at during the boom times.

Hence yard capacity, too, has yet to return to its 'normal' state.

After sharply dropping for years, some asset prices are returning to the long-term average, Mr d'Ancona noted, saying some sort of normality was not a bad thing, as that would also imply some form of stability for the shipping industry as a whole.

Aside from the usual demand and supply issues, Mr d'Ancona said the advent of technology, in the form of the internet of things and smart shipping, could be a game-changer in the industry.

Information technology can be used to create value in shipping by improving transportation provided

by vessels to ensure more efficient delivery of cargo.

The industry can benefit from the utilisation of big data to improve delivery and reduce incidents, while automation will greatly help in operations, navigation, personnel management and integrating fleet systems, he added.

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DSME debt restructuring plan hit by investor's second appeal

Shipbuilder has to wait for a decision from the Supreme Court before proceeding with any plans

DAEWOO Shipbuilding & Marine Engineering's debt restructuring plan has run into a roadblock after a private investor made another appeal to the South Korean courts in opposition of the proposal, writes *Wei Zhe Tan*.

A DSME official told Lloyd's List the investor had initially applied for an injunction order against the shipbuilder on April 27 to prevent a debt-to-equity swap and other restructuring measures from taking place.

The measures will lead to losses for holders of DSME's corporate bonds and commercial papers.

However, the court had dismissed that request on May 10 and the investor subsequently made another appeal, this time to the Supreme Court on Wednesday this week.

As such, the shipbuilder has to wait for a decision from



DSME's board of directors approved the sale of Wellive Corp to a private equity fund.

the Supreme Court before proceeding with any plans.

A meeting that was scheduled to be held on Thursday to vote on a third-party capital increase, as well as subsequent meetings to do with the restructuring, had to be postponed because of the re-appeal.

"DSME is planning to be ready for any [debt restructuring], regardless of this petition," the official said.

Separately, the shipbuilder's board of directors has approved the sale of a food catering and hotel property business, Wellive Corporation, to a private equity fund for a sum of Won65bn (\$58.1m).

The official declined to name the buyer but said the actual contract will be signed in early June.

Lloyd's List reported earlier in the month that DSME was in discussions with Bayside

Private Equity for the sale of Wellive.

The shipbuilder was also looking to sell off one of its subsidiary yards, Samwoo Heavy Industry, in its latest effort to raise more cash to pay off debts.

The subsidiary yard produces components for offshore and commercial vessels. It is situated in Gwangyang, Jeonnam province, in Korea.

Alliances under the regulatory spotlight

OPINION: Cargo interests press for greater oversight as the scale of new groupings creates competition concerns

COMPETITION rules covering container shipping were drawn up in a very different era from now, when the top ocean carriers were far less powerful than today, and when co-operative agreements between lines were likely to be limited to a specific geographic area, writes *Janet Porter*.

That meant a vessel-sharing agreement, for example, was likely to fall under just one or two jurisdictions, and so would be relatively easy to monitor.

Even before new-style global alliances started to emerge, it was becoming apparent that the current antitrust regulations were probably no longer fit for purpose.

Now, cargo interests are pressing for a regulatory overhaul as the container shipping industry consolidates into three huge alliances that are set to dominate the east-west trades for years to come.

Global Shippers' Forum secretary-general Chris Welsh — who has always been

in favour of container line consortia that reduced costs for shippers because of greater operating efficiencies — says the big three collaborations, Ocean Alliance, The Alliance, and 2M, are not yet delivering the promised benefits for customers.

That means they may need to be regulated differently from more traditional consortia agreements.

He told the recent Global Liner Shipping conference in Hamburg that the "jury was **Continued on page 5**



Regulators on both sides of the Atlantic think the rules governing ocean shipping need to be modernised.
Brian A Jackson/Shutterstock.com

still out” on whether these alliances would eventually be able to offer better levels of customer service.

Another critic of the mega-alliances is Nicolette van der Jagt, secretary-general of the freight forwarder and logistics lobby group Clecat, who expressed similar sentiments at the conference. She too thinks the current EU regulations covering consortia agreements are not suitable for the global alliances.

Regulators appear to agree the rules need to be updated to reflect the new industry landscape.

As far back as 2013, maritime competition authorities from the US, EU and China started to hold regular summits to discuss how best to make sure global alliances did not abuse their dominant positions.

That was at a time when Maersk, Mediterranean Shipping Co and CMA CGM were putting together their groundbreaking P3 Network, an alliance subsequently vetoed by the Chinese

authorities, who thought it looked more like a merger than a conventional vessel-sharing arrangement.

Now other jurisdictions are considering how to deal with these alliances that involve a dozen of the world’s largest carriers.

That is not to say they are suspected of acting unlawfully.

Stephan Simon, senior mergers expert in the European Commission’s competition directorate, said recently Brussels was monitoring alliances closely.

However, “so far, we have not intervened, as there is no reason to believe there is something wrong with the alliances”, he told the GLS conference.

Noting there were price hikes in the Europe to Asia trades when the new alliances started on April 1, Mr Simon said officials were looking at these rate rises, while making it clear it was no more than a monitoring exercise at this stage.

Nevertheless, regulators on both sides of the Atlantic think the rules governing ocean shipping need to be modernised to reflect the rapidly changing liner shipping industry.

In the US, the Shipping Act was last amended with the Ocean Shipping Reform Act of 1998, while in Europe the consortia block exemption, which comes up for review next year, was drawn up in a different era and is largely irrelevant these days.

Federal Maritime Commissioner Dan Maffei is one who believes it is time for a change, although he is unsure whether just minor amendments to the existing rules are required, or a more radical overhaul.

Washington has already started to consider whether now is the time to adjust the maritime antitrust regime, in view of the current round of merger and acquisition activity, the collapse of Hanjin Shipping, and the concentration of the global



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trades into the hands of the three alliances.

Reform could be hastened by concern that last year’s bankruptcy may not be the only failure, while there is broad consensus that there is still more consolidation to come.

In Europe, Brussels will start to review the rules governing consortia agreements next year, according to Mr Simon.

The current exemption expires in 2020, and Brussels wants to hear from stakeholders before deciding whether or not to extend it for another five years.

That process may be the catalyst for regulatory reform, as it becomes increasingly apparent such powerful groups — which quite literally straddle the globe — need some form of oversight to ensure they do not stray into territory that would be detrimental to their customers.

Navig8 Product Tankers to redeem outstanding shares

Move is part of the merger deal with Scorpio Tankers

NORWAY-listed Navig8 Product Tankers has announced that it plans to redeem all 3m outstanding shares of its Series A cumulative redeemable perpetual preferred stock from registered holders in light of its acquisition deal with Scorpio Tankers, *writes Wei Zhe Tan*.

The redemption price will be the sum of the original issue price and all accrued dividends, multiplied by the relevant redemption premium.

Scorpio Tankers will deposit the redemption amount in the account of the preferred shareholders after the redemption date, which has yet to be confirmed.

The redemption date will be the day the merger is finalised.

Earlier in the week, both parties signed merger agreements to create the world's largest product tanker player.

As part of the agreements, New York-listed Scorpio will first acquire four long range one vessels from Navig8 for \$42.2m in cash, net of assumed debt. This cash, working as bridge



The redemption date will be the day the merger is finalised.

financing, will form part of the balance sheet of the combined company.

For the remaining 23 vessels in the Navig8 fleet, Scorpio will issue 55m shares to Navig8 shareholders. Shares of Navig8 are trading on the Oslo over-the-counter market.

Based on Scorpio's closing price on Monday, the deal reflects a total equity value for Navig8 of \$228.8m and an enterprise value of \$1.1bn, including debts.

As part of the transaction, Scorpio is looking to raise up to \$230m in proceeds from a share

issue, part of which will go toward financing its acquisition of Navig8 Product Tankers.

Under the underwritten public offering, the company will issue 50m common shares at \$4 per share, with a targeted closing date of May 30, 2017.

It also gave underwriters a 30-day option to buy up to 7.5m additional shares.

Morgan Stanley is the book running manager of the deal, while ABN Amro, Clarksons Platou Securities, Evercore, Pareto Securities and Seaport Global Securities are the co-managers.



Tankers: the power list

The Lloyd's List inaugural Top 10 leading tanker personalities shaping the industry.

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The tanker operator plans to utilise a portion of the proceeds to boost its balance sheet and liquidity, as well as to finance the acquisition of Navig8 Product Tankers' four LR1 tankers for \$42.2m in cash, net of assumed debt, as part of the merger deal.

Any remaining proceeds will go towards general corporate expenses.

Scorpio Services Holding, which is related to Scorpio Tankers, is interested in purchasing a minimum of \$20m of the tanker operator's common shares offered.

Barge delays of several days at Rotterdam World Gateway

Intermodal operator Contargo outlines contingency plans after new alliance schedules disrupt RWG container terminal

EUROPEAN intermodal operator Contargo has warned customers that barges using Rotterdam World Gateway container terminal have been facing long delays, *writes Stuart Todd*.

"Barges giving notice of their arrival are receiving processing slots up to more than seven days after the arrival of the barge," it said.

Contargo said it was "in constant contact with RWG" and was endeavouring "to find solutions for faster processing".

"At the same time, we are bundling export containers from different regions destined for RWG onto single vessels, in order to avoid our departures being affected by these delays," it added.

As to the reasons for the delays, Contargo pointed to the new alliances of the ocean carriers calling at the terminal, which had resulted in the restructuring of sailing schedules.

"On its own initiative, RWG is offering the possibility of processing barges with export containers at the Kramer

Continued on page 7

Terminal,” Contargo told customers.

“However, this terminal too is now reaching the limits of its capacity, and at present there is no guarantee that vessels can be processed within the necessary time window.

“For the time being, the loading of import containers at the RWG Terminal will either be not possible or will be very limited.”

Due to this situation, Contargo said it was currently unable to guarantee keeping to deadlines at the RWG Terminal.

“We are making every effort to adhere to our schedules to and from Rotterdam,” the operator continued.

“However, we may have to make additional charges for

the delivery of containers.

Of course, we will inform customers in good time about this.”

It is not the first time this year that Contargo’s services to the RWG terminal have been subject to disruption.

In March, it warned customers barges were faced with “considerable delays” due to capacity bottlenecks caused by increased shipment volumes and by the delays in arrivals of oceangoing vessels whose processing had been given priority.

Contargo operates a container logistics network linking western ports, Germany’s North Sea ports and the European hinterland regions and handles 2.3m teu on a yearly basis.

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VLCC heading into US terminal, says Euronav's Rodgers

Very large crude carrier Anne set to load US oil in historic trial

EURONAV told Lloyd's List its very large crude carrier *Anne* was due to enter a US oil terminal yesterday — a test loading that would see the ship become the first ever VLCC to load cargo directly at a US oil terminal rather than offshore, *writes Hal Brown*.

“She is going in today,” said Euronav chief executive Paddy Rodgers on Thursday.

The 2016-built, 299,533 dwt oil tanker was positioned at the Louisiana Offshore Oil Port in the US Gulf yesterday, according to ship tracking data from Lloyd's List Intelligence.

The vessel had sailed from Fujairah in the Middle East Gulf on April 2, the data showed.

The test loading is historic because normally only suezmaxes and aframaxs can load at US terminals. Larger VLCCs have to load offshore, with cargoes carried



The 2016-built, 299,533 dwt VLCC *Anne* was yesterday set to be the first VLCC to load cargo directly at a US oil terminal.

out to them on smaller ships.

The rise of US oil exports since then-President Barack Obama lifted the export ban in 2015 has pushed this test loading, with a view to VLCCs becoming the tanker of choice for carrying oil cargoes out of the US, albeit further in the future.

The Occidental Petroleum-owned Ingleside onshore ship

terminal at the port of Corpus Christi was due to receive Euronav's *Anne*.

Hazards to the operation included pilots navigating strong currents and heavy winds, and clearing the bottom in the Corpus Christi Channel once the vessel was at least partially loaded with crude, tanker experts told Lloyd's List.

In addition, was the problem of where to install loading arms and tie points on the dock for big 2m-barrel tankers of that size.

With the advent of the test, suezmaxes have been calling at the Port of Corpus Christi with more frequency due to increased production and export of Eagle Ford and Permian Basin crude, say port officials.

Highlighting demand, China imported 188,000 barrels per day from the US in April, marking the highest volumes of US crude since the export ban was lifted at the end of 2015, according to Howe Robinson Partners.

US crude exports are also finding customers in the Netherlands, Italy, the UK and France, according to the International Energy Agency.

Even India is jumping on the bandwagon. The country is poised to make its first purchase of US oil, as it seeks to diversify its crude buying amid favourable price differentials, according to Platts.

Ailing capesize market loses upward momentum

Overall slow Chinese demand hurts owners even as longhaul bauxite trade supports tonne-mile demand

ALTHOUGH the Pacific trade briefly shone in the capesize segment during the past week, the upward momentum has disappeared amid lacklustre vessel demand, *writes Inderpreet Walia*.

Brokers in Singapore said the sector, more generally, was struggling to find a floor as charterers seemed to be testing the waters with bids lower than last done.

The weighted time charter average was assessed by the Baltic Exchange at \$11,750 per day on Thursday, down 2% from last week, after spiking above \$12,500 on Tuesday.

The Baltic Capesize Index fell to 1,595 points on Thursday from the week-ago level of 1,638.

The C3 Brazil-China rate for shipping iron ore was currently at low-\$14 per tonne, but limited cargo indicated that the rate would continue to go down, said Fearnleys.

The only positive sign for now was that there seemed to be some fragile support on the



C5 Australia-China route at \$6, it noted.

After a revival during the first quarter, the capesize segment is facing worsening trading conditions in the short term.

Increasing Chinese coal output has already started to pressure the Pacific trade, while iron ore stockpiles in China have reached new records.

“We dare say that fundamentals have been once again turning negative for bulkers and hope that better resistance on behalf of owners has been built compared to last year,” Intermodal Research said in its weekly report.

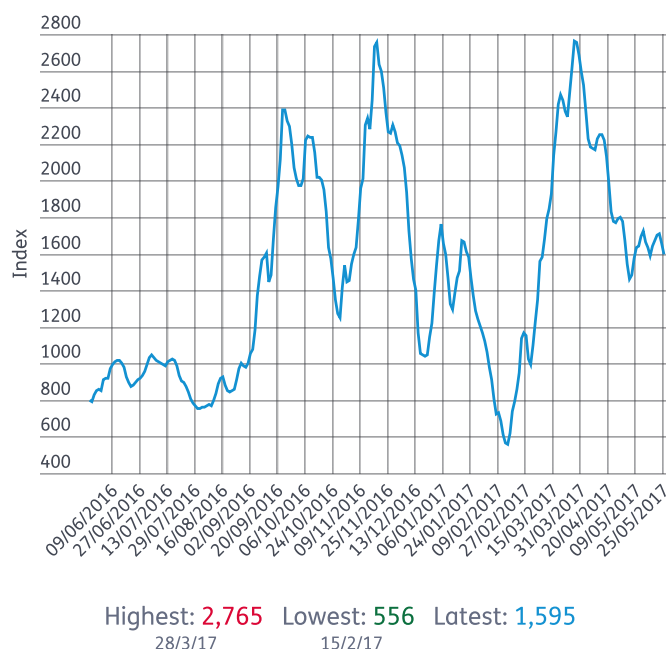
Meanwhile, the bauxite trade continues to be one of the most bullish in dry bulk, with Guinea-China trade volumes at their highest since December 2015. The longhaul trade has supported tonne-mile demand.

“Trade has jumped from almost nothing to an

BCI

Baltic Exchange Capesize Index

May 25, 2017



Source: Baltic Exchange

annualised rate of around 30m tonnes per annum in little over two years,” Braemar ACM said.

“With an average round-voyage duration of 15 weeks from Kamsar to China and back again, it does not take

a huge increase in trade to push up deadweight tonnage demand.”

Only 31 spot fixtures were recorded this week, according to Clarksons, compared with 34 in the previous seven days.

Costamare to offer up to 14.4m new shares

Proceeds will go towards vessel purchases and debt repayments

NEW York-listed Costamare Inc is looking to offer 12.5m of its common shares to the public, with net proceeds to be used on capital expenditure, such as vessel acquisitions and debt repayment, *writes Wei Zhe Tan*.

The containership operator noted that controlling stakeholders, the Konstantakopoulos family, intend to buy up to \$10m of the shares in the offering.

It will also give underwriters a 30-day option to purchase up to 1,875,000 additional shares.

The offering, which will be made under a shelf registration statement, has Morgan Stanley, Wells

Fargo Securities, JP Morgan, Citigroup and Stifel as joint book-running managers.

Costamare returned to profitability during the first quarter of 2017, posting results that exceeded analysts’ expectations.

It accentuated its performance by fully fixing and financing its remaining newbuilding vessels. It also acquired three secondhand

carriers that have been fixed on long-term charters to Maersk.

The Konstantinos Konstantakopoulos-led company reported net earnings of \$17.9m for the first quarter of 2017, compared to \$29.8m for the comparable quarter a year ago.

Its adjusted earnings per share were \$0.23 compared to consensus estimates of \$0.21.

Desperate owners sacrifice VLGC rate levels to clear open tonnage

Spot market pressure builds as vessels jostle for position, making life difficult for owners

RATES have fallen in the very large gas carrier spot market as desperate owners lowered their demands in order to slash the expanding number of ships open for employment, writes *Hal Brown*.

The number of open ships was unhelpfully added to by third-party relets, exacerbating the excessive tonnage situation, and forcing spot rates southwards.

As a result, rates on the Baltic Exchange's liquefied petroleum gas index fell to \$27.35 per tonne by close of business on Wednesday, down from the week-ago level of \$29.21 per tonne. The Baltic Exchange LPG index covers the spot trade from the Middle East Gulf to Japan.

On LPG trades out of the US, the situation is mixed.

Cargo stems have been cancelled due to unfavourable price differentials but many of those cargoes have been resold elsewhere, according to brokers.

"In the short to medium



term, we highlight US production and current inventories as the main challenge but are becoming increasingly more constructive on the long-term development of the LPG space, given the expected ramp-up of US production expected to come on stream in 2018/19," said analysts at Fearnleys.

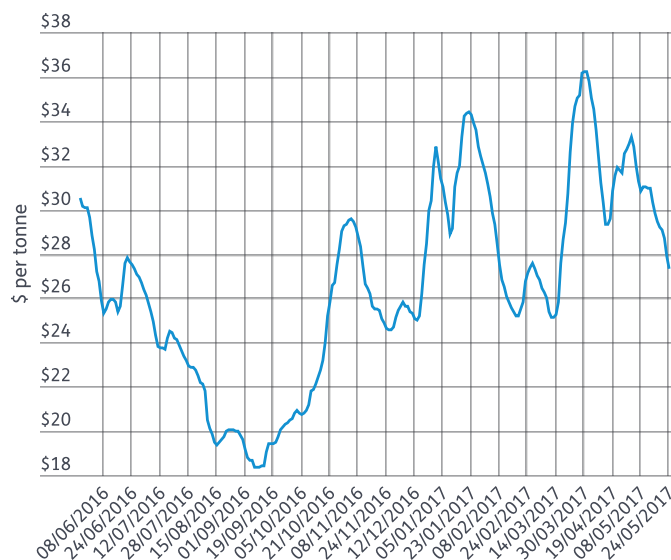
Leading VLGC owner Avance Gas has echoed this sentiment in recent days, saying it is looking beyond a challenging 2017 to anticipated improvement from next year, as supply and demand fundamentals for VLGCs should become more balanced.

The reduction in oil produced by members of the Organisation of the Petroleum Exporting Countries, together with an expected ramping-up of US shale oil and gas production, could support further increases in US LPG exports, which would be expected to result in

BLPG

Baltic Exchange Middle East - Japan LPG rate

May 24, 2017



Highest: **\$36.25** 30/3/17 Lowest: **\$18.406** 7-9/9/16 Latest: **\$27.357**

Source: Baltic Exchange

increased demand for VLGCs, Avance has logically argued.

In addition, a relatively reduced orderbook beyond 2017 should contribute to improved freight markets from 2018 onwards, the owner has forecast.

In the meantime, owners are finding it hard to escape the weekly battering from a tough LPG shipping market.

"They need to get through this difficult year, week by week," said a London-based VLGC broker.

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POOMPUHAR SHIPPING CORPORATION LIMITED

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E-mail : pscship@dataone.in / pscship@gmail.com

GLOBAL TENDER

NOTICE INVITING TENDER FOR TIME CHARTERING OF TWO SELF-TRIMMING SUPRAMAX GEARED BULK CARRIERS OF ABOUT 50000 TO 65000 DWT.

Sealed tenders are invited from the owners / disponent owners of Indian / Foreign flag vessels or through their authorized brokers for Spot/long term time chartering of two Self-trimming Supramax Geared Bulk carriers in the lay days 25.06.2017 to 10.07.2017, for coastal transportation of thermal coal, on account of TANGEDCO.

TENDER NO.H/OP/SPXX/116/002/17-18 (Spot Time Charter)

Period : - 3 months + 3 months choption +/- 10 days at choption
Last date for receipt of tenders - 15.00 hrs. on 20.06.2017
Tender opening time - 15.30 hrs. on 20.06.2017

AND/OR

TENDER NO.H/OP/LTXX/116/002/17-18 (Long term Time charter)

Period : - 9 Months + 3 Months choption +/- 1 month at choption
Last date for receipt of tenders - 15.00 hrs. on 20.06.2017
Tender opening time - 16.00 hrs. on 20.06.2017

EMD - Rs.10 Lakhs - For Indian flag vessels
- USD 17,000 - For Foreign flag vessels

Cost of tender document - Rs. 5,000/- each (Indian Flag)
- USD 100 each (Foreign Flag)

Separate Tender documents for spot/long term time chartering are available in our website from 26.05.2017 & the same may be downloaded from our website: www.tamilship.com / www.tn.tenders.gov.in at free of cost.

For more details visit our website: www.tamilship.com / www.tn.tenders.gov.in

DIPR/2279/TENDER/2017

GENERAL MANAGER (FINANCE)



POOMPUHAR SHIPPING CORPORATION LIMITED

(A Government of Tamilnadu Enterprise)

692, (Old No. 473), Anna Salai, IV Floor, Nandanam, Chennai - 600 035.

Ph: 2433 0505, 2433 0807; Fax: 2434 4593, 2433 5706

E-mail : pscship@dataone.in; pscship@gmail.com

GLOBAL TENDER

TENDER NO.H/OP/LTGV/151/002/17-18

Notice inviting tender for time chartering of one or more self trimming Panamax gearless/geared (offered as gearless) bulk carriers of about 70000-78000 DWT

Sealed tenders are invited from the owners / disponent owners of Indian / Foreign flag vessels or through their authorized brokers for time chartering of one or more self trimming panamax gearless/geared (offered as gearless) bulk carriers with a minimum loading rate of 3500 MTs per hour for a period of 6 months + 3 months choption +/- 10 days at choption in the lay days 20.06.2017 to 05.07.2017, for coastal transportation of thermal coal in East Coast of India (Paradip/Dhamra-Ennore), for NTECL's Vallur Thermal Power Station, North Chennai .

Last date for receipt of tenders - 15.00 hrs. on 15.06.2017
Tender opening time - 15.30 hrs. on 15.06.2017

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

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

Tender document is available in our website www.tamilship.com/www.tn.tenders.gov.in from 26.05.2017 & the same may be downloaded free of cost. For more details visit our website www.tamilship.com/www.tn.tenders.gov.in.

DIPR/2280/TENDER/2017

GENERAL MANAGER (FINANCE)



Lloyd's List

Business Briefing Oslo

Astrup Fearnley Museum

29 May 2017

You are invited

Our Oslo Business Briefing 2017 will bring together key industry stakeholders, analysts, business leaders and innovators to help the maritime sector navigate its way through a period of transition shrouded in uncertainty.

Please RSVP to confirm your attendance >>

3.00pm	Registration & coffee
3.45pm	Intros and Panel discussions & Q&A
5.30pm	Drinks reception starts
7.00pm	Event ends

Our panel

Norbert Kouwenhoven

Head of Global Trade
Digitization Deployment
IBM

Ari Marjamaa

Vice President, Head of Global
Market Intelligence
Wallenius Wilhelmsen Logistics

Thorsten Meincke

VP Global Seafreight
Kuehne + Nagel

Knut Ørbeck-Nilssen

CEO-Maritime
DNV GL

Christopher Rex

Director of Research
Danish Ship Finance

John Taxgaard

VP Global Maritime Services
Ericsson

Per Westling

CEO
Stena RoRo

Andrea Zito

Group Director
Technical V Group

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Digital Disruption - managing the transition to smart shipping

Digitalisation of the maritime supply chain is already stimulating new ways of doing businesses and forcing participants to rethink the business value they generate. For some, obsolescence looms. For others, opportunities for new services and business models will emerge.

Join us in Oslo at Nor-Shipping to hear thought leaders, industry experts and C-Level executives explore both the big picture digitalisation trends across the maritime sectors and the practical ways in which businesses can best manage data-led innovation to drive efficiency and add value.

Session 1: Evolution or revolution – digital disruption trends in shipping

Session 2: From hype to reality – how to build a smart shipping business