

OFFSHORE CS NEWS “THE TIP” MARITIME



Message from the Executive Director

This quarter has been very exciting as there is a great focus on latest happenings globally.

Initiatives in autonomous technology, cyber security, and elsewhere in the digitalization space are being fostered through co-operation. Having a proactive approach to cyber risk will grow in importance as shipping becomes more reliant on connectivity. Cyber security has been regarded as a great maritime risk, which needs serious attention by the stakeholders. It is likely to become a law under IMO by 2020.

To improve fleet performance, technical groups are working towards formalizing a standardized, systematic and traceable investigation methodology that allows companies identify the root causes of incidents and the procedure for same will be eventually embedded into the SMS system. This includes learning from near misses, incidents and accidents to prevent reoccurrence. The standardized approach to root cause analysis, will certainly add a value to preventive measures being applied.

We emphasize on the importance of fuel management on board the vessels, if not done correctly, major machinery like Main and Generator Engines become susceptible to early failures which can cause down time, additional expense and has a major impact on the life cycle of the machinery. CS Offshore is formalizing a training brochure which will be circulated on board our managed fleet.

We are pleased to advise our esteemed clients that we have successfully worked with Nimasa to get BWMS exemption for our managed fleet – a mandatory requirement under the IMO. This action has enabled vessels continue trading without any disruptions.

Importantly, we emphasize on our staff to dedicatedly use PMS platform to continuously update records specially maintenance and inventory system. Clients are often checking the maintenance/inventory status and if found deficient-is seen in poor light.

Our fleet has performed tirelessly 24x7 and with commendable operational uptime. We are pleased to inform that we have added one more vessel into our fleet, which is presently being taken over in Dubai Maritime City.

We appreciate the confidence that all of our clients, owners, vendors, associates and employees have placed in us and in our work.

We sincerely thank all our clients and the maritime interests for the continued confidence and support bestowed in us.



Mr. Balbir Singh Nagi

Maritime News

Shipping is all-in on 2020 – but investors are hesitant

Everyone is hoping that 2020 will mark the beginning of a shipping recovery. But after a decade of losses, investors are keeping away. At the Marine Money Week conference, which just ended, only a few were present. Diamond S and d'Amico point to previously broken pledges as one explanation.

Stagnating growth halts newbuild orders



Uncertainty in the global economy and the prospect of halted growth has meant that, compared to last year, less than half as many ships were ordered in the first half of the year.

Many tanker carriers have ships heading to the Gulf of Oman

Several tanker companies have ships headed for the Gulf of Oman and during the next few days they will decide whether to continue doing business in the region. There are concurrent reports of high day rates, the head of a larger tanker pool tells ShippingWatch.



Exxonmobil's sale of Norwegian oil activities could set record

Oil major Exxonmobil's plans to sell off its Norwegian business could lead to the biggest sale on the Norwegian Shelf since 2006, according to Wood Mackenzie. The analyst firm points mainly to North Sea players as obvious buyers of the large portfolio.



Source: Shipping Watch

Maersk to Pilot New Biofuel with Select Companies

A new carbon neutral product, the first of its kind in the industry, is being piloted with select Maersk customers engaged in sustainable solutions for their supply chain.

H&M Group is the first company to trial it as part of the shift towards carbon-neutral transportation.



The biofuel in the pilot project is the same blend of used cooking oil and heavy which has been tested and validated in a trial driven in collaboration with the Dutch Sustainability Growth Coalition (DSGC) and Shell earlier this year.

"The biofuel trial on board Mette Maersk has proven that decarbonized solutions for shipping can already be utilized today, both technically and operationally. While it is not yet an absolutely final solution it is certainly part of the solution and it can serve as a transition solution to reduce CO2 emissions today," Søren Toft, Maersk COO, said.

The biofuel to be utilized is carbon neutral and provides H&M Group the ability to reduce their transport and logistics emissions towards their path to carbon neutrality, when accounting for only the emissions from the vessel.

Maersk explained that, when taking a full lifecycle view including also all emissions from upstream production and transportation, the fuel entails savings of 85% compared to bunker fuel. The goal of such pilot projects is to unlock the potential of sustainable fuels so they become a commercial reality, the company added.

Source: World Maritime News

ABS ready to class its first TRI-FUEL ship



The American Bureau of Shipping (ABS) is set to achieve another first after it classes its first "tri-fuel" vessel.

Under a contract with Harvey Gulf International Marine, ABS will class two offshore supply vessels (OSV) being retrofitted with a battery/converter system.

The installation of a 1,450 kW battery hybrid solution is anticipated to reduce the vessels' exhaust emissions, fuel consumption, and noise level. The overall fuel cost savings are expected to be in the range of 10 to 20 percent, according to Harvey Gulf International.

ABS said the battery capacity would be sufficient to sail in and out of harbour on electric power with fewer engines running, while also supplementing hotel load electricity when docked, which would reduce noise and pollution levels in the harbour area.

Source: World Maritime News

electric
& hybrid marine
WORLD EXPO 2019

Electric & Hybrid Marine World Expo Conference is the world's only international conference exclusively dedicated to electric and hybrid marine propulsion systems, technologies and components.

Visit Amsterdam from 25th June – 27th June 2019

Offshore News

Angola: ExxonMobil redeveloping offshore Block 15 to boost production



ExxonMobil has committed to further investing in Block 15 offshore Angola with the aim to boost oil output. ExxonMobil said Wednesday the decision made with its partners was part of an agreement with Angola's recently established National Agency for Petroleum, Gas, and Biofuels.

As part of the agreement, Sonangol, Angola's state oil company, will receive a 10 percent equity interest. Exxon is the operator of the block with partners being BP, Equinor, Eni, and now Sonangol.

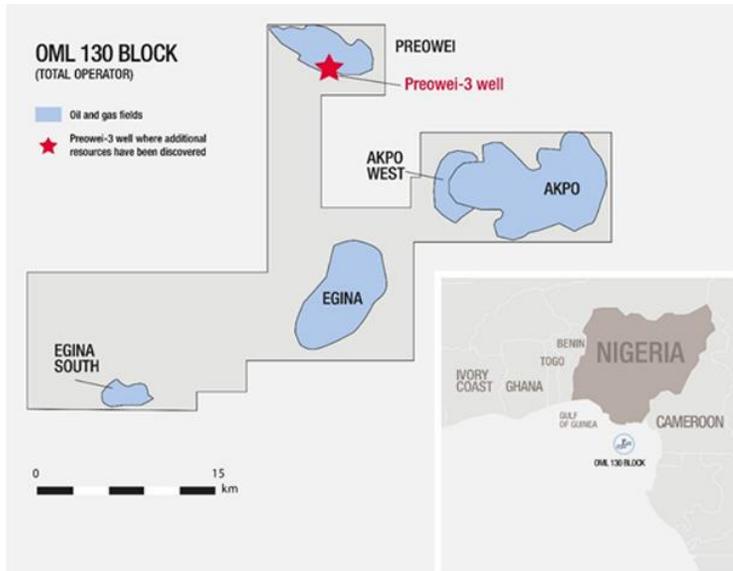
"This renewed collaboration will enable Angola to optimize recovery and add production from mature fields," said Hunter Farris, senior vice president of ExxonMobil Upstream Oil & Gas Company.

ExxonMobil has interest in three deepwater blocks covering nearly 2 million gross acres in Angola. These blocks contain substantial development opportunities and have a gross recoverable resource potential of approximately 10 billion oil-equivalent barrels. Block 15 has produced more than 2.2 billion barrels of oil since 2003.

Source: Offshore Energy Today

Nigeria: TOTAL starts up Production of the Giant Egina

Total has started up production on December 29, 2018 from the Egina field, located in around 1,600 meters of water depths, 150 kilometres off the coast of Nigeria. At plateau, the Egina field will produce 200,000 barrels of oil per day, which represents about 10% of Nigeria's production. The Floating Production Storage and Offloading (FPSO) unit used to develop the giant Egina field is the largest one Total has ever built. This project has also involved a record level of local contractors. Six of the eighteen modules on the FPSO were built and integrated locally, and 77% of hours spent on the project were worked locally.



Start-up has been achieved close to 10% below the initial budget, which represents more than 1 billion dollars of CAPEX savings, due in particular to excellent drilling performance where the drilling time per well has been reduced by 30%.

Source: Total Press release

NPCC builds 'one of world's largest offshore platforms' for ADNOC

Sheikh Hazza bin Zayed Al Nahyan, Deputy Chairman of Abu Dhabi Executive Council, inaugurated one of the world's largest offshore oil platforms manufactured in the UAE by the National Petroleum Construction Company (NPCC), a part of Senaat, for Abu Dhabi National Oil Company (ADNOC).



NPCC said on Wednesday that the Umm Lulu Gas Treatment Platform (ULGTP) – weighing 32,000 metric tonnes (MT) and measuring 77.7 meters x 83.5 meters – nearly as tall as London's Big Ben, is one of five platforms manufactured by NPCC at its 1.3 million sqm fabrication yard in Abu Dhabi.

This is part of an EPC contract awarded by ADNOC to NPCC, in consortium with TechnipFMC, for a large offshore super complex at the major Umm Lulu field. The total weight of the super complex is over 102,648 MT. The ULGTP will form a key part of the Umm Lulu field infrastructure.

Source: Offshore Energy Today

Our Laurels



2018 – Winner

“Outstanding Performance in Maritime Services 2018” at Transport & Logistics Middle East Excellence Awards



2018 – Finalist

“Offshore Marine Award for Owners & Operators” at Seatrade Maritime Awards

2016 – Winner

“Offshore Marine Development – Africa” at Seatrade Maritime Awards



2016 – Winner

Mr. Balbir Singh Nagi, Executive Director of CS Group was awarded “Maritime Excellence Award”.



2015 – Finalist

“Offshore Marine Award for Owners & Operators” at Seatrade Maritime Awards

2014 – Winner

“Offshore Marine Development – Africa” at Seatrade Maritime Awards

BRAIN TEASERS

What makes this number unique -- 8,549,176,320?

*** Answer on page 16

"Quick response from Vessel IPL Anjali saves a port"

On 26th May 2019, a massive fire broke out in the premises of Brawal Jetty, Onne port, Nigeria.

Our vessel IPL Anjali, a multi-purpose platform supply vessel with emergency response rescue safety standby facilities, deployed vessel's FiFi to assist Port Authorities in the successful major firefighting operations at Port Installations, Brawal Jetty.



As a matter of safety and urgency of the situation, Master of the vessel took an instant call to initiate firefighting to fight this port distress by taking in to consideration all the parameters, prevailing circumstances, existing weather conditions and assessment of the risks involved and found it safe to carry out the fire fighting. There were vessels moored at the bow and at the stern of vessel thus very less space to maneuver, still the vessel managed to complete the operation without major damages.



Vessel efforts were highly appreciated by Brawal Port authorities, OERL Charterers, & NPA Fire Fighting wing. They commended CS Offshore on going beyond the call of duties in time of crisis and our contribution to the safety of the Port & all Port Personnel. This was also reported on Nigerian national broadcasting channel, Nigerian Television Authority.



Presence of mind, decision to act in total solidarity to fight the fire and bring hazardous situation under control to much satisfaction of Port authorities and the charterers were highly appreciated.

Letter of Appreciation from Brawal Oil Services Ltd to CS Offshore – Manager and Operator of IPL Anjali



We emphasize that in compliance with ISM requirements, we always ensure testing and readiness of Life Saving and Firefighting appliances, for effective use at short notice during any exigencies.

Marine Environment

Shipping – which transports about 90% of global trade – is, statistically, the least environmentally damaging mode of transport, when its productive value is taken into consideration. For example, the vast quantity of grain required to make the world's daily bread could not be transported any other way than by ship. Moreover, set against land-based industry, shipping is, overall, a comparatively minor contributor to marine pollution from human activities.

IMO's original mandate was principally concerned with maritime safety. However, as the custodian of the 1954 International Convention for the prevention of pollution of the sea by oil (OILPOL Convention), the Organization, soon after it began functioning in 1959, assumed responsibility for pollution issues and subsequently has, over many years, adopted a wide range of measures to prevent and control pollution caused by ships and to mitigate the effects of any damage that may occur as a result of maritime operations and accidents.

These measures have been shown to be successful in reducing ship-sourced pollution and illustrate the commitment of the Organization and the shipping industry towards protecting the environment. Of the 51 treaty instruments for the regulation of international shipping IMO has adopted so far, 21 are directly environment-related. The original focus of its work was the prevention of marine pollution by oil, resulting in the adoption of the first ever comprehensive antipollution convention, the International Convention for the Prevention of Pollution from Ships (MARPOL) in 1973. This has changed over the last few decades to include a much wider range of measures to prevent marine pollution, and the original MARPOL Convention was amended many times to also include requirements addressing pollution from chemicals, other harmful substances, garbage, sewage and, under an Annex VI adopted in 1997, air pollution and emissions from ships.

Other international instruments in the remit of the Division regulate oil pollution preparedness, response and co-operation (OPRC Convention and its 2000 OPRC-HNS Protocol), control of harmful anti-fouling systems on ships (AFS Convention), prevention of the potentially devastating effects of the spread of invasive harmful aquatic organisms carried by ships' ballast water (BWM Convention), safe and environmentally sound recycling of ships (Hong Kong Convention), to name just a few.

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Its objective is to promote the effective control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of wastes and other matter.



Many developing countries cannot yet give full and complete effect to these instruments, for various reasons. IMO has established an Integrated Technical Co-operation Programme (ITCP), with the sole purpose of assisting countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework. Assisting these countries in working towards sustainable socio-economic development and enhancement of marine environment protection will ultimately result in cleaner waters and coasts, increased tourism, greater access to protein through improved and uncontaminated fish catches and integrated coastal zone management.

Source: International Maritime Organisation

Pollution Preparedness and Response

Good prevention initiatives can go a long way in reducing the risk of pollution from ships. However, in spite of best efforts, spills will inevitably occur.



When this happens, it is necessary to ensure that effective preparedness measures are in place that will ensure a timely and coordinated response to limit the adverse consequences of pollution incidents involving oil and hazardous and noxious substances (HNS). The Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol) extends this regulatory framework to address pollution incidents involving hazardous and noxious substances.

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The International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90) is the international instrument that provides a framework designed to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents and requires States to plan and prepare by developing national systems for pollution response in their respective countries, and by maintaining adequate capacity and resources to address oil pollution emergencies.

States which are party to OPRC 90 and OPRC-HNS Protocol are required to establish a national system for responding to oil and HNS pollution incidents, including a designated national authority, a national operational contact point and a national contingency plan. This needs to be backstopped by a minimum level of response equipment, communications plans, regular training and exercises.

In addition to the requirement for implementing national response systems, the two instruments also promote cooperation amongst Parties through the establishment of bilateral and multilateral agreements to augment national-level response capacity, when needed. Most importantly, OPRC 90 and OPRC-HNS Protocol 2000 provide the mechanism for Parties to request assistance from any other state Party, when faced with a major pollution incident.

There are a number of key benefits for those States acceding to the instruments, notably:

- ⇒ Access to an international platform for co-operation and mutual assistance in preparing for, and responding to, major oil and HNS pollution incidents and a mechanism for establishing co-operative arrangements with other States Parties.
- ⇒ A means for urgently accessing relevant technical assistance and response resources in the event of an oil or HNS incident.
- ⇒ A framework for the development of national and regional capacity to prepare for, and respond to, oil and HNS incidents.
- ⇒ Participation in a network for the exchange of new research and development information, best practices and practical experiences in oil and HNS response.
- ⇒ Access to training and support for developing the essential preparedness and response structures and legislation, at national and regional levels, through IMO's Integrated Technical Cooperation Programme.

Source: International Maritime Organisation

Cyber Security in the maritime industry

Today's shift towards increasing interconnectedness at sea is continuing to enable significant efficiency gains and new capabilities for maritime operations. Running in parallel to this trend is an increase in vulnerability to cyber threats within the maritime industry. Preparing and implementing stringent cyber security standards is essential to reduce the effects and potential loss.

As a communication, IT and digital solutions provider, Marlink has proven they take their role in helping customers to defend against cyber-threats very seriously and are actively working to reduce risk in the maritime domain. While technology is important, education and understanding are key. Marlink has commissioned a white paper to explain the challenges, the motivations and methods that cyber criminals use and the processes and technology that can be applied to stop them.

Ultimately, successful cyber security is a collaborative approach and Marlink is committed to helping you protect your vessels, your people and your business.



Whether in regard to the protection of data, potential damage and loss, liability, or the impact on insurance and risk, companies need to be aware and well covered as they seek to balance digital opportunity with new cyber threats.

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To help ship operators protect themselves from potential business disruption caused by a cyber-attack, Marlink offers a number of solutions as part of their Cyber Guard portfolio to support maritime business' digitalisation and enable focus to remain on core business.

Cyber Guard enables Marlink customers to protect, detect and resolve any cyber-threat through a holistic combination of network resilience and redundancy, dedicated maritime cyber-security technology and maritime security experts.



Cyber Detection, the latest addition to the Cyber Guard portfolio, monitors all outbound and inbound network traffic around the clock and enables customers to view threats affecting their vessels through an intuitive, web-based dashboard. In addition, customers may also set-up notifications on critical threats to be received by email and/or SMS. Compromised assets may be remedied using Cyber Guard solutions, with additional, optional assistance from a specialised team at Marlink's Security Operations Centre.

Source: Maritime Digitalisations & Communications

News from HR desk



On World Oceans Day, people around our blue planet celebrate and honor the ocean, which connects us all. Get together with your family, friends, community, and the planet to start creating a better future. Working together, we can and will protect our shared ocean. Join this growing global celebration on 8 June!

WHY CELEBRATE WORLD OCEANS DAY?

A healthy world ocean is critical to our survival. Every year, World Oceans Day provides a unique opportunity to honor, help protect, and conserve our world's shared ocean. The ocean is important because it:

- Generates most of the oxygen we breathe
- Helps feed us
- Regulates our climate
- Cleans the water we drink
- Offers a pharmacopoeia of medicines
- Provides limitless inspiration!

OUR OCEAN, OUR FUTURE
Prevent plastic pollution for healthy ocean

Health & Leisure

"STRESS IS NOTHING MORE THAN A SOCIALLY ACCEPTABLE FORM OF MENTAL ILLNESS." – RICHARD CARLSON



SO WHY STRESS OUT?

Stress in the daily life feels inescapable, but it doesn't have to be that way. Remember: Take the time to care for yourself, and you'll reap the rewards with smoother workflow and increased productivity.

**OUR TAG LINE
"DELIVERING BEST PRACTICES"**

Available 24/7 for all your offshore needs

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**** It contains each number, zero through nine, in alphabetical order*