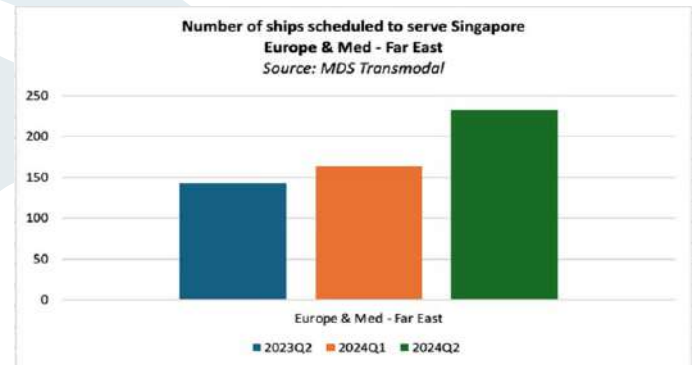


The purpose of the TP&I News is to provide the latest news for the shipowners, charterers, as well as any other maritime interests around the globe. Each issue of TP&I News will include a focused review section of several articles on a topic of current interest.

1. Red Sea Crisis

I. Red Sea rerouting causing Asian port congestion

Fluctuating services configurations has seen congestion building at some ports as a combination of unexpected events and higher volumes increases pressure on infrastructure and the inland operations whose ability to cope with changeable volumes is causing backlogs and congestion in certain regions.



Source: Seatrade Maritime News

The worst impacted markets are seeing fewer mainline calls – but each call is taking longer - which indicates a higher cargo exchange – this arises as carriers consolidate cargo to/from specific markets onto fewer services.

As a result, the dwell time at Jebel Ali for ships larger than 12,500 teu has increased from around 1.5 days in Q4 2023 to 2.5 days in Q1 2024. The volume of cargo being discharged is also challenging inland port infrastructure, including the trucking necessary to cope with increased freight and the storage of containers.

A DP World spokeswoman confirmed the challenges facing the port: “Jebel Ali Port has experienced a temporary increase in vessel arrivals due to recent severe weather and changes to regional shipping routes. We’re working diligently with our partners to ensure efficient operations and minimise any effects on schedules. All major shipping lines continue their on-time arrivals at Jebel Ali Port.”

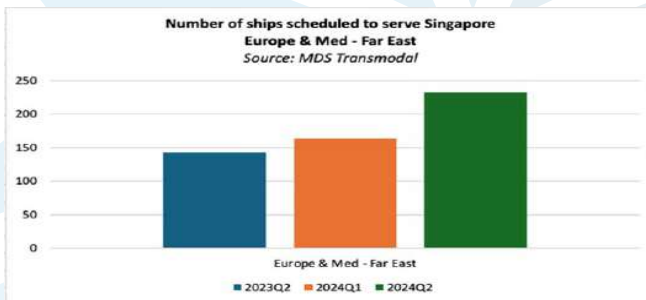
Jebel Ali is not the only facility to suffer congestion challenges as Southeast Asian ports, including Singapore and Port Klang recording increased vessel waiting times in the last two weeks. Since the Indian Subcontinent/ Middle East and Southeast Asia regions account for 15% and 16% respectively of total global port congestion.

MDS Transmodal looked at the number of vessels operating in the Asia to Europe trades and their sizes. According to MDS the number of vessels arriving in the Middle East from southeast Asia stayed fairly stable between Q2 last year and Q1 2024. But in Q2 this year the number of ships handled by Singapore on the Asia to Europe trades increased from around 160 in Q1 to about 260 in Q2 said MDS analyst Antonella Teodoro.

At Port Klang the fluctuating capacity levels were even more volatile. In Q2 2023 just under 30 ships called at the Malaysian facility, by Q1 this year that number had collapsed to around five vessels but shot up again in Q2 to 50 ships.

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Cargo capacity from Asia to Europe increased between Q2 2023 and Q1 2024, rising from over 3.5 million teu to 4.5 million teu in Q2 on the major trade lane. However, capacity between the Gulf and Indian Subcontinent to Asia, a substantially smaller trade overall, increased by around 200,000 teu in the same period.

But for Asia to Europe services with wayport calls the capacity increased by about 400,000 teu to 3 million teu, in Q2 this year, but then nosedived more than 30% to a little under 2 million teu.

These changes has a constant structure and were having an impact on ports receiving cargo. In particular, the Red Sea diversions are still in transition. Initially, vessels heading to the Mediterranean were loaded so that East Med cargo was discharged first, that meant that ships diverting around the cape entered the Med and sailed east before discharging freight. But now they're loading west to east.

The effects of these changes had so far not been felt in North European and Mediterranean ports, which had so far escaped the build-up of congestion.

However, the emerging situation had "echoes of the pandemic" and the arrival of the emergent congestion in Asia to European ports is seems very possible.

The capacity deployed, the much larger vessels and more of them means that the lines want those vessels to return to Asia more quickly, adding to the pressure on hub ports in particular. Using these hub ports with more intensity will require more feeder vessels, and is expected to eventually bring congestion to Europe too.

2. Israel Adopted National Regulations For Sewage Pollution Prevention, Reflecting IMO Marpol Annex IV Regulations

On 13th of May 2024 the state of Israel adopted national regulations for sewage pollution prevention, reflecting IMO MARPOL ANNEX IV regulations, which will come into force 45 day following public notification I.E. 27th June 2024 .



Source: Harpaz P&I

Since most of the international shipping already complies with annex IV regulations there is no significant implications for ships calling Israeli ports following the adoption of these regulation in Israel except the fact that as from 27th June 2024 all Israeli's ports & terminals must provide shore reception facilities for sewage, if required by ships, upon early notice 24 hours before the vessel arrival to Israeli port.

Further to the requirements of annex IV, the discharge of treated sewage into the sea in Israeli's ports limits is not allowed.

As mentioned above the enforcement of the above these regulations will take place as from 27/6/2024.

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3. Houthi Attacks

1. Ships told to reroute in Indian Ocean as Houthi attack range extends

A Houthi drone strike on an MSC container ship in the Indian Ocean has led to EU Forces advising shipping to avoid the Western Indian Ocean and the Gulf of Aden.



Source: Seatrade Maritime News

EU Naval Force Operation ATALANTA is advising shipping to sail at least 150 nm further east of existing traffic route to avoid the threat of attack from Unmanned Aerial Vehicles (UAV).

The MSC Orion was targeted by a UAV southeast of Socotra Island while transiting the Indian Ocean Northbound to Salalah in Oman.

"This attack confirms that potential attacks can take place in the Indian Ocean up to 800 nautical miles from the areas under Houthi control in Yemen," EU ATALANTA said and furtherly add "In light of this attack, assessed UAV range and last public statements, it is suggested to establish an alternative sea route no less than 150 nautical miles east of the current traffic routes." Vessels were also recommended to make random speed and course alterations and adopt a more restrictive AIS policy.

EU ATALANTA said it was "crucial" that ships operating Western Indian Ocean and Gulf of Aden, especially within 700nm of the Somali Coast adhere to BMP5 recommendations and report any incidents. As the Houthi lengthen the range of attacks against commercial shipping allied naval forces in the region are increasingly stretched in response.

The Houthi have also threatened to attack vessels in Eastern Mediterranean Sea which are calling at Israeli ports, which is seen as credible in terms of weapons range.

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