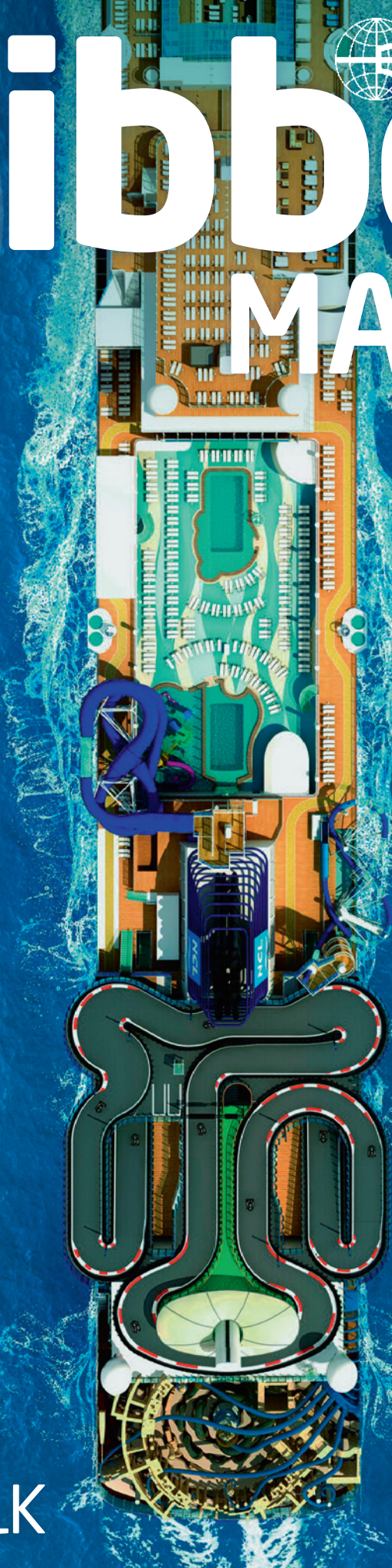




www.caribbean-maritime.com

Caribbean MARITIME

ISSUE No 37
MAY - SEPTEMBER 2019



**CRUISE
SHIPS**
EPIC BOOM IN
NEWBUILDING

**PORT
ROYAL'S
NEW SEAWALK**

**A GROWING
MINI-HUB**
FERNANDINA BEACH

— BIG ON — UPTIME BETTER FOR YOUR BOTTOM LINE

Hyster port solutions help bring reliability, strength and low cost of operations to terminals globally.



STRONG PARTNERS.
TOUGH TRUCKS.™



BURmac
A DIVISION OF ANSA AUTOMOTIVE LTD

Call us today at +1-868-672-0991/0995 or
email us at burmac.caribbeansales@ansamcal.com
www.burmactt.com |  burmactt

Burmac is the authorized Hyster® dealer for the English Speaking Caribbean, excluding Jamaica


ansa
automotive



ansa mcal
GROUP OF COMPANIES

Together, we are

Family



8



14



24

The official journal of the:



caribbean shipping association

MISSION STATEMENT

To promote and foster the highest quality service to the maritime industry through training development; working with all agencies, groups and other associations for the benefit and development of its members and the peoples of the Caribbean region.

GENERAL COUNCIL 2018-2019

President: Juan Carlos Croston
Vice President: Marc Sampson
Immediate Past President: David Jean-Marie
Group A Chairman: Nathan Dundas
Group A Representative: Eduardo Pagán
Group A Representative: Yuri Jardine
Group A Representative: Sandra Casanova
Group B Chairman: Anibal Ochoa
Group B Representative: Milaika Capella Ras
Group C Chairman: Tom Paelinck
Group C Representative: Philip Gray
Group D Chairman: Martin Medina
Group D Representative: William Brown

CSA Secretary: Dionne Mason-Gordon

Caribbean Shipping Association

4 Fourth Avenue, Newport West,
PO Box 1050, Kingston CSO, Jamaica
Tel: +876 923-3491
Fax: +876 757-1592
Email: csa@cwjamaica.com
www.caribbeanshipping.org

PUBLISHER:



Land & Marine Publications Ltd
1 Kings Court, Newcomen Way
Severalls Business Park, Colchester
Essex, CO4 9RA, United Kingdom
Tel: +44 (0)1206 752902
Fax: +44 (0)1206 842958
Email: publishing@landmarine.com
www.landmarine.com

Views and opinions expressed by writers in this publication are their own and published purely for information and discussion and in the context of freedom of speech. They do not necessarily represent the views and opinions of the Caribbean Shipping Association.
- The Publisher.

CM 37 COVER IMAGE

Cover image courtesy of
Norwegian Cruise Lines

Caribbean Maritime is delivered to
subscribers in biodegradable packaging
to help preserve our environment

CONTENTS

- 2 FROM THE CSA PRESIDENT**
Building resilience in the face of adversity
- 6 HARBOR VIEW**
Dégrad des Cannes
- 8 PROFILE: DR GENEIVE BROWN METZGER**
- 14 PORT ROYAL SEAWALK**
A step in the right direction...
- 20 GLOBAL PORTS HOLDING**
When East meets West...
- 24 NEWBUILDING**
Cruising's epic building boom
- 30 ANGUILLA**
Anguilla takes steps to upgrade facilities
- 32 ANCHOR AWARDS**
'Outstanding leaders' to be honored by ACMF
- 34 FERNANDINA BEACH**
Florida niche port aiming to build on mini-hub status
- 38 PORT BRIEFING**
- 40 CRUISE NEWS**
- 41 STARBOARD BRIEFING**
- 43 RUSSBROKER CARIBBEAN MARKET REVIEW**
A slow start to the year
- 46 EMPIRE WINDRUSH**
Astonishing saga behind 'Empire Windrush' and its moment of fame



Building resilience in the face of adversity

The first quarter of 2019 is already in our wake and the regional shipping industry continues to grapple with the many challenges in the global market. Trade disputes, uncertainty over exchange rates, the direction of United States foreign policy, Brexit and a host of other issues have combined to impede our momentum, but I firmly believe that, just as before, we will evolve and emerge stronger.

Despite the current climate, it is important for us to engage in strategies that contribute to the continued viability of our businesses. While considering the necessary steps to weather the prevailing industry storms, the word 'resilience' has been resonating strongly with me – and for good reason. Resilience, through our ability to quickly recover from setbacks or adverse situations, has emerged as an essential quality for successful companies in all industries. As we are well aware in shipping,

complex and unforeseen changes are par for the course. But what we need to ask ourselves now is whether we have invested sufficiently in organizational agility and resilience to give ourselves the best chance of surviving – and even thriving – in the volatile business environment.

ADAPTING TO MARKET SHIFTS

If we are found wanting in this area, it is imperative that we move quickly to transform our operational framework to reflect the necessary dynamism and flexibility that will allow us to adapt to shifts in the market. In embarking on a comprehensive program of resilience planning, we must equip ourselves with the right tools, resources and knowledge to prepare for and respond efficiently and effectively to disruptions.

This approach should involve identifying areas for organizational improvement and implementing techniques and





Juan Carlos Croston
President
Caribbean Shipping Association

During this process, it is absolutely essential to consider the needs of our current and potential customers. This will provide us with invaluable insight that will improve customer relationships...

processes to anticipate changes caused by market forces, economic activity, natural shocks, human resource issues and transformative technology, among other factors. It should also focus on tapping into emerging opportunities in an effort to rebound even stronger in the aftermath of an upheaval. During this process, it is absolutely essential to consider the needs of our current and potential customers. This will provide us with invaluable insight that will improve customer relationships and allow us to meet changing demands with greater ease and speed.

And as we widen our perspective, based on the principles of resilience management and planning, I would like to encourage CSA members to expand their ambitions by thinking big. An integral part of being resilient is to keep an open mind to the world of possibilities and break free from the constraints imposed by thinking only in absolute terms.

It is certainly not beyond us to export our business practices, develop the next global business organization, command half of the worldwide cruise passenger market share or even serve as the hub for the Americas.

DISASTER MITIGATION

With the 1 June start of the Atlantic hurricane season only a short time away, the idea of resilience is exceedingly relevant to mitigate the shocks of natural disasters. Strengthening our collective resilience in the face of extreme weather events is a goal that demands our most earnest consideration and action. Additionally, learning from the harsh lessons of the past and adequately positioning ourselves to respond and adapt to the changing climate and the recurring threat of hurricanes should be a top priority. We must be committed to playing our role in preventing natural disasters from undermining the region's hard-won progress.

CSEC CONFERENCE

I would like to take this opportunity to invite you to learn more about resilience and other pertinent topics affecting the shipping industry at this year's CSA 18th Caribbean Shipping Executives' Conference (CSEC), being held in Jamaica's vibrant and culturally rich capital city of Kingston at the Jamaica Pegasus Hotel on 20 and 21 May.

The event will feature informative and thought-provoking sessions on the 'Architecture of Sustainability and Resilience' and 'Emergency Response Plan for Caribbean Ports'. Also high on the conference agenda is a presentation on the excellent work being carried out by the Caribbean Marine Environment Protection Association (CARIBMEPA) as well as the signing of a resolution.

Other issues slated for discussion include the digital architecture of moving freight, branding, cyber security, managing human resources and organizational change.

SAJ 80TH ANNIVERSARY

In closing, I would like to express the CSA's absolute pride in partnering with the Shipping Association of Jamaica for this year's staging of CSEC, particularly as it celebrates the significant milestone of its 80th anniversary. As you already know, the SAJ played a seminal role in the inception of the CSA and continues to play a tremendous role in our growth and development.

The SAJ's exemplary performance through the years and high standard of



excellence can be traced back to its early roots in labor relations and is reflected today in the modernization of the Port of Kingston. The reforms ushered in by the organization have served as a model for many territories in the region and it continues to demonstrate influential leadership in the areas of management and innovation.

I look forward to the informative and productive sessions in Jamaica, some of which will showcase the technological advancements and operational efficiencies achieved by the SAJ. I also look forward to the sharing of ideas and hope to see you in the beautiful city of Kingston at CSEC 2019.



I would like to express the CSA's absolute pride in partnering with the Shipping Association of Jamaica for this year's staging of CSEC, particularly as it celebrates its 80th anniversary

RELY ON THE BEST FOR YOUR CARGO HANDLING OPERATIONS

TRANSHIPMENT

MIT

COLON, PANAMA.



CARGO SECURITY

Our accurate handling of any type of cargo is all your valuable cargo needs.



TRACKING

Our technology keeps a reliable 24/7 location of your cargo.



CONNECTIVITY

No other terminal offers as many options as MIT. We have direct access to the Panama Canal, Transisthmian Railroad, the Colon Free Zone and much more. As they say, location, location, location.



MIT | MANZANILLO
INTERNATIONAL
TERMINAL

Serving Panama and the world.

HARBOR VIEW





DÉGRAD DES CANNES

PORT OF FRENCH GUIANA

Dégrad des Cannes is the main port for the French overseas department of French Guiana.

The port is located on the estuary of the Mahury River, about 8 km from the capital, Cayenne, and is reached by way of a 15 km access channel. Port facilities consist of three container berths, a single ro-ro berth, a bulk quay, a berth for regional/cabotage vessels and another for leisure craft.

Dégrad des Cannes is one of two seaports operated by the state-controlled Grand Port Maritime Guyane. The other is Pariacabo, which handles cargo for the Guiana Space Center. In 2018 the two ports handled 926,847 tonnes of cargo made up of both regional and deepsea traffic. This was an increase over the previous year.





'Education is way forward'

Jamaican-born high flyer is a worthy ambassador for Caribbean skills and expertise

The parable of the child of humble origins who rises on the favourable tide of loving parents and the opportunity for a good education to a life of great accomplishment is a well-worn tale – but real-life examples can be truly inspiring.

Dr Geneive Brown Metzger, who has done so much in recent years to attract United States investment into the Caribbean region – notably through her creation in 2015 of the American Caribbean Maritime Foundation (ACMF) – is a very good example of the 'favourable tide' parable. In her case, the high achievement that resulted from her positive childhood experiences in Jamaica has been in the sphere of diplomacy and international relations. As she told Caribbean Maritime: "I have, as they say, a strong Rolodex, so I am a connector. I either know the key person or am a degree away from him or her."

When it comes to promoting good relations between the US and the Caribbean, there's nothing like having an expert knowledge of both places. Geneive has the key advantage of having been born in Kingston and lived there until she was 15 years

old before the family moved to a new life in the Brooklyn district of New York. She has lived and made her career in the US, but her links with the Caribbean are a core part of her professional career.

"I understand the Caribbean," she told CM. "And since I have gone to school in the US and lived many years here, I have a good understanding of both cultures and am an effective resource for investors looking at the Caribbean. I believe strongly in the power of US-Caribbean partnership and the economic, social and cultural opportunities [it can bring]."

CIVIL RIGHTS

The same instinct that has made her want to ease and improve the economic circumstances of Caribbean nationals has also led her to get involved at the sharp end of the civil rights movement, especially at the outset of her career.

Geneive, who has a BA in Political

Pictured: Dr Geneive Brown Metzger with the Jamaican Prime Minister, the Hon. Andrew Holness, and Michael Bayley, chief executive of Royal Caribbean International.

Experience the progress.



Liebherr Port Equipment

- LHM: Strong @ far out: 150t at an outreach of 32m
- LHM: Raise up safety: Overview your operation with cabin heights up to 40m
- LRS: 12-14l/h, most fuel efficient Reachstacker on the market
- LRS: Individual wheel drive resulting in reduced wear and tear
- Proven Liebherr quality and full support for our products and service through our maritime hub in Miami

Science from City University of New York as well as a Masters from Columbia University, says. "My political science degree has served me well, as my second job out of school was at the NAACP [National Association for the Advancement of Colored People] Legal Defense Fund, right at the time of the 25th anniversary of the pivotal *Brown v. Board of Education* Supreme Court decision. This is the decision that reversed 'separate but equal' and began to dismantle segregation in the US."

ACTIVIST

Before that she worked for the American Civil Liberties Union, where she and, years earlier, Ruth Bader Ginsburg – now an Associate Justice of the Supreme Court – "cut our activist teeth on the same sharpening block".

A milestone in Geneive's career was reached in 2008 when she was appointed Jamaican Consul General in New York – a four-year posting that gave her ample opportunity to play to her strengths and enhance her skills.

"My tenure as Consul General was pivotal in my goal to improve US-Caribbean ties as it placed me squarely in the hub of geopolitical activity, investment and trade between the two regions," she says. "It did open up my circle of relationships in the Caribbean, both diplomatically and commercially. That experience has made me realize the pivotal role of [the] maritime [industry] in the Caribbean. I also have realized how critically important it is for the Caribbean to control its own narrative and to expand it beyond the stereotypical 'sun-sea-sand' narrative. The region possesses impressive business, economic and viable foreign investment opportunities in energy, financial services, business process outsourcing and, of course, tourism."

In recent years, Geneive has helped to bring millions of dollars of investment into the Caribbean, including specific programs in Jamaica such as mining and waste management. As always, her instinct to open pathways to higher education has come to the fore – most strongly in her creation of



Geneive with the Duke of Gloucester.

A milestone in Geneive's career was reached in 2008 when she was appointed Jamaican Consul General in New York

A PACKED CAREER

Among the positive qualities Geneive inherited from her parents is a tremendously strong work ethic. A list of her activities and achievements in the course of her working life so far would put many an international high-flyer to shame.

- In 1998 she founded the New York-based marketing communications practice Geneive Brown Associates, focusing on education and economic development, with clients in the US, the Caribbean and Africa. The firm was subsequently acquired by international PR company Ruder Finn and she became president of the Emerging Markets Division.
- She served on a Washington-based think tank that led to the inaugural Global Diaspora Forum in 2011 spearheaded by then US Secretary of State Hillary Clinton.
- She has provided consulting services across a range of disciplines including government relations and economic development.
- For the past seven years she has been principal of Geneive Brown Metzger Consulting, which she founded.
- Since 2015 she has been president of Gladvic Productions, which aims to promote the Caribbean brand through documentary film and video.
- She has raised American awareness of Caribbean issues through the medium of radio and continues to host a weekly talk show on WVIP in New York.

All this, of course, in addition to her four-year tenure as Jamaican Consul General in New York from 2008 to 2012.

In terms of local community work in the US, she has served on the board of the Inter Faith Council for Action (IFCA), addressing low-income housing issues in New York; was a founding member of the Caribbean American Chamber of Commerce and Industry; and is on the advisory board of the St George's Society of New York to support members of the Commonwealth who have fallen on hard times.

But from the point of view of the Caribbean maritime sector, her milestone achievement came in 2015 when she set up the ACMF, working closely with the CMU. The foundation has proved a successful fund-raiser for maritime scholarships, further boosted by its Anchor Awards program, with an annual ceremony in New York, which acknowledges corporate sponsors.



International Consulting S.R.L.

Is the leading maritime, legal, logistic and commercial advisory firm within the Dominican Republic. It also provides consultancy in marine insurance and port activities, as well as, special investigations and marine & cargo surveys.

It was founded in 2006 by Vinicio Mella and Llu-delis Espinal, forerunners and prominent figures in the shipping industry. Both of them have dedicated their lives to undertaking projects that have benefitted the national and international logistic, port and maritime sector.

Renown for the excellence and efficiency of their services, E&M is profoundly proud to be listed as correspondent by eleven P&I Clubs of the IG Group, both in the Dominican Republic and Haiti.

E&M offers a wide scope of services throughout the region, thanks to its deeply rooted network of collaborators that cover the entire area of the Caribbean. The firm is also member of the South American Association of P & I Correspondents (SAPIC) as well as an associated member of the Inter-American Ports Commission of the Organization of American States (CIP/OAS).

By creating the non-profit organization, Ramón E. Mella Foundation, E&M demonstrates its full commitment to contribute to the development of maritime commerce by promoting the training to increase high standard service for the global shipping industry.

Commercial, legal and Maritime Advisors

Tel: +(809).732.4161
info@emintco.com
Edificio Tito Mella, Ave. Ramón E. Mella, No. 28
(Antigua Carretera Sánchez, Km. 13.5)
Santo Domingo, Dom. Rep.

WWW.EMINTCO.COM



Our members:

SHIP AGENTS:

- Blue Waters Shipping Ltd.
- Cargo Master (Barbados) Ltd.
- Cargo Solutions International (Barbados) Ltd.
- Caribbean International Freight & Logistics Ltd.
- Commerical Services Ltd.
- EHS Freightliner Ltd.
- Eric Hassell Shipping Limited
- Fast Transit Shipping Ltd.
- Goddards Shipping (Barbados) Limited
- Marine Trading Ltd.
- Massy Shipping Services
- Massy Trading
- MC Yacht & Shipping Services Inc.
- Ocean Air Transport Services Ltd.
- Platinum Port Agency Inc.
- Renewals Inc.
- Robulk Agencies Inc.
- Seafreight Agencies & Stevedoring Ltd.
- TMG Shipping Specialist Inc.
- Windward Agencies Ltd.

STEVEDORING CONTRACTORS:

- Cargo Handlers Ltd.
- Cargo Master (Barbados) Ltd.
- Eric Hassell Shipping Limited
- Goddards Shipping (Barbados) Limited
- Massy Shipping Services
- Seafreight Agencies & Stevedoring Ltd.

SPECIALIST ONSHORE SERVICES:

- Bico Ltd. - Warehousing and cold storage

Our depth of experience is our greatest strength

THE SHIPPING ASSOCIATION OF BARBADOS

2nd Floor, Trident House, Broad Street, Bridgetown, Barbados

Tel: (246) 427-9860 • Fax: (246) 426-8392

Email: info@shippingbarbados.com

www.shippingbarbados.com



© Shipping Agency

the ACMF, which aims to raise funds to provide scholarships for students at the Caribbean Maritime University (CMU) in Kingston.

INSPIRED

She says her commitment to the maritime industry was inspired by a book called 'Dynasties of the Sea' in which Lori Ann LaRocco "spoke of the shipping business's long history of helping to spawn the middle class in many economies across the globe". Alongside this, says Geneive, was "the CARICOM's prioritization of the industry as critical for economic growth across many of their economies, particularly in light of the expansion of the Panama Canal. I saw educating future Caribbean workers and seafarers as a viable way to help

the region lift people out of poverty."

In promoting the Caribbean brand, Geneive sees the ACMF as a key achievement. "What we have created is the only fund-raising entity in the US, Caribbean or elsewhere dedicated exclusively to Caribbean maritime education," she says. "The ACMF is a unique brand and we have achieved a lot in a short two years in support of a sector that is so pivotal to the region's economic future. We have donated over \$150,000 toward three scholarships for students from The Bahamas and Jamaica and a lecture theatre named in part in our honor. I am very much looking forward to building on this success and taking the organization to higher levels of success."

EARLY INFLUENCES

Geneive would probably agree that, in her professional life, she has functioned on good terms with people from a huge variety of cultural, racial and economic backgrounds. And there is no question that a childhood full of vivid and varied influences was the ideal preparation for such a life.

Her father, who worked as a master tailor, came from humble beginnings and "wasn't an educated man" although he "craved learning". Her mother came from a successful agricultural family who grew sugar cane and coffee. "Dad valued her gentility and ensured her manners, not his, were taught to us," says Geneive. "Education for both of them was paramount and they saw it as a way to ensure their children accessed higher society and greater opportunity." When the family moved to the US, both parents were "even more fixated on ensuring their children attended the best schools".

Aspects of British culture impacted on Geneive when she attended St Hugh's High School for Girls in Kingston. "At the time, St Hugh's had a mixed student population of local and British expat students," she says. "Many of our teachers were English. I learned to play tennis at St Hugh's. The coach made an incredible impression on me. She was from England, drove a red Mini-Minor and pulled up to school in her tennis whites, dropped off by her beatnik husband. At first I was attracted to tennis by the stylish gear and later learned to love the game."

Geneive is eternally grateful to her parents for giving her and her five siblings an excellent start through education and a loving home. "They made so many personal sacrifices for us – never owning a motor car in America or taking regular vacations. We lost Mum at 50 years to a heart attack. Brings me to tears every time I think of how hard she worked. I know that must be part of why I am so driven to help Jamaican youth looking for a better life. They would have appreciated my work and my heart to make a difference."

PERSONAL LIFE

Geneive is married to Dr Stephen Metzger, an economist who attended Yale and Rice University. Having worked for many years in the oil and financial sectors, Stephen now teaches developmental economics at Fordham University in New York. They met at a children's birthday party where Geneive was expecting to meet a blind date – a judge, in fact. "He got cold feet and didn't attend," she says. "But my husband, a divorced father at the time, did. He was escorting his six-year-old daughter to the party."

As well as clicking personally, they have been able to complement each other's skills. "I draw much on his business management expertise, including in setting up the ACMF, and in my consulting work," says Geneive. "We have co-authored articles. He has drawn on my knowledge and relationships in the diplomatic field and in the Caribbean for his developmental economics classes."

When Geneive is looking to relax and unwind, two of her girlhood passions are well to the fore. She still loves music, having learned to play the violin at Ebanks Primary School in Kingston. And of course she got the tennis bug while at St Hugh's High School. "We own a home at the Tryall Club in Jamaica," says Geneive. "We'd like to get there more often than we do. My husband is a great tennis player, so is one of our daughters, and keeping up with them is not easy. We both enjoy classical music, but my husband is a rabid Bob Marley and Ijahman [Levi] fan. He doesn't do badly on the dance floor either when the music of either of these two greats fills the air."



Geneive with her husband, Dr Stephen Metzger.



SERVING THE CARIBBEAN FROM THE CARIBBEAN

At Svitzer Caribbean Dominica, we are committed to providing safe and reliable towage at all ports across the Caribbean, contributing to the success of ship operators, terminals and port authorities. Our focus is to provide tailor-made towage services, based on win-win contacts. Talk to us and be convinced.

www.svitzer.com

A PART OF A.P. MOLLER-MAERSK GROUP



For further information please contact us at:
 SVITZER CARIBBEAN DOMINICANA S.A.S.
 Regional Office Caribbean
 Tel: +1 809 567 3611 – Email: gerencia@svitzer.com

SVITZER

GET ON BOARD

START PROMOTING YOUR BRAND ACROSS THE CARIBBEAN



For further information on advertising in Caribbean Maritime contact Land & Marine Publications

Tel: +44 (0)1206 752902

Email: advertising@landmarine.org

www.landmarine.com

peak shaving standby mobile RTG cables emergency buildings panels pre-tripping BARGE

DON'T SWEAT IT

reefer

WE HAVE YOUR POWER SOLUTIONS



Sales Rentals Service



www.powerpoolplus.com

A step in the right direction...



How offshore technology opened way to revival of historic Port Royal

BY JOHN TAVNER

The decision by the Port Authority of Jamaica (PAJ) to revive historic Port Royal, at the mouth of Kingston Harbor, as a cruise port has caused a ripple of excited anticipation in the cruise and tourism sectors.

Port Royal's revival has been made possible by an ingenious system called SeaWalk, invented and designed in Norway and inspired by offshore technology, that allows passengers to disembark from a vessel moored a couple of hundred meters offshore by means of a floating platform. This allows a harbor with no purpose-built cruise quay to receive cruise ships.

Using the SeaWalk system, Port Royal – gateway to one of the world's most important archaeological sites – is due to receive its first cruise call on 20 January 2020 in the form of Marella Cruises' vessel 'Marella Discovery 2', with a passenger capacity of 2,000-plus.

JAMES BOND

The extraordinary thing is that no passenger vessels have used Port Royal for more than 50 years. In fact, according to William Tatham, the PAJ's vice president of cruise shipping and marina operations, one of the last passenger/cargo vessels to

The Prime Minister mandated the PAJ to take the lead in ensuring that cruise shipping returned to the area. The PAJ immediately identified Port Royal as the ideal location...

call Port Royal can be seen in the James Bond film 'Dr. No', which came out in 1962 – national independence year for Jamaica.

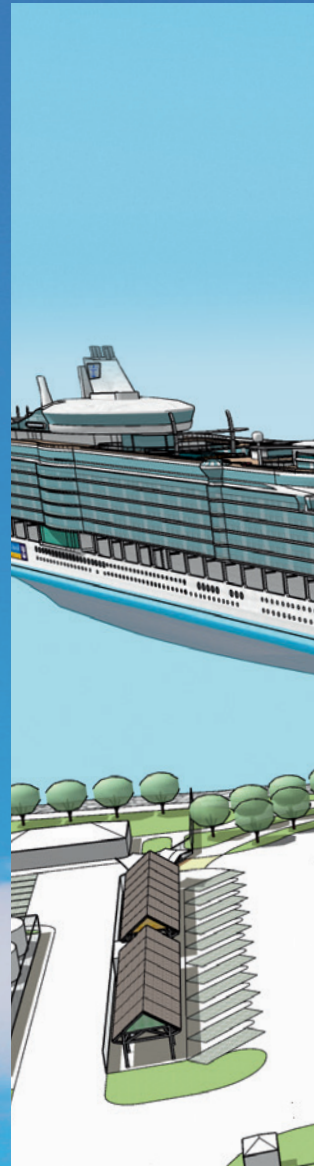
There's no question about the current demand for a suitable cruise port on the south coast of Jamaica. Hitherto, the north

coast has long been the destination of choice for seven-night itineraries out of homeports in Florida and the Gulf states. However, as Mr Tatham told CM: "The explosive growth in the ship orders, extension of itineraries, congestion of existing ports and the desire to deliver new experiences has made the timing right for Port Royal."

An indication of this demand came in December 2016 when the Port of Kingston – not normally a port of call for cruise ships – received the 'Monarch', operated by Pullmantur Cruises, the largest cruise ship ever to call Kingston with a passenger capacity of 2,700-plus.



Image courtesy of Port Authority of Jamaica | Hamilton Multimedia



Artist's impression of the new Port Royal Cruise Terminal.



“The call was well received locally and this naturally led to an appeal for more such calls,” said Mr Tatham. “The Prime Minister mandated the PAJ to take the lead in ensuring that cruise shipping returned to the area. The PAJ immediately identified Port Royal as the ideal location for the establishment of the harbor’s first dedicated cruise terminal.”

There have been efforts in the past to establish a cruise facility in Port Royal, but the stumbling block has always been the fragile nature of the historical sites at Port Royal, in particular the Sunken City where the original settlement was destroyed in a massive earthquake in 1692.



Direct Line: + 507 214 6321 | www.x-pressfeeders.com

X-press Feeders The World's Largest Common Carrier



MCX1
LAZARO CARDENAS, MX
MANZANILLO, MX
PUERTO QUETZAL, GT
ACAJUTLA, SV
SAN LORENZO, HN

MCX2
LAZARO CARDENAS, MX
MANZANILLO, MX
CORINTO, NI
CALDERA, CR

PWX
BALBOA, PA
BUENAVENTURA, CO
GUAYAQUIL, EC
CALLAO, PE
MATARANI, PE
IQUIQUE, CL
SAN ANTONIO, CL
SAN VICENTE, CL

WSX
BALBOA, PA
(BUENAVENTURA, CO)
CALLAO, PE
PAITA, PE
GUAYAQUIL, EC

PIX
MANZANILLO, PA
COLON, PA
RIO HAINA, DO
CAUCEDO, DO

CIX
MANZANILLO, PA
COLON, PA
CARTAGENA, CO
BARRANQUILLA, CO
ARUBA, AN
CURACAO, AN
SANTA MARTA, CO
KINGSTON, JM
PORT AU PRINCE, HT
LAFFITEAU, HT

BCX
MANZANILLO, PA
COLON, PA
MOIN, CR
SANTO TOMAS, GT
PUERTO CORTES, HN

X-PRESS SHIPPING AGENCY PANAMA S.A., Bicsa Financial Center, Floor 61st, office 6101, Ave. Balboa corner with Alquilino De la Guardia, Bella Vista, Panama City, Panama



SEAPORT AGENCIES
Tel: +1 305 372 9181
Email: seaportteam@seaportagencies.com
www.seaportagencies.com



SEAPORT AGENCIES IS AN INTERNATIONAL SHIPPING AGENCY COMPANY WITH OFFICES IN THE FOLLOWING COUNTRIES:

ARUBA · BAHAMAS · BONAIRE · CURACAO · PANAMA · TRINIDAD · VENEZUELA
USA - MIAMI, NEW ORLEANS, HOUSTON - ST. CROIX - USVI

- Full agency representation for tankers and dry bulk cargoes
- Protective agents
- Husbandry agent
- Coordination of Bunkers services
- Crew handling coordination
- Consulting and analysis of demurrage
- Securing competitive prices for vessel repairs & provisions
- Marine technical services
- Coordination of Slops removal when required
- Assisting vessel with local authorities

**NEVER MISS
ANOTHER ISSUE**
subscribe online:
www.caribbean-maritime.com/subscribe



PORT ROYAL

“The National Heritage Trust [responsible for overseeing historic sites] made it clear they wouldn’t support the development of a cruise facility that required dredging and driving of pier piles due to the fragile nature of the Sunken City,” said Mr Tatham. “The PAJ understood their position and asked for their support if we were able to solve these issues, to which they agreed.”

ECO-FRIENDLY

It was now up to the PAJ to find an eco-friendly solution to the berthing problem. The SeaWalk system had already been deployed successfully in ports in Scandinavia. Could it be applied to Port Royal? Having earmarked the former coaling wharf at Port Royal as the ideal location, with ample depth and protection, the PAJ asked Cruise Ventures, the parent company of SeaWalk, to carry out a site inspection to see if the technology would work at the chosen location. “It did – and then it all fell in to place after that, including the support from the NHT,” said Mr Tatham.

The SeaWalk was delivered to Kingston from the Vard Promar shipyard in Brazil on board the heavy lift vessel ‘RollDock Storm’. It arrived on 11 February and was floated off and towed to the Harbor Department, where it is currently moored. It is due to be installed in July.

Costing in the region of US\$ 8 million, the SeaWalk is part of an ongoing project to transform Port Royal into a unique cruise destination with a strong historical appeal. Around US\$ 50 million is being invested in the first phase of this project.

HERITAGE

Mr Tatham said: “At the location of the SeaWalk the Port Authority is developing a full cruise terminal that will have the necessary infrastructure for ground transportation operations along with some light food and beverage offerings. Additionally, the Port Authority is working with the National Heritage Trust to ensure there is a compelling historical offering within Port Royal.”

The first cruise passengers will step ashore at Port Royal in January next year.



‘WICKEDEST AND RICHEST CITY IN THE WORLD’

Founded by the Spanish in the early 16th century, Port Royal – the swashbuckling haven for privateers that inspired the Disney franchise ‘Pirates of the Caribbean’ – is one of the most romantic historical locations in the region.

By the latter half of the 17th century it was the largest city in the Caribbean and a center of shipping and commerce. The earthquake of 1692 left in its wake the Sunken City, now regarded as a vitally important archaeological site.

A popular homeport for the British and Dutch privateers who regularly pillaged

the Spanish treasure ships, Port Royal became known as ‘the wickedest and richest city in the world’ on account of its vulgar displays of wealth and loose living.

Port Royal was also the Caribbean home of the Royal Navy for over 200 years, with great admirals such as Nelson and Rodney being stationed there.

With the revival of Port Royal as a passenger port, the PAJ will be taking full advantage of its potential as a visitor site. Mr Tatham said: “In the first phase we will be upgrading Fort Charles to be a living history museum experience and will be implementing two museum building experiences as well. There will also be an active dig site where visitors can view and learn about archaeology as the research is being done first-hand.”

And he added: “The struggle we face in Port Royal will be choosing which historical stories to tell as there are so many to choose from.”



PORT ROYAL

Mr Tatham said: "In the upcoming winter season we are expecting four planned calls from Marella Cruises and are in discussion with a number of other lines for calls later in 2020."

FRAGILE

There's no doubting the historical appeal of Port Royal – but it's a fragile environment, too. The PAJ is mindful of the potential impact of large numbers of visitors. "The SeaWalk technology naturally lends itself to protecting the environment," said Mr Tatham. "This is why the technology is also used in Geiranger in Norway, a World Heritage Site. Port Royal will only ever be a single-ship port, thus naturally limiting the number of cruise passengers debarking in the port." The PAJ will be targeting medium-sized cruise ships "until we are comfortable that larger can be managed".

Of course, Port Royal is on the very doorstep of the Jamaican capital. How will its revival impact on Kingston and its tourism sector? "We believe the impact will be profound," said Mr Tatham. "It will allow Kingston to highlight its own unique offerings to the visitors, including its own beaches,



The SeaWalk system arriving in Kingston on board the heavy lift vessel 'RollDock Storm'.

The PAJ is mindful of the potential impact of large numbers of visitors – the SeaWalk technology 'naturally lends itself to protecting the environment,' says William Tatham



NORWEGIAN KNOW-HOW BEHIND SEAWALK

The Port Authority of Jamaica is the first in the Caribbean to make use of the SeaWalk system, which has already been installed in four ports in Norway and in the Swedish capital, Stockholm.

SeaWalk was developed seven years ago in Norway in response to market demand for an environmentally friendly and cost-effective means of disembarking cruise passengers at a small fjord harbour where a permanent structure had been ruled out on cost and environmental grounds.

Engineers devised a mooring system based on technology from the North Sea drilling industry and a new company, SeaWalk AS, was established in Bergen to take charge of the manufacture and marketing of the new invention. SeaWalk AS owns the intellectual property, design and engineering of SeaWalk and uses subcontractors to build, transport and install it. So far it has used the Vard Group for all its installations.

The SeaWalk system consists of two main components: the ship mooring system and



SeaWalk itself. The mooring system uses heavy-duty anchors and chains, as would be used to moor a North Sea drilling rig in a winter storm. The cruise ship is moored either between two buoys or between one buoy and a bollard onshore. Ole Heggheim, chairman of SeaWalk AS, said: "The ship is able to move in the moorings system, typically 20 meters from the centerline, thus greatly reducing the forces on the mooring lines and providing a better mooring than could be achieved alongside a pier."

SeaWalk is over 240 meters in length with some 1,200 square meters of deck space. This is based on a normal configuration where the ship is moored 100 to 140 meters from shore. The system can be extended if the ship needs to be moored further from shore. SeaWalk consists of three linked segments: shore, intermediate and shipside. The system is moored to the ship and gently follows its movements, thus allowing passengers to walk ashore in the same way as on a traditional concrete pier.

Mr Heggheim said: "The buoyancy in the unsinkable structure is designed for a load that can take all the passengers of a cruise ship simultaneously,"

One of the key merits of SeaWalk is that it can be delivered and installed in a relatively short time compared with building a conventional cruise pier. "We will normally deliver a SeaWalk installed in less than 12 months from contract," said Mr Heggheim. "If there is an urgent project, we can deliver on shorter notice. The last delivery to Kingston, Jamaica, was transported from the yard [Vard Promar in Brazil] with a semi-submersible ship pre-installed. We installed the SeaWalk in the shipyard and just floated it into the ship. The only remaining installation then is to hook the SeaWalk on to the shore connection, which could be done in a few days. If we transport SeaWalk in parts with a cargo ship, we would need three to four weeks for a local installation."

Between cruise calls, SeaWalk can simply be folded up in a storage mode. When required for a visiting ship, SeaWalk moves into position under its own power using two azimuth thrusters. This operation normally takes about 10 minutes.

From the point of view of a potential customer, says Mr Heggheim, the key advantage of SeaWalk is that it provides "a fully functional cruise port with no environmental footprint delivered in less than 12 months for less than half the price of a standard pier. In addition, the SeaWalk is removable and can be financed like a ship."

SeaWalk AS has so far received over 500 calls expressing interest in the SeaWalk system.

"There are many interested ports in the Caribbean and worldwide," said Mr Heggheim. "I believe Cuba may be looking for a cost-effective solution, for example. We have an excellent solution for Cuba when they are ready to expand."

When East meets West...



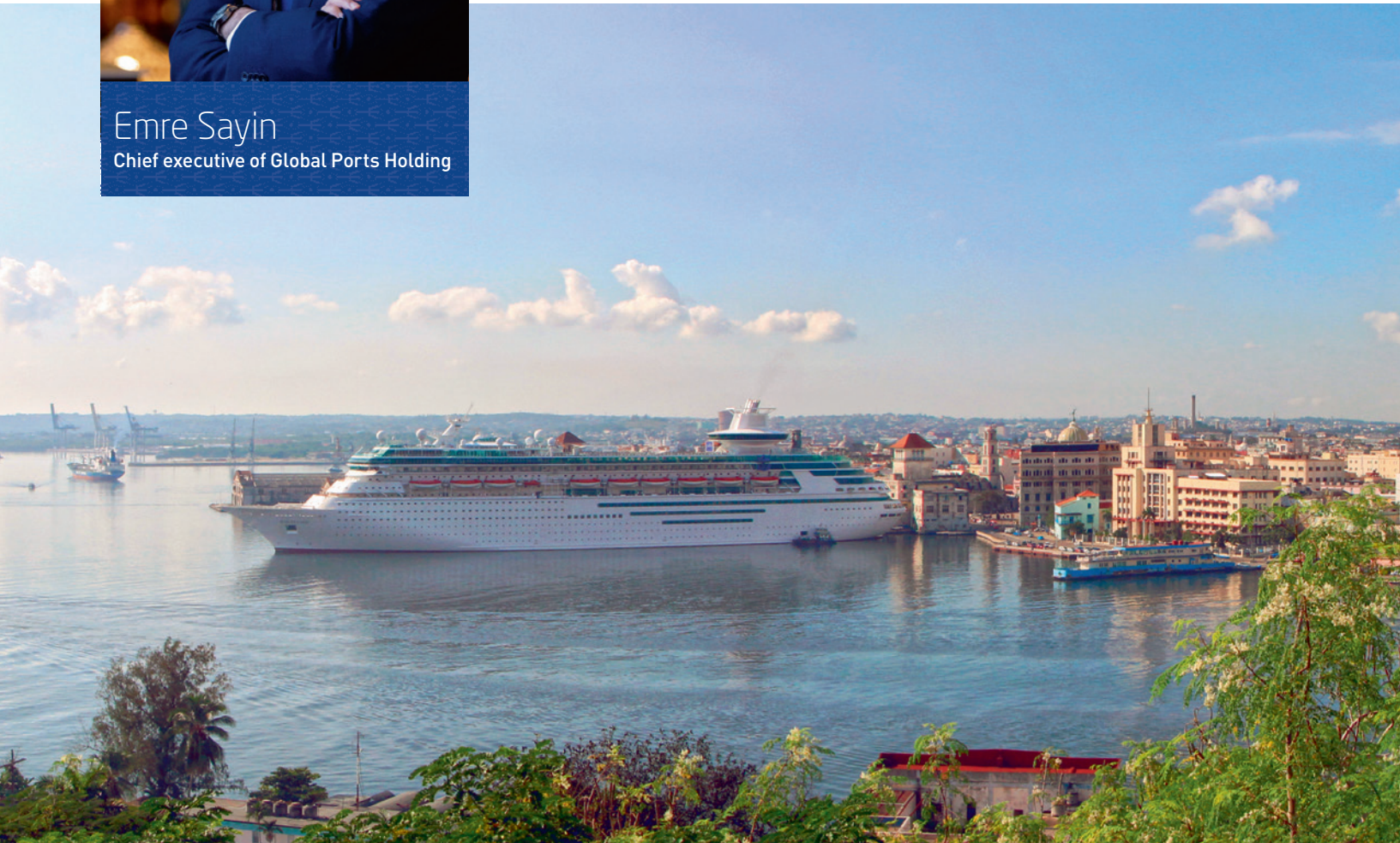
Emre Sayin
Chief executive of Global Ports Holding

Europe-based cruise port operator makes its mark in Caribbean

As far as the Caribbean is concerned, it's a company that seems to have come from nowhere in a very short time and in doing so has captured two of the region's most prestigious cruise terminal management contracts.

But for those already in the know, Global Ports Holding (GPH), the fast-growing London-listed company with its roots in Turkey, is no new kid on the block. In fact, the group is now the world's largest cruise port operator. For the Caribbean, at least, this is a newish name and one, given its niche expertise, which is destined to become more established in the coming years.

Emre Sayin, chief executive of GPH, told Caribbean Maritime: "For the last two years or so GPH has been introducing itself to ports throughout the Caribbean



and explaining the benefits we can bring. Our model consists of our making an investment in return for a long-term concession to operate the port. We also bring operational know-how, marketing capabilities and help develop services and the destination.

“The investment can be used for building a terminal or it may be used for debt reduction in circumstances where a government has already invested in new infrastructure. This model has been well received.”

SUCCESSFUL

Last year GPH was chosen to operate La Habana Cruise Port – the group’s first successful foray into the western hemisphere. In May last year GPH secured a 15-year management agreement with the Cuban company Aries to operate the

fast-growing cruise port in Havana. Aries is an enterprise owned by Cuba’s Ministry of Transportation.

And in February this year GPH added another string to its Caribbean bow when it signed a 30-year exclusive concession with the government of Antigua and Barbuda to operate all cruise terminal facilities in St John’s and beyond. GPH has also been chosen as preferred bidder in Nassau (see Page 39).

The upside for Antigua is that the deal calls for GPH to finance the ongoing construction of a fifth cruise berth in St John’s, to accommodate Oasis-class ships, as well as new retail and food-and-beverage outlets. GPH also has management rights for Falmouth

Harbour (a yachting facility in Antigua) and for the whole island of Barbuda.

GPH immediately ran into some problems, however, due to a falling-out between the government of Antigua and Barbuda and major customer Carnival Corporation, which subsequently dropped some St John’s calls. Thankfully, these early “misunderstandings” now appear to be resolved. By contrast, as a result of the GPH deal, MSC Cruises has announced plans for more

As a result of the GPH deal, MSC Cruises has announced plans for more calls in Antigua, citing the already close relations between the two companies in the Mediterranean



OWNERSHIP OF GPH

Global Ports Holding was set up in 2004 and has quickly become an international port operator with a diversified portfolio of cruise and commercial ports. GPH offers clients an integrated platform of cruise facilities serving cruise ships, ferries and yachts.

Global Ports Holding Plc is 59.30 per cent owned by Global Investment Holdings (GIH), a company listed on Borsa Istanbul (BIST), while the remaining 40.70 per cent of the total issued share capital free-floats on the London Stock Exchange (LSE).

Perversely, GPH’s share price hasn’t quite matched the company’s overall performance, falling from 750 pence at launch in London two years ago to under 380 pence in late April.

49TH ANNUAL GENERAL MEETING CARIBBEAN SHIPPING ASSOCIATION

BARCELÓ BÁVARO PALACE DOMINICAN REPUBLIC

OCTOBER 7-9 2019



- The CSA's 49th Annual General Meeting is to be held from October 7-9th at the Barceló Bávaro Palace in Punta Canta, Dominican Republic.
- Please contact the CSA Secretariat in Kingston (details below) or visit the CSA website www.caribbeanshipping.org for further details about speakers and to register for this key networking event.
- CSA members enjoy preferential rates. There are also early-bird registration discounts and concessionary hotel rates.



caribbean shipping association

CSA SECRETARIAT:

4 FOURTH AVENUE, NEWPORT WEST, PO BOX 1050, KINGSTON CS0, JAMAICA
TEL: +876 923 34981 · E-MAIL: CSA@CWJAMAICA.COM



Find us on Facebook - search: 'Caribbean Shipping Association'

www.caribbeanshipping.org

calls in Antigua, citing the already close relations between the two companies in the Mediterranean. Similarly, Norwegian Cruise Line has pledged to support the new Antigua set-up.

GPH seems confident there are other contracts to be won. Mr Sayin told Caribbean Maritime: "We are currently in contact with a number of ports in the region and furthermore we have recently been awarded the tender in Nassau for the concession of the cruise port."

BENEFITS

So why would a port authority want to hand over its cruise terminal to an outside operator? Mr Sayin outlined the benefits: "First, of course, is the opportunity to upgrade and expand their facilities to attract the newest class of ships and ensure that they are properly equipped to accommodate the wave of newbuilds being delivered over the next few years. This translates into economic benefits for the community, especially the creation of new jobs. Second is our ability to attract more traffic. Our relationship with the cruise lines is excellent at all levels of management, plus we have the ability to market destinations in our network around the world. Third, I would

say, is operational excellence. GPH is the world's largest cruise port operator. We have unrivaled opportunities to learn from the ports in our network and bring those learnings to bear in the Caribbean. In addition, I would add our ability to improve the customer experience and the destination."

Including the Caribbean, GPH operates an impressive list of 17 ports in 10 countries including Portugal, Italy, Spain, Malta, Montenegro, Croatia, Turkey and Singapore, carving out a new niche market in the process. There are also some commercial port operations – bulk, container and general cargo handling – in Bar (Montenegro) and Turkey. In terms of the Caribbean, though, GPH will be focusing on the cruise sector. As Mr Sayin said: "We do have experience in managing commercial ports, but cruise operations are our principal interest."

GROWTH

Not content with the spectacular growth already achieved, the company now says it aims to double in size over the next five years, without being specific in terms of whether this is in existing sectors or geographical areas.



GPH SIGNS 30-YEAR LEASE TO DEVELOP CRUISE PORT

For the Antigua Cruise Port Development (ACPD) project Global Ports Holding has signed a 30-year lease to develop and operate the cruise complex, which will bring significant benefits not only to the cruise sector but to the overall economy of Antigua and Barbuda. The government will remain the owner of the ACPD project, which includes:

- Pay back US\$ 21 million of the Antigua Pier Group's debt issued for construction of the Redcliffe Pier, which will create additional fiscal space
- Completion of the New Pier, capable of accommodating Oasis-class vessels, at a cost of US\$ 30 million
- Development and construction of 50,000 sq ft of retail and food and beverage facilities to be leased to local businesses and people
- Provision of US\$ 5 million in funds to qualifying Antiguans with an ambition to start their own business or to develop their small business in the tourism industry
- Upgrade of the Heritage Mall shopping complex.

ECONOMIC CONTRIBUTION

The cruise port project is expected to make an economic contribution of US\$ 898.2 million over the 30 years. GPH will invest over US\$ 83 million, with US\$ 51 million of this being spent within the first month of operations. The Antigua Cruise Complex has the potential to receive 1 million passengers within the next five years.

Passenger spending in Antigua and Barbuda is well behind the Caribbean average, so GPH will enhance the cruise tourism product with local Antiguans to increase this figure from US\$ 73 to US\$ 100 per day in the next three years.

Additional benefits:

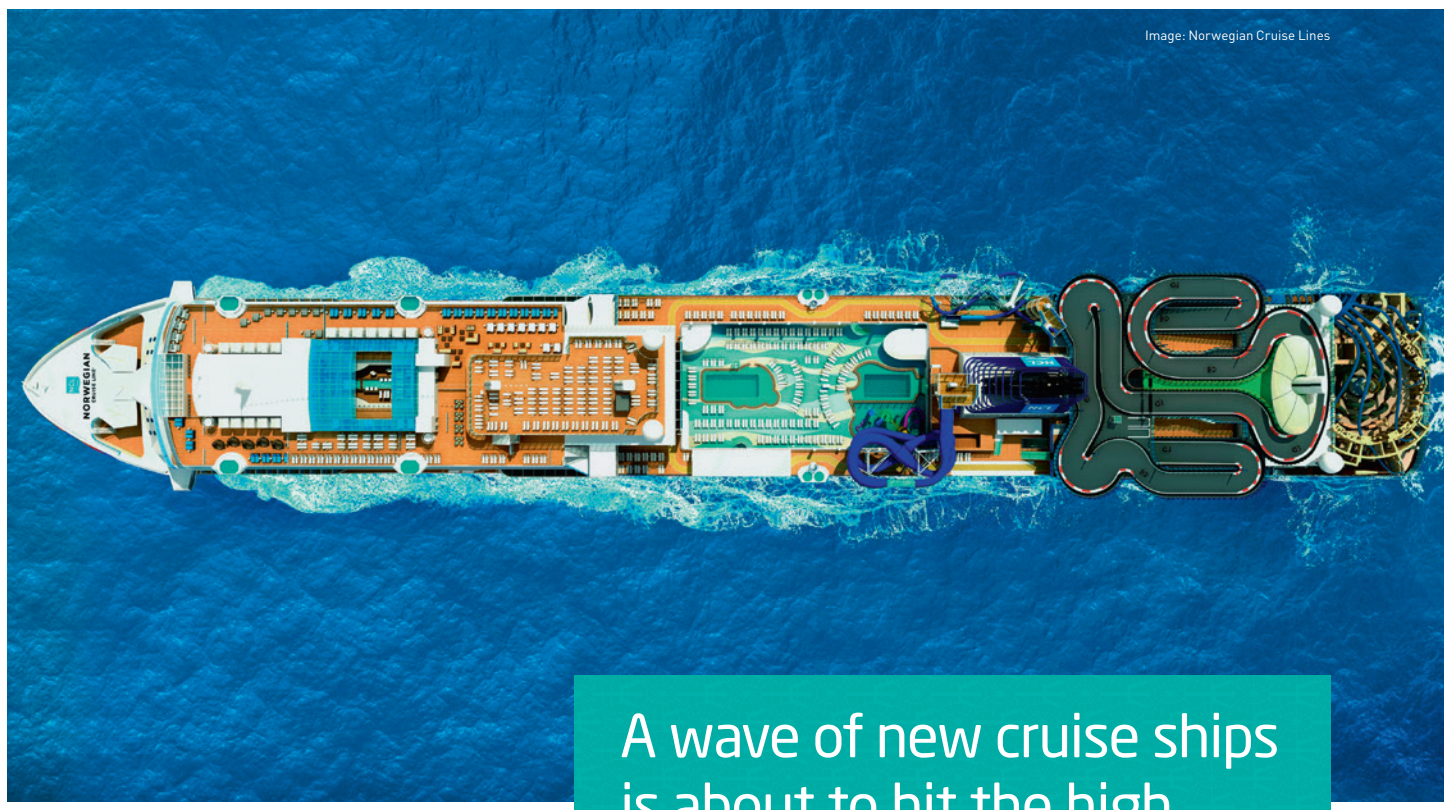
- Increase in employment opportunities
- Net increase in revenue to the government
- More fiscal space for the government's budget
- Investment in youth, education and sport
- Enhanced tourism product and experience
- A committed partnership.

NEWBUILDING

Cruising's epic BUILDING BOOM

BY GREG MILLER





A wave of new cruise ships is about to hit the high seas. Are the ports of the Caribbean ready?



Image: Celebrity Cruises

The cruise industry – already rapidly expanding and evolving – is about to go into overdrive. The pace of newbuilding deliveries over the next half-decade will be unprecedented.

In the Caribbean, expect higher revenues for island businesses and governments and more exposure that could translate into future hotel stays: but at the same time prepare for more overcrowding, more infrastructure investment requirements and more intense competition for calls.

Excluding river vessels and ships that primarily serve as ferries, and assuming a minimum occupancy of 100 passengers, there were firm contracts for 114 cruise ships totaling 10.34 million gross tons (gt) with an aggregate capacity for 253,800 passengers as of mid April.

Newbuildings will be debuting over the four-year stretch between 2020 and 2023

NORTH AMERICA

CARIBBEAN

CENTRAL AMERICA

SOUTH AMERICA



WE BRING YOU CLOSER TO YOUR CUSTOMERS

In today's fast moving world, improving the supply chain is the only way to bridge the gap between you and your trading partners. To accomplish this, you will need an innovative team of dedicated professionals with over 30 years of experience in logistics and ocean transportation. You will need more than a positive customer experience. You will need a company committed to improvement and innovation. At Seaboard Marine, your customers are closer because our customers are at the center of everything we do.

FAST, RELIABLE SERVICE BETWEEN THE CARIBBEAN AND THE UNITED STATES.

MIAMI, FL

HOUSTON, TX

BROOKLYN, NY

PHILADELPHIA, PA

HEADQUARTERS

8001 NW 79th Avenue . Miami, FL 33166
P 305.863.4444 . F 305.863.4400

[Facebook.com/SeaboardMarine](https://www.facebook.com/SeaboardMarine)

[Twitter.com/Seaboard_Marine](https://twitter.com/Seaboard_Marine)

[Linkedin.com/company/Seaboard-Marine](https://www.linkedin.com/company/Seaboard-Marine)

SEABOARD
M A R I N E

www.seaboardmarine.com

at a sustained clip that has never been seen before. Over 1.6 million gt of new capacity will hit the water in each of these years, with a record 1.84 million gt set for delivery in 2021.

THE BIG FOUR

Breaking down the contracts by ownership, the order book is overwhelmingly weighted towards the world's Big Four cruise groups. The brands of Carnival Corporation account for 29 per cent (3.02 million gt), the brands of Royal Caribbean Cruises Ltd for 21 per cent (2.18 million gt), MSC Cruises for 15 per cent (1.54 million gt) and the brands of the NCL Group for 12 per cent (1.25 million gt). Between them, these four owners account for 77 per cent of all tonnage on order.

Analyzing the order book in terms of ship size, the trend is clear: cruise ships, already gargantuan, will become even more so.

Between April 2019 and the end of 2023, 86 per cent of tonnage on order is either large (1,201 to 3,100 berths per ship) or very large (3,801 to 5,650 berths). Very large ships represent by far the most popular category, accounting for 56 per cent of tonnage to be delivered during that period. Newbuildings to be launched through the remainder of this year average 1,440 berths; the average for 2020 is 2,022. For ships delivering in 2024, it's 3,388 berths – more than double this year's average.

DEPLOYMENTS

In 2019-20 confirmed Caribbean deployments include Royal Caribbean's 4,250-passenger 'Spectrum of the Seas', NCL's 4,200-passenger 'Norwegian Encore', Princess Cruises' 3,660-passenger 'Sky Princess', Carnival Cruise Lines' 5,280-passenger 'Mardi Gras' (which will be powered by LNG), Celebrity Cruises' 2,900-passenger 'Celebrity Apex' and newcomer Virgin Voyages' 2,800-passenger 'Scarlet Lady'.

Royal Caribbean has been positioning all of its largest newbuildings, known as the Oasis class, into the Caribbean; the first three are in service, with three more to come through 2023. The even larger Icon-class ships (carrying 5,650 passengers



Image: Princess Cruises

each, a new record, with deliveries in 2022 and 2024) will almost certainly be deployed in the Caribbean as well.

While MSC Cruises has focused most of its capacity in Europe, its Caribbean aspirations are increasingly apparent. In April it announced the approval of a new terminal in PortMiami to support its Caribbean itineraries and handle 28,000 passengers per day. MSC Cruises executive chairman Pierfrancesco Vago confirmed: "With another 13 cruise vessels due to join our

Newbuildings will be delivered over the four-year stretch between 2020 and 2023 at a sustained clip that has never been seen before

fleet in the next eight years, our ambition is to have our most innovative ship classes represented at PortMiami."

A mitigating factor for Caribbean capacity is that mega ships are only part of the story. There are a high number of small exploration and luxury vessels on order that will spend most or all of their time outside of the Caribbean. The order book also includes vessels being purpose-built for the Chinese market. In all, 28 per cent of 2020 deliveries and 36 per cent of 2021 deliveries are slated

Analyzing the order book in terms of ship size, the trend is clear: cruise ships, already gargantuan, will become even more so

for owners other than the Big Four, many of which are less Caribbean-centric.

Yet another factor that should mitigate Caribbean overcrowding: newbuildings will be partially counterbalanced by removals as older vessels are cascaded into other regions or sold. According to Robin Farley, an analyst at investment bank UBS, net supply growth is always lower than gross supply growth because newbuildings have a longer lead time than removals. She estimated that the gross annual increase in global cruise capacity is averaging 5.1 per cent, while the actual net increase is only 3.7 per cent.

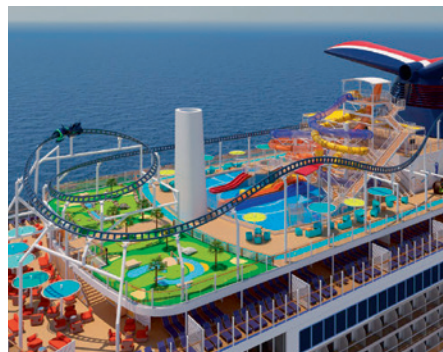
LARGEST RIVAL

The Caribbean's largest rival for global deployments has been Europe, but in recent years European deployments have suffered multiple setbacks, including political unrest in Turkey, a recession in Italy, protests in France, terrorist attacks and Brexit pressures in the UK.

The Caribbean faces extreme hurricane risks, but not the political and security issues seen in Europe. As NCL president Andy Stuart explained on his company's latest quarterly conference call: "Pricing is up and load factors are up and we're seeing that broadly across the region. We really don't see any hangover [from the 2017 hurricanes] at all. We just see acceleration and we feel very good about the outlook."



Images: Carnival Cruise Lines



The Cruise Lines International Association estimates that 11.3 million people cruised in the Caribbean last year, up six per cent from 2018, with the Caribbean representing 40 per cent of the global total of 28.5 million cruisers.

Ms Farley projects that Caribbean cruise capacity will be up six per cent this year and that the region will account for 36 per cent of global itineraries in 2019, with Europe accounting for 27 per cent. She expects Royal Caribbean to increase its Caribbean capacity by 11 per cent this year, significantly outpacing its rivals. Carnival Corporation is upping 2019 Caribbean capacity by two per cent and NCL is keeping its regional capacity steady. The Caribbean represents 53 per cent of Royal Caribbean's global deployments (versus 51 per cent in 2018), 35 per cent of NCL's deployments and 32 per cent for Carnival.

OPTIMISM

In response to questions from Caribbean Maritime, Carnival Corporation senior vice-president and chief communications officer Roger Frizzell expressed optimism on the Caribbean's ability to handle the looming wave of newbuildings.

"We have continued to operate our fleet with a strategy of measured capacity growth across each of our markets," he said. He explained that newbuildings positioned to the Caribbean would be balanced



by withdrawals, while he believes "there continues to be room for incremental growth" because demand should further increase.

Mr Frizzell is confident that Caribbean infrastructure will be able to handle upsized vessels. "Several of our ports in the region now support larger ships, so we feel we have made important progress here," he affirmed. "The Caribbean did a terrific job in recovering relatively quickly from the hurricanes from a couple years ago in order to continue to support cruising. Like in other parts of the world, there is always the opportunity for improvements and refinements, but on the whole the region



Image: Royal Caribbean



Image: Virgin Voyages

is performing well. We have always placed a high priority on the Caribbean and it will continue to be an important market for us.”

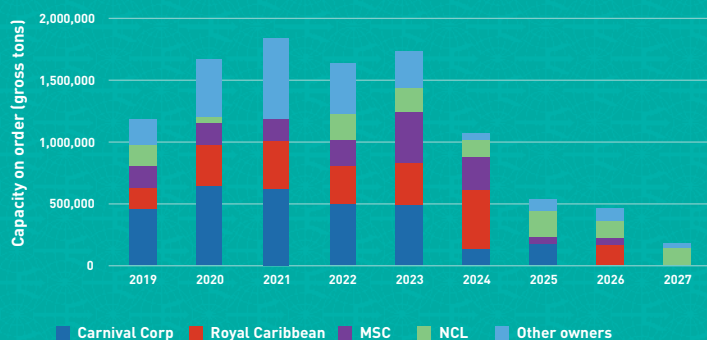
Going forward, the cruise lines’ frenetic newbuilding pace is more likely to be the norm than the exception. Cruise executives do not view ship capacity in a vacuum, but rather as just a small part of the global hospitality industry.

OVERSUPPLY

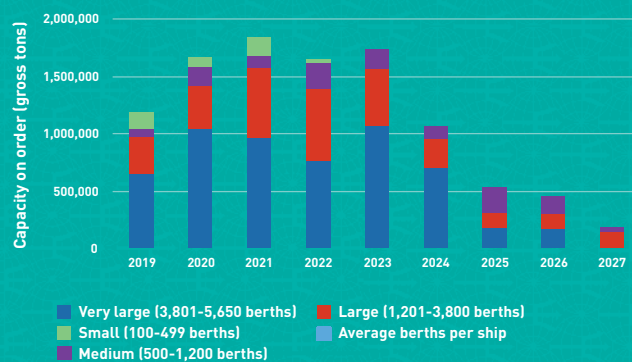
If cruising faced an oversupply issue, lines would be forced to discount during years when capacity spiked. According to Ms Farley, the opposite is true. “The data shows that when yield grew above average, supply growth was also above average,” she said. “The highest yield increases were in the years with the highest supply growth.”

This is a recipe for even more orders – implying that the Caribbean will have to digest ever-higher passenger counts for years to come.

Cruise newbuildings 2019-27 by owner



Cruise newbuildings 2019-27 by ship size



Source: Securities filings, UBS, public reports

ANGUILLA TAKES STEPS TO UPGRADE FACILITIES



The British Overseas Territory of Anguilla is just 26 km long and 4.8 km wide and has a population of around 15,000. Yet the island boasts three 'port' facilities, all of which are being redeveloped or expanded.

Similar to the set-up in St Kitts and the US Virgin Islands, the Anguilla Air & Sea Ports Authority (AASPA) has a bimodal function and multi-terminal role operating the three 'sea ports' of Blowing Point, Road Bay and Corito Bay as well as Clayton J. Lloyd International Airport (CJLIA). AASPA is a statutory body of the Ministry of Infrastructure, Communications, Utilities, Housing, Agriculture, Fisheries & Environment. Legislatively, the AASPA is charged with the exclusive rights to manage the ports of Anguilla.

Anguilla's existing maritime infrastructure was badly damaged in 2017 by Hurricane Irma. But this dark cloud had

a silver lining, because it has given the AASPA the opportunity – and the external funding – to make or plan significant improvements to its three 'ports' as well as to the airport.

DESIGNED

Of the three facilities, Blowing Point, on the south coast, was the worst affected, with its passenger terminal being effectively destroyed. This new terminal building of 35,000 square feet is now being designed to be rebuilt. Explains, AASPA Chief Executive, Sherman Williams; "The AASPA and the Anguilla Government are seeking investors to partner in collaboration with the private landowners to develop a megayacht marina in Blowing Point Harbour and waterfront facilities on the upland along the Blowing Point Beach".

Blowing Point Ferry Terminal is used by passengers making the 20-minute crossing to Sint Maarten/Saint Martin,



Misty357 / Shutterstock.com

Anguilla has regularly seen between 50,000 and 75,000 cruise passengers a year. But, says the AASPA, improved facilities should, in time, increase these figures to between 150,000 and 200,000

with services to both the French and Dutch sides of the island. These services are operated by companies such as Funtime Charters, GB Express and Calypso Charters, offering frequencies of up to 17 a day between Blowing Point and Sint Maarten-Anguilla Dock (close to Princess Juliana International Airport). Passenger ferries operate every 45 minutes from Anguilla to Marigot.

Regular cargo is handled at the Road Bay Jetty on the island's north coast of the island. The jetty is located at the south end of Anguilla's most popular tourist area,

Sandy Ground. However, the existing Road Bay jetty has no cargo handling equipment and ro-ro vessels are obliged to berth stern-on.

CAPABILITY

Plans for a new pier have been around for some time with the aim of providing better cargo handling capability and allowing vessels to call directly from the United States for the first time. The new pier, which is being funded by the UK Government, is to be built to the south of the existing facility, but with enough space

in between so that both jetties can be used simultaneously.

Says Mr Williams: "The multifaceted jetty has been designed by Barbados-based DLN Consultants Inc. The Project went on bid in 2017, but the tender process was annulled and no contract was awarded. The retendered documents were submitted in early May 2019 and vendors have been swift to express their desire to bid".

Adding: "Nevertheless, the project is regarded as an interim measure to cover a period of 15 to 20 years until construction of a new port is developed and cargo activities are transitioned to Corito. The new jetty in Road Bay will then serve small cruise vessels and yachts with the infrastructure support".

Furthermore, the government is understood to have signed agreements for the development of alongside cruise ship and super yacht facilities. In the past, Anguilla has regularly seen between 50,000 and 75,000 cruise passengers a year. But, says the AASPA, improved facilities should, in time, increase these figures to between 150,000 and 200,000.

At present, small cruise ships mostly anchor in Road Bay. For the time being there are no dedicated cruise ship berths, so passengers are taken to the jetty by tender. Occasionally cruise ships will anchor off Blowing Point.



'OUTSTANDING LEADERS' TO BE HONORED BY ACMF

David Harding, past president of the Caribbean Shipping Association, is one of three members of the region's shipping community who are to be presented with Anchor Awards later this year by the American Caribbean Maritime Foundation (ACMF).

The ACMF announced on 6 May that it would be honoring three "outstanding leaders in the maritime sector of the Caribbean". In addition to Mr Harding, they are Remy Vyzelman, president and chief executive of Integra Marine & Freight Services, and Gregory Purdy, senior vice president of operations for Royal Caribbean International.

HOPES AND DREAMS

Dr Geneive Brown Metzger, president and founder of the ACMF, said: "These honorees represent the best of the industry and the hopes and dreams of our future mariners and port professionals."

The award ceremony is due to be

held at the New York Yacht Club on 11 October. Guests will include maritime executives, diplomats and friends from across the Caribbean and the United States including Jamaica, The Bahamas, Barbados, Suriname, Cayman, New York, Connecticut, Florida, New Jersey and Washington.

The event is being sponsored by the ACMF with proceeds going to support maritime education and facilities at the Caribbean Maritime University in Kingston, Jamaica.

Roland Malins-Smith, honorary chairman of the Anchor Awards, said: "The maritime sector has the potential to transform economics across the Caribbean region and we must do all we can to support the development of future Caribbean mariners, port operators and industry professionals."

Mr Malins-Smith, the retired president of Seafreight Line, has been involved in the shipping industry for some 50 years and is a major donor to the ACMF.



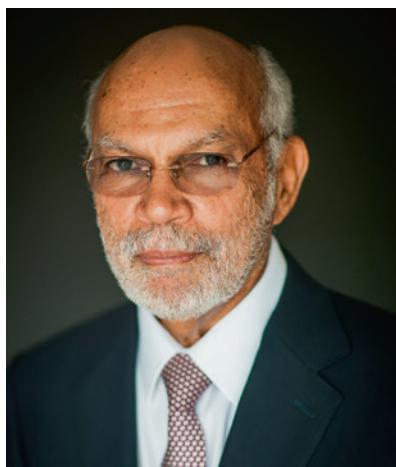
David Harding, past president of the CSA.



Remy Vyzelman, chief executive of Integra Marine & Freight Services.



Gregory Purdy, senior vice president of operations for Royal Caribbean International.



Roland Malins-Smith, honorary chairman of the Anchor Awards.

'The maritime sector has the potential to transform economics across the Caribbean region and we must do all we can to support the development of future mariners, port operators and industry professionals'

ABOUT THE ACMF

The ACMF is a US 501(c)(3) non-profit tax-exempt organization based in New York that funds scholarships, programs and facilities at the Caribbean Maritime University. The ACMF is the only entity dedicated to this mission. So far, in 2018, the ACMF has donated US\$ 112,000 for scholarships and towards the building of a lecture theater currently under construction at the CMU. The ACMF was founded in 2015 by Dr Geneive Brown Metzger, former Jamaican Consul General in New York. Its board of directors comprises maritime attorneys and professionals, educators and philanthropists.

For information about how to sponsor the Anchor Awards, advertise in the magazine or support the auction, please email executivedirector@acmfndn.org or go to the ACMF website www.acmfndn.org.

■ Ports of Curaçao



■ Cruise, Cargo & Services



CPA develops and manages all ports in Curaçao, ensuring quality nautical services, safety and security in the ports in an environmentally responsible manner.

With extensive 24/7 facilities and services the ports of Curaçao provides your one-stop maritime solution.

Port services include:

- Tug services
- Nautical assistance
- Cargo & supplies
- Salvage
- Bunkering and provisions
- Surveys
- Under water services
- Ship repair and maintenance
- Transport
- Fresh water delivery
- Waste management
- Training



Werf de Wilde - P.O. Box: 689
Curaçao, Dutch Caribbean

Tel: (+599-9) 434-5999
Telefax: (+599-9) 461-3907

Email: info@curports.com
Website: www.curports.com



Building towards the Future



UNMATCHED HARBOUR TOWAGE SOLUTIONS



Please contact us to talk about your towage needs.

SAAM SMIT Towage is a leading expert in harbour, terminal towage and salvage. In the Americas we operate a fleet of over 100 tugs in 34 major ports.

www.saamsmit.com | T: +507 8315020 | E: company.panama@saamsmit.com

FLORIDA NICHE PORT AIMING TO BUILD ON MINI-HUB STATUS

Fernandina Beach, the most northerly city on the Atlantic coast of Florida, with a colourful history going back to French colonial times, is making a name for itself yet again thanks to the rapidly rising prominence of its multipurpose deepwater port.

A growing number of shippers in the Caribbean region are taking advantage of the transshipment services offered by the Port of Fernandina, which has found a successful niche for itself as a mini-hub for Central and South American trade to and from North Florida and the south-east Atlantic region in general.

The Port of Fernandina handled over 290,000 tons of cargo last year and is on course to double this in 2019.

“Our business plans call for the Port of Fernandina to focus on becoming a hub for the Caribbean trade,” says Christopher T. Ragucci, chief executive of Worldwide Terminals Fernandina. “We can provide higher levels of service and hands-on management here at Fernandina that is not available for Caribbean shippers at other South Atlantic ports that cater to the mega-containership trade.”

DEEPWATER

Located just 2.2 miles from the open ocean, Fernandina is a natural deepwater port with rail connections. The port has a channel draft of 36 ft MLW, with no

overhead obstructions, and its 950 ft turning basin is adjacent to a 1,200 liner foot pier.

The terminal currently handles exports of paper and forest products to the Caribbean, Central and South America by companies such as Barnett Paper, WestRock and Caribbean Forest Carriers as well as project cargo and containerized cargo. It also serves as homeport for Somers Isles Shipping’s containerized service to Bermuda, now in its 33rd year. The terminal handles imported forest products from Asia, Brazil and Scandinavia as well as some bulk cargo.

AGREEMENT

The port is operated by Worldwide Terminals Fernandina, which took over from Kinder Morgan in February last year. A 34-year operating agreement between the port and Worldwide was signed in November.

In February this year Worldwide announced a deal to launch a new monthly

The Port of Fernandina handled over 290,000 tons of cargo last year and is on course to double this in 2019





HANDLING FACILITIES

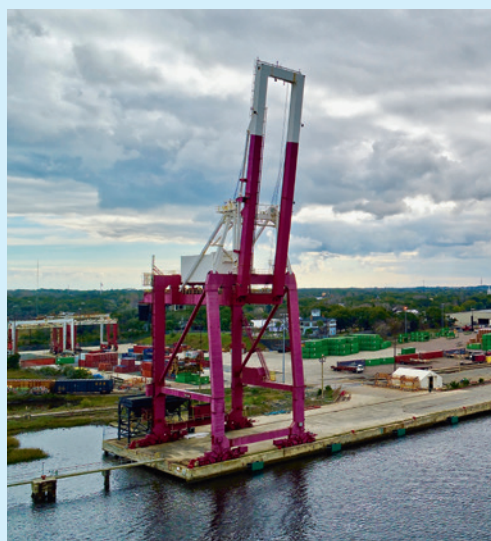
The Port of Fernandina handles a variety of cargoes, including steel, aluminum, machinery, paper and forest products and consumer goods. Tug services are available and most vessels can transit from the sea buoy in one hour.

Fernandina has 250,000 sq ft of on-site warehouse space, over 100,000 sq ft off-port, 10 acres of open storage and a fully certified container freight station. The port is looking to acquire Foreign Trade Zone designation soon.

Handling facilities were enhanced in January with the acquisition of a Liebherr LHM 400 mobile harbor crane. Other port equipment includes a gantry crane with a 13 container wide reach, a rail-mounted Clyde heavy lift gantry crane and a mobile gantry crane as well as three top loaders, over 30 fork-lift trucks and various yard tractors and trailers.

There are plans to invest an extra US\$ 15 million in the coming years to modernize the port's facilities, with additional cranes and cargo handling equipment as well as a berth extension and an on-dock paper warehouse for the convenience of port customers.

The port is located only a few minutes from a new six-lane A1A/SR 200 highway with ready access to Interstates 95 and 10.



FERNANDINA BEACH

vessel service at Fernandina, commencing in April, operated by the Netherlands-based company SDW Shipping. General cargo vessels of about 15,000 gt will be used to carry breakbulk, project and heavy lift cargoes as well as containers. The new service will originate in Uddevalla, Sweden, calling Bilbao, Spain, before proceeding to Fernandina for discharge of lumber and steel. It will then load back cargo, potentially calling at ports in Guatemala or Costa Rica, and will then transit the Panama Canal en route to west coast South America. Ports of call will include Buenaventura (Colombia), Callao (Peru) and Arica and Iquique (Chile), where the service will discharge and load back cargoes for Fernandina. This new service revives the historical link between Fernandina and Europe while allowing the port to take advantage of its status as a mini-hub for Central and South American trade to and from North Florida and the south-east Atlantic.



'ISLE OF EIGHT FLAGS'

The city of Fernandina Beach, from which the modern port takes its name, has a history going back to the earliest days of colonial rule in the mid 16th century and before that to its original settlement by Native Americans.

Fernandina Beach is the seat of Nassau County in Northern Florida. It is located on Amelia Island, known as the 'Isle of Eight Flags' because of the eight different nations or national regions whose authority has held sway there. These have been: France, Spain, Great Britain, the Republic of Florida, the Green Cross of Florida, Mexico, the Confederate States of America and the United States.





PORT
• CANAVERAL

PICK PORT CANAVERAL

Central Florida's Gateway to the World
No Congestion. Easy Access. Rapid Departure.

Port Canaveral is strategically located, providing a convenient, cost-effective gateway to a high demand, high-consuming Florida market. Come see how Port Canaveral can help your business set sail to higher profits. For more information, email cpa.cargo@portcanaveral.com or visit www.portcanaveral.com.



PORT BRIEFING

3

COSTA RICA APMT'S NEW TERMINAL IN MOÍN IS NOW OPEN

Costa Rica is the world's largest exporter of pineapples and third-largest exporter of bananas. Direct routes to European and Asian markets are provided by the new container terminal in Moín, inaugurated by APM Terminals, which has a 30-year concession to operate the facility.

The Moín terminal has been built on a 40-hectare artificial island on the Caribbean coast of Costa Rica and represents an investment of US\$ 1 billion. The terminal has a 650 meter long pier and is able to handle post panamax vessels of up to 8,000 teu. The container yard has a capacity of 26,000 teu with plug-in points for 3,800 refrigerated containers.

Moín is looking to attract a significant share of vessels transiting the Panama Canal. The number of shipping routes using the terminal is projected to increase by up to 285 per cent.

Morten Engelstoft, chief executive of APM Terminals, said: "Without any doubt we are inaugurating a new era in international and intra-regional trade in Central America." And President Carlos Alvarado Quesada, who was present at the inauguration, said: "With this project, the conditions of competitiveness and economic reactivation are being created for the province of Limón and also for the entire country."



MOÍN CONTAINER TERMINAL

1

FLORIDA SSA MARINE TO EXPAND TERMINAL AT JAXPORT

JAXPORT has approved a contract with global terminal operator SSA Marine to establish a US\$ 238.7 million international container terminal at the port's Blount Island Marine Terminal.

The facility, SSA Jacksonville International Gateway Terminal, is an expansion of SSA Marine's current leasehold at Blount Island. At full build-out, the terminal will accommodate two post panamax vessels.

The contract calls for investment in berth enhancements, facility upgrades and the addition of three new 100-gauge container cranes with a lift of 65 tonnes and a reach across 22 containers. SSA Marine will reportedly expand its terminal operating space to around 80 acres with the option to increase this to 120 acres.

SSA also agreed to contribute US\$ 28 million towards the cost of the Jacksonville Harbor Deepening Project.

2

FLORIDA MIAMI GREEN LIGHT FOR MSC TERMINAL

A new cruise terminal for MSC Cruises in Port-Miami has been given the go-ahead. The Miami-Dade board of commissioners gave its approval in April for construction of Terminal AAA, expected to enter service in 2022.

The new terminal will accommodate two of MSC's planned 7,000 passenger vessels at the same time. The Geneva-based cruise company MSC has agreed to a 50-year lease on port land including free rent for the first year and US\$ 8 million in infrastructure from the county.

MSC, the world's fourth-largest cruise company, has its US head office in Fort Lauderdale and has been cruising out of PortMiami since 2012, primarily from Terminal F.

4

JAMAICA

KWL PLANS WAREHOUSE FOR REGIONAL TRADERS

Port company Kingston Wharves Limited (KWL) plans to set up its third logistics warehouse this year, at a cost of between US\$1 billion and US\$2 billion, catering to companies trading within the Caribbean.

“We are looking to develop logistics centers for companies looking to use Kingston as a hub for the region,” said KWL chairman Jeffrey Hall. “Our goal is to identify opportunities for key regional partners.”

In 2017 and 2018 KWL opened two new logistics facilities: its Global Auto Logistics Center, which distributes cars regionally, and its Total Logistics Facility, which distributes pallet-sized cargo. “We want to develop a third facility and we are currently looking for clients,” said Mr Hall. “It takes nine months for a facility to be up and running. It would cost between US\$1 billion and US\$2 billion to build and the focus would be on regional distribution of cargo.”

KWL, whose stock trades on the Jamaica Stock Exchange, reported positive performance for 2018, which it attributed to increased trading volumes aided by the buoyancy in the economy. The port company earned US\$ 7.25 billion in revenue and a 19 per cent spike in net profit to US\$ 1.97 billion or US\$ 1.36 per share.

“So, when you see construction, increased motor sales and other capital items in the island, we benefit from that,” said Mr Hall.

KWL is a subsidiary of the food and logistics conglomerate Jamaica Producers Group, of which Mr Hall is chief executive. Jamaica Producers owns 42 per cent of the port company, acquired in separate transactions in 2012 and 2016.

5

THE BAHAMAS

GPH IS PREFERRED BIDDER FOR CRUISE PORT

The Bahamas Ministry of Tourism has chosen Global Ports Holding (GPH) as the preferred bidder for redevelopment of Nassau’s cruise port. This marks the beginning of negotiations to draw up an agreement with the government. Three bids were submitted.

As part of its US\$ 250 million proposal, GPH intends to create two additional ship births, a landmark modern building a concert hall with a capacity of 10,000 people and an open-air cinema. GPH will commit US\$ 5 million in micro loans to small business entrepreneurs but has no plans for large international retailers in its port.

GPH is the world’s largest cruise port operator, with 15 cruise ports including one in Havana, Cuba. The company has recently signed a memorandum of understanding with the government of Antigua and Barbuda for another cruise port. GPH will establish a new office in The Bahamas.

The government is thought to be looking to a concession period of 25 years.

Among other things, the successful bidder has to provide plans to redevelop parts of the port and Bay Street, expand tourism offerings and improve traffic and circulation.

6

THE BAHAMAS

THEME PARK PLANNED AT FREEPORT RESORT

Royal Caribbean has reportedly signed a letter of intent for the purchase of Grand Lucayan Resort on Grand Bahama Island for US\$ 65 million.

In partnership with the ITM Group, the cruise company aims to make Freeport a “cruise port of choice”. The resort will be developed as a theme park featuring water-based family entertainment. And there are plans to develop Freeport Harbor, with the addition of a water park. The resort will have dining, gaming and entertainment options along with five-star hotel accommodation.

Senator Kwasi Thompson, Minister of State for Grand Bahama, said the redevelopment of Freeport Harbor was expected to include “a significant increase in cruise ship arrivals”, bringing an additional 2 million or so passengers a year, with the addition of “multiple cruise lines calling Grand Bahama”.

The Grand Bahama development is expected to take place over the next 24 to 36 months.



CRUISE NEWS



Canaveral Port Authority

COUNTDOWN TO CANAVERAL'S CRUISE 'LAUNCH PAD'

Construction of Port Canaveral's new Cruise Terminal 3 complex got under way on 18 March at an official ground-breaking ceremony.

From 2020 the new terminal, to be known as the Launch Pad, will be home to Carnival Cruise Line's innovative clean-fuel vessel, 'Mardi Gras'.

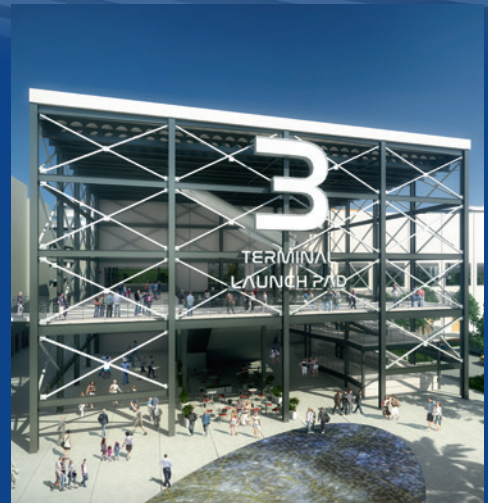
In keeping with the port's key role in the US space program – and the futuristic design of the new cruise terminal, inspired by the nearby Kennedy Space Center – the space-themed 'Go For Launch' ceremony featured a NASA 'spaceman' and a simulated lunar landscape.

The ground-breaking was attended by Carnival Cruise Line executives as well as representatives of Canaveral Port Authority.

This US\$ 163 million terminal is the largest project to be undertaken in the port's 65-year history. The terminal is due for completion in May 2020 and Port Canaveral will be the year-round homeport of 'Mardi Gras', due to arrive there in October 2020.

Construction of the cruise terminal's marine facility got under way last year. It involves removal of the existing pier structures and construction of a new 1,309 ft berth for 'Mardi Gras'. Substantial completion of the project is scheduled for December this year.

The LNG-powered 'Mardi Gras' is Carnival's largest and most innovative cruise ship. Part of the company's 'green cruising' platform, it will be the first cruise ship in North America to be powered by this clean-fuel technology.





1 RCI PRESIDENT'S FIRST VISIT TO CMU

Michael Bayley, president and chief executive of Royal Caribbean International, visited the Caribbean Maritime University on 4 March – his first visit to the CMU.

Mr Bayley and his colleagues were accompanied by Dr Geneive Brown Metzger, president of the American Caribbean Maritime Foundation (ACMF).

Together, RCI and the ACMF have pledged to raise scholarships for needy students across the Caribbean to pursue maritime studies at the CMU. Prospective students can now benefit from a scholarship fund made possible through a US\$ 50,000 donation by Royal Caribbean.

The visitors looked at the provision of berths for cadets studying marine transportation and marine engineering and placement for students pursuing a bachelor's in cruise shipping and marine tourism.



CARIBBEAN MARITIME UNIVERSITY



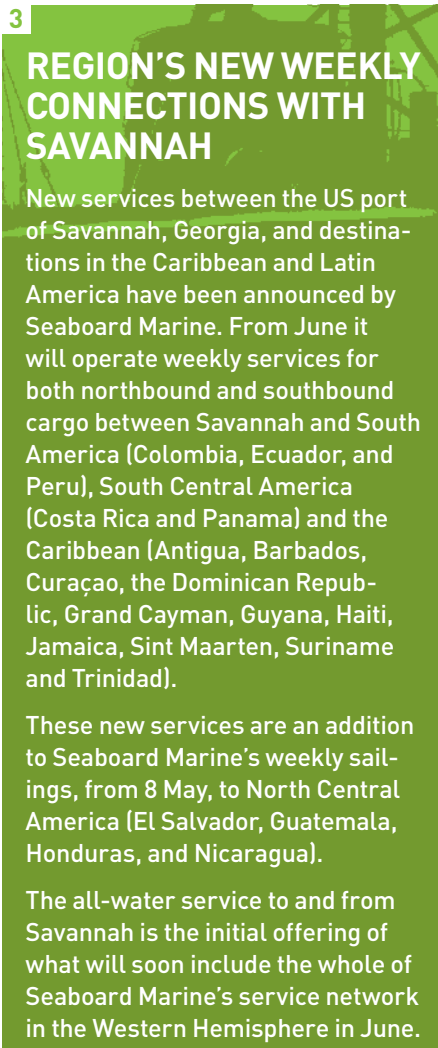
RED ENSIGN

2 RED ENSIGN GROUP MEETS IN MONTSERRAT

Members of the Red Ensign Group met in Montserrat in April. The group is made up of 13 British shipping registers from the UK, its Crown dependencies and its overseas territories, including the Turks and Caicos Islands. It meets once a year in one of the member countries to talk about business strategy, policy and safety matters.

At the Montserrat get-together, sessions were held for registrars and those who oversee coastal state preparedness. The meeting also included sessions on the roles and responsibility of coastal states in terms of vessel traffic management and port state control.

Any vessel registered in the UK, a Crown dependency or UK overseas territory is a British ship and is entitled to fly the Red Ensign.

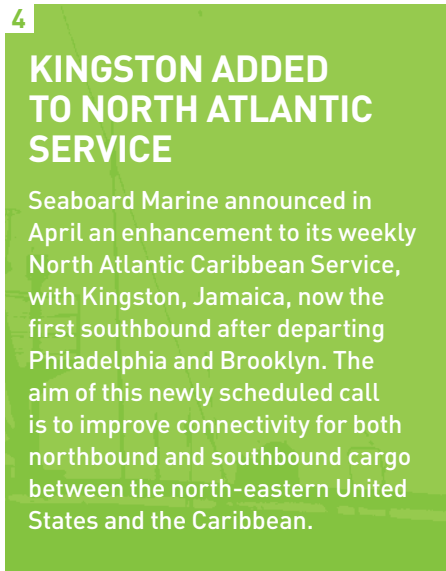


3 REGION'S NEW WEEKLY CONNECTIONS WITH SAVANNAH

New services between the US port of Savannah, Georgia, and destinations in the Caribbean and Latin America have been announced by Seaboard Marine. From June it will operate weekly services for both northbound and southbound cargo between Savannah and South America (Colombia, Ecuador, and Peru), South Central America (Costa Rica and Panama) and the Caribbean (Antigua, Barbados, Curaçao, the Dominican Republic, Grand Cayman, Guyana, Haiti, Jamaica, Sint Maarten, Suriname and Trinidad).

These new services are an addition to Seaboard Marine's weekly sailings, from 8 May, to North Central America (El Salvador, Guatemala, Honduras, and Nicaragua).

The all-water service to and from Savannah is the initial offering of what will soon include the whole of Seaboard Marine's service network in the Western Hemisphere in June.



4 KINGSTON ADDED TO NORTH ATLANTIC SERVICE

Seaboard Marine announced in April an enhancement to its weekly North Atlantic Caribbean Service, with Kingston, Jamaica, now the first southbound after departing Philadelphia and Brooklyn. The aim of this newly scheduled call is to improve connectivity for both northbound and southbound cargo between the north-eastern United States and the Caribbean.



5 SVITZER WINS LIMETREE BAY CONTRACT

The towage company Svitzer Caribbean Dominicana has secured a five-year contract with Limetree Bay Refining in Saint Croix in the US Virgin Islands. This contract, due to commence on 15 June, expands its market coverage in the region, where it already provides services for South Riding Point Terminal in The Bahamas, NuStar Terminal in Sint Eustatius and Buckeye Terminal in St Lucia.

Limetree Bay Refining has reached an agreement with BP's supply and trading arm for tolling, supply and offtake of the restarted refinery.

6

REGION'S GROWING TEU THROUGHPUT

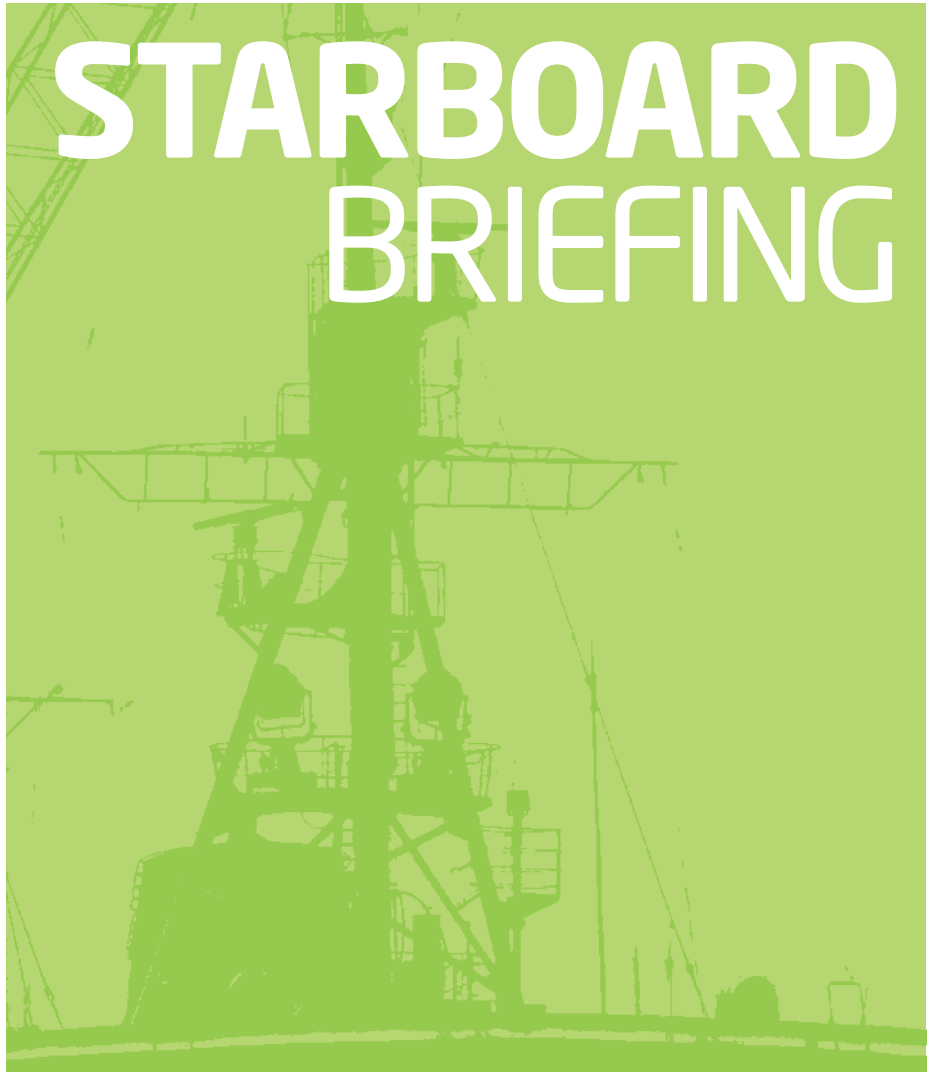
Ports in Latin America and the Caribbean saw a 7.7 per cent increase in container throughput in 2018 compared with the previous year, according to data released in April by the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), which analyzed the performances of 31 countries and 118 ports and port areas in the region.

Just over 84 per cent of regional movement was contributed by 10 countries. In descending order of teu handled, they are Brazil, Mexico, Panama, Colombia, Chile, Peru, Argentina, Ecuador, the Dominican Republic and Jamaica.



ARUBA

STARBOARD BRIEFING



7

CMU CREATES CHAIR IN HONOR OF DR GRANTLEY STEPHENSON

The vice-president of the Shipping Association of Jamaica, Dr Grantley Stephenson, who is also chief executive of Kingston Wharves Limited, has been honored by the creation of a new professorial chair in his name at the Caribbean Maritime University.

The new chair – the Dr Grantley Stephenson Professional Chair of Logistics and Port Management – was officially launched in a ceremony at KWL's corporate head office in Newport West.

The president and deputy president of the CMU – Professor Fritz Pinnock and Professor Ibrahim Ajagunna – will hold the chair jointly. The two men are considered to be among the region's foremost researchers in logistics and port management. Their tenancy of the chair will extend from May 2019 to April 2021. During that time they will carry out research projects and use their expertise to provide KWL with strategic and leadership support.

Dr Stephenson said: "We firmly believe that any move we make to develop Jamaica as a logistics hub must be underpinned and guided by research and empirical data that will inform how we build."

Professor Pinnock said logistics and port management were "critical aspects not just of the Jamaican economy but, indeed, the regional economy," adding that the CMU was "impressed by the bold step taken by KWL, under the leadership of Dr Stephenson, to support research in this area."



DR GRANTLEY STEPHENSON

A SLOW START TO THE YEAR

CONTAINER MARKET

The traditional spring market upswing has started relatively late this year and the magnitude of rate increases has been very moderate. From the end of last year to the middle of April, the ConTex declined by about three per cent after increasing by 24 per cent and 35 per cent during the same periods in 2018 and 2017.

The 2,500 teu market has developed into a diverse market with three vessel types: standard, high reefer and modern eco. The basic ships and to, a large degree, the eco vessels are employed in intraregional feeder services, whereas most of the high reefer ships trade between the Americas and Europe, with some also catering to the fruit services between the Caribbean/Central America and the United States. The modern

eco ships often provide the required number of reefer plugs, but their more economical engines lack the top speed demanded by many of the pure reefer cargo operators.

The greatest movement in earnings happened in the high reefer category, where rates declined to around US\$ 11,000. Standard ships largely remained constant at mid US\$ 10,000 levels and the eco types commanded rates of around US\$ 14,000.

In a similar way to the other ship sizes, the 1,700 teu segment improved only slightly from US\$ mid 7,000 to 8,000. Some extra premiums were achievable for Cuba or reefer trade. Despite the fact that more than 10 standard 1,700 teu ships had fallen into spot positions in Asia in early 2019, only one ship decided to position towards the Caribbean. A further two ships came

from the Mediterranean, but overall tonnage balance was not affected as some ships left for cheaper docking options in Europe and Asia.

High reefer ships of 1,300 teu fixed about US\$ mid 8,000 throughout the first couple months of the year. Improvement did not show much in the rates, but period flexibility became lower and thus moved in owners' favor. In Asia those ships struggled to find any employment and whenever business could be secured rates were as much as US\$ 2,000 lower. Consequently one more ship positioned with new empty reefer containers ex China towards the Caribbean where it fixed consequent period business. As of mid April only two such ships are left in Asia and seven in the Mediterranean, while 23 such vessels are plying South and Central American waters.

In addition to the high reefer designs, two 'regular' 1,300 teu vessels came from Europe to replace two 1,700 teu ships in a Mexico-Cuba service.

The market for 1,100 teu tonnage, too,

The greatest movement in earnings happened in the high reefer category, where rates declined to around US\$ 11,000



Global trade volumes are still estimated to grow at 3.4 per cent; this number, though, comes in below last year's value

was unspectacular as earning levels stagnated around US\$ 7,000. In this size range, also, there were often ships running into spot positions. Despite some ships leaving the area, the two carrier-owned newbuildings, which finally arrived at the beginning of the year, contributed to the slight oversupply.

In a rare move, one mainline carrier planned to open a new service with three 700 teu ships. As those ships have become scarce recently, only one such vessel could be sourced from the Caribbean, one had to be positioned from Europe and the third position was filled by an 1,100 teu ship. Charter rates for such tonnage are stable in the US\$ mid 6,000 to 7,000 range.

Throughout all sizes, the Caribbean trade paid about US\$ 1,000 more than in Europe or Asia. Owners, however, do also incur substantially higher operating expenses when chartering out their ships for pure Americas trade.

In addition to the higher rates, owners have a little more leverage as fewer liner-owned ships trade in the Caribbean than anywhere else in the world. Globally, 55 per cent of all ships of between 500 and

2,000 teu are charter ships, whereas in the Americas 76 per cent, 96 per cent and 82 per cent are chartered in the segments of 1,100 teu, 1,300 teu and 1,700 teu respectively.

The new terminals in Moin and Puerto Cortes have so far reached utilization levels of 50 per cent and 30 per cent. Despite the improved infrastructure now available, the largest ships which have called the new terminals so far had only nominal capacities of 3,800 teu and 2,500 teu. The new terminal in Moin also faced dramatic delays in early April due to roadworks.

MACROECONOMICS

The International Monetary Fund has revised its economic growth forecast downward for most areas of the world.

The Americas, however, present a mixed picture. The US and Mexico are expected to fare worse than in 2018 with growth rates of 2.3 per cent and 1.6 per cent respectively. The Caribbean is also forecast to grow more slowly than last year, but with 3.6 per cent projected economic expansion for 2019 still depicts a strongly positive value. Both Central and South America are expected to fare better than last year with GDP growth figures of 3.2 per cent and 1.1 per cent.

On an individual country level, Brazil and Colombia are on an improving path, whereas the IMF predicts the economies of Venezuela, Argentina, Ecuador and Puerto Rico will shrink in 2019.

Global trade volumes are still estimated to grow at 3.4 per cent; this number, though, comes in below last year's value and is lower than the last estimate for 2019.

In theory, economic expansion is also positive for trade volumes; in the Americas, however, the correlation between GDP growth and teu throughput numbers was relatively low in 2018. The Dominican Republic, for example, posted the highest economic growth in the Caribbean, with over seven per cent, while teu throughput increased by 'only' 3.5 per cent. Colombia's economy, on the other hand, expanded by 2.7 per cent, whereas teu figures jumped by 16.2 per cent, resulting in a multiplier of factor six.

Even countries with very low growth posted container trade growth. This included Cuba, Ecuador and Puerto Rico, which posted growths of 5.3 per cent, 11.2 per cent and 17.2 per cent respectively despite registering a recession.

Overall teu throughput in 2018 for Central and South America grew by 7.7 per cent and in the Caribbean even by 12 per cent. The share of transshipment containers

CONTEX

	CONTEX	12 MONTHS, 1100	12 MONTHS, 1700	12 MONTHS, 2500
Jan-19	394	6,364	7,329	9,142
Feb-19	387	6,352	7,321	9,049
Mar 19	389	6,470	7,622	9,155
Apr-19	396	6,566	8,016	9,181

in the Caribbean reached 22 per cent.

In general, the Caribbean region's economy is very reliant on construction, tourism and natural resources. The OECD has even issued a warning to Colombia that, in order to sustain the country's positive development of the last decade, a shift towards manufacturing and more investment into research and development has to occur. At the moment, Colombia appears too dependent on natural resources, which constitute 80 per cent of its exports.

Venezuela is still caught in a political deadlock, resulting in a continued downward economic spiral. The decline in container trade seems to have bottomed out, though; compared with the end of last year, the country is still served by nine containerships in regular services. As of late, the number of ad hoc calls and the share of aid cargo were increasing, threatening a further reduction of the fleet calling regularly.

Contrary to the Brexit uncertainty in Europe, several Cariforum countries have already signed a continuity agreement with the UK which guarantees those countries continued tariff-free trade after an eventual Brexit. In 2017 trade between the UK and the region had been worth over US\$ 3 billion, a lot of it revolving around agricultural exports.

SALE AND PURCHASE OF CONTAINER TONNAGE IN CARIBBEAN

The number of transactions directly related to vessels trading in the Americas was rather limited during the beginning of the year. One geared 700 teu ship and one gearless 500 teu ship were sold to Mediterranean-based end-users and consequently left the Caribbean trade. A 1,300 teu high reefer ship changed from German to Greek hands as the bank forced the sale of this ship.

In sync with relatively stable charter rates, ship prices have generally stagnated also. The number of sales candidates in the standard 1,100 teu and 1,700 teu segments, suitable for Caribbean trading, remains high.

Scrapping levels remained very high in

SELECTED CONTAINER FIXTURES

SUB 1,000 TEU - CELLED

Jan 19	Vega Scorpio 966 TEU / 604@14 / 17on44 / 252rp	1.5 - 3 months	US\$	6750	p/d
Feb 19	Hoheriff 964 TEU / 604@14 / 18on35 / 326rp	6 months	US\$	7000	p/d
Mar 19	Samba 679 TEU / 425@14 / 17on27 / 120rp	6-8 months	US\$	6450	p/d

1,100 TEU - GEARED, CELLED

Jan 19	Asian Sun 1118 TEU / 700@14 / 20on36 / 220rp	1-3 months	US\$	7000	p/d
Feb 19	Bomar Rebecca 1118 TEU / 712@14 / 20on41 / 220rp	1-3 months	US\$	7000	p/d
Mar 19	Taipei Trader 1102 TEU / 705@14 / 18on25 / 220rp	5-7 months eco ship	US\$	8850	p/d

1,300 TEU - GEARED, CELLED

Jan 19	Arsos 1296 TEU / 957@14 / 20on45 / 390rp	4-10 months	US\$	8500	p/d
Feb 19	Warnow Dolphin 1296 TEU / 958@14 / 19on45 / 390rp	7-9 months	US\$	8700	p/d
Apr 19	Mizar 1341 TEU / 925@14 / 20on52 / 449rp	4-6 months WCSA trade	US\$	8850	p/d

1,700 TEU - GEARED, CELLED

Feb 19	AS Vega 1876 TEU / 1400@14 / 21on70 / 440rp	1-3 months	US\$	7450	p/d
Mar 19	Acrux N 1740 TEU / 1274@14 / 21on57 / 300rp	1-2 months reefer trade	US\$	9000	p/d
Mar 19	Melbourne Strait 1795 TEU / 1312@14 / 21on58 / 319rp	4-7 months	US\$	8000	p/d

2,500 TEU - GEARED, CELLED

Jan 19	Evriddiki G 2532 TEU / 1850@14 / 22on87 / 600rp	8-12 months reefer trade	US\$	12000	p/d
Jan 19	Virginia Trader 2490 TEU / 1820@14 / 22on86 / 370rp	6-8.5 months	US\$	10500	p/d
Feb 19	Minstrel 2345 TEU / 1780@14 / 19on48 / 500rp	12-18 months	US\$	14000	p/d
Feb 19	Margarete Schulte 2572 TEU / 1854@14 / 22on90 / 600rp	4-5 months reefer trade	US\$	10800	p/d
Feb 19	JPO Aquarius 2470 TEU / 1851@14 / 21on83 / 400rp	3-6 months	US\$	10500	p/d
Mar 19	Tiger 2524 TEU / 1854@14 / 23 / 550rp	6-12 months	US\$	11000	p/d

the first four months of the year, with about 25 ships of up to 2,000 teu having been sold for recycling. Among those was another liner-owned, 1,700 teu B-170 type, the last of this design still trading on the South American West Coast.

Ten ships up to 2,000 teu have been delivered this year so far; however, all are either for Asian liner accounts or on long-term charter. Nothing really suitable for Caribbean trading has been ordered.

Astonishing saga behind 'Empire Windrush' and its moment of fame



Iconic vessel that began life as a German cruise ship, survived wartime action and took 'first generation' migrants to the UK

BY GARY GIMSON

Growing up in much of the English-speaking Caribbean, many children will learn about a ship. But it's not the 'Santa Maria' or even the 'Niña' or the 'Pinta'. This ship is the 'Empire Windrush' and it's an evocative name that has come to symbolize the emigration to the United Kingdom of people from many islands across our region.

Yet, incredibly, the history of this iconic

vessel is far more dramatic than its all-to-brief association with Caribbean migration.

And far from being British, the 'Empire Windrush' was, in fact, German, having been built in 1930 by Blohm & Voss for shipowner Hamburg Süd. The 'Empire Windrush' was launched as the 'Monte Rosa' – the only one of five Monte-class ships ordered by the Hamburg-based shipowner to survive the Second World War.

The 'Monte Rosa' was initially used as a cruise ship by Hamburg Süd and later to provide German workers with holidays as part of the Nazi Party's 'Strength Through Joy' program. Perhaps as a harbinger of things to come, the ship ran aground off Tórshavn, in the Faroe Islands, but otherwise led a blameless existence until 1939.

During the war, the 'Monte Rosa' was used by the Kriegsmarine as a troop or

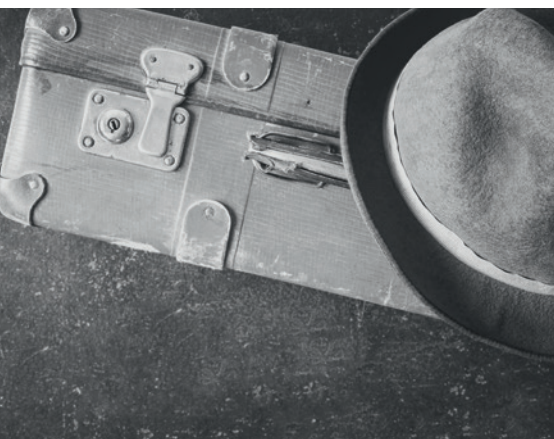


accommodation ship in what is now Poland and also in Norway. Like many Allied and German merchant ships of the time, the 'Monte Rosa' saw plenty of action. The ship led something of a charmed life, however, actually surviving the war intact, although not unscathed.

In 1944 the 'Monte Rosa' was attacked by British and Canadian aircraft en route from Norway to Germany and was hit by

two torpedoes as well as rockets. Bloodied but unbowed, the vessel limped into the Danish port of Århus for hurried repairs. A few months later, in Oslo, the Norwegian Resistance attached limpet mines to the ship's hull that detonated soon after leaving port. Despite being badly damaged, the Monte Rosa was able to return to Oslo, but with the loss of some 200 personnel on board.

At the end of hostilities, the British government seized the ship (along with many others) as a prize of war in the German port of Kiel and in 1947 the 'Monte Rosa' was renamed 'Empire Windrush' and joined a large fleet of commercial vessels with the same 'Empire' prefix. For the record, Windrush is the name of an otherwise insignificant English river, a minor tributary of the River Thames.

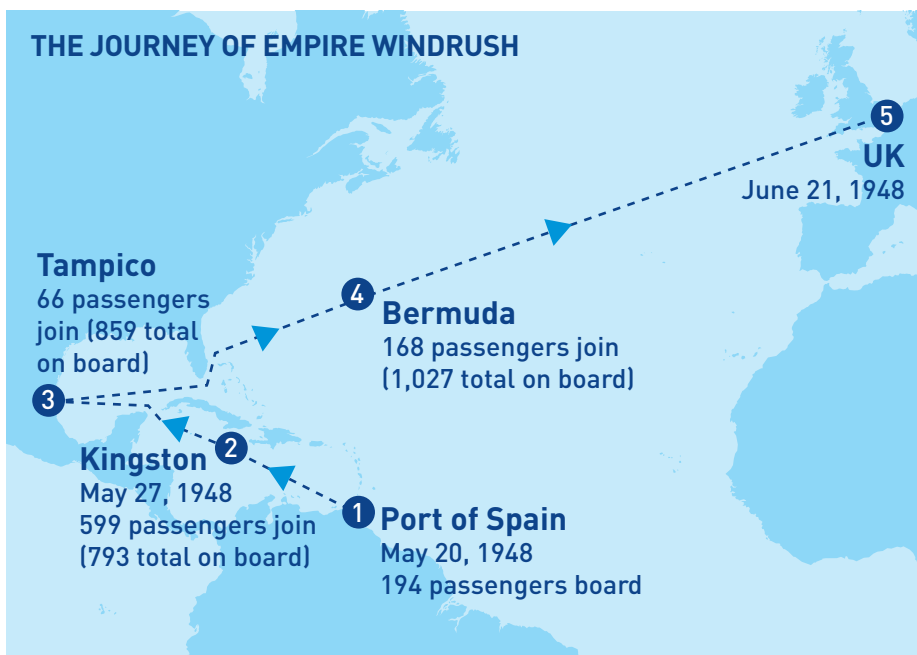


Like the Germans, the British used the 'Empire Windrush' as a troopship. At the end of the war, cargo ships were released from war duty and immediately lost their government-given 'Empire' moniker. But troopships continued to be involved in moving military personnel, prisoners of war and refugees for some time after 1945. In fact, the British government used several captured German passenger/troop ships for this purpose, including the renamed 'Empire Fowey', 'Empire Halladale', 'Empire Ken', 'Empire Orwell', 'Empire Trooper' and 'Empire Windrush'.

OPERATION

As with other 'Empire' vessels, and despite being government-owned, the 'Empire Windrush' was operated day to day by commercial interests – in this case the New Zealand Shipping Company (NZSC) – and was initially deployed in the UK-to-Far East troop service (Southampton, Gibraltar, Suez, Aden, Colombo, Singapore and Hong Kong), including a supporting role in the Korean War.

Contrary to popular myth, the 'Empire Windrush' was not part of a regular liner operation between the Caribbean and the UK. In fact, its position in Caribbean maritime and cultural history is purely coincidental and comes from just one otherwise unremarkable but now historic voyage in 1948 from Kingston and, subsequently, Bermuda to the UK port of Tilbury. Even then, this voyage was not originally conceived to transport the peoples of



An advertisement in a local newspaper encouraged Jamaicans to travel to the UK to work or to return to the armed forces

the Caribbean to a new life in Europe. Far from it.

As the ship was operated by NZSC, it's perhaps unsurprising that the 'Empire Windrush' was en route from Australia to the UK via the Panama Canal – the ship also called Port of Spain, Tampico and Havana – when it arrived in Kingston ostensibly to pick up on-leave British service personnel and officials. But with plenty of spare accommodation on board and in order to fill empty cabins/dormitories, an advertisement in a local newspaper encouraged Jamaicans to travel to the UK to work or to return to the armed forces.

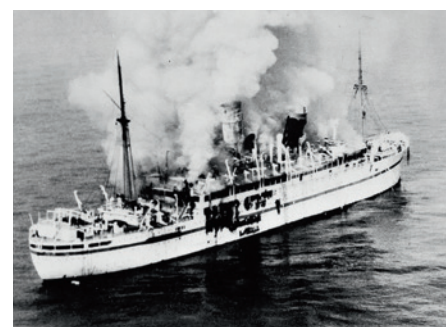
PIONEERS

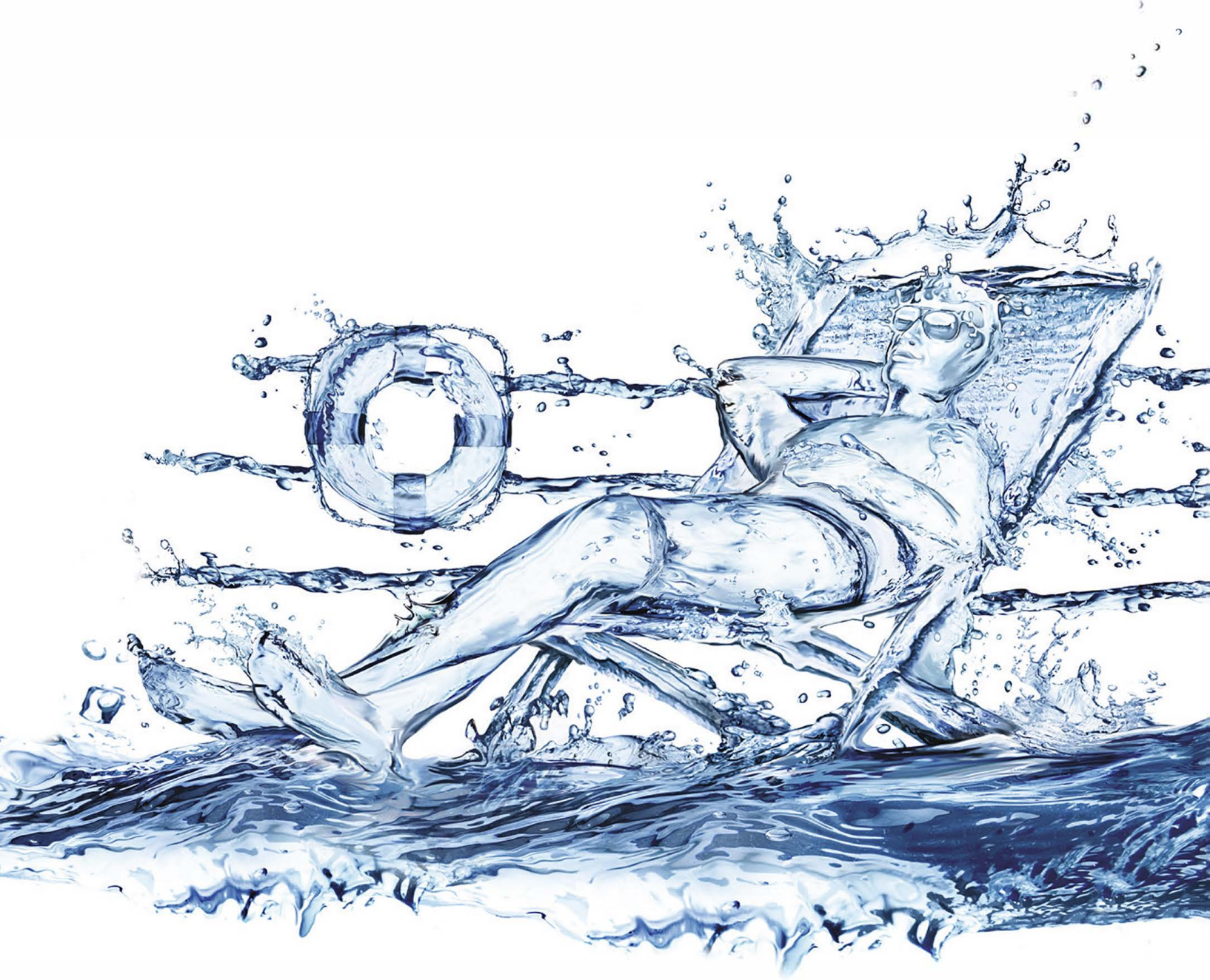
As a result, the ship carried some 500 eager Jamaicans (in addition to others from elsewhere in the Caribbean and Bermuda) and these pioneers were the first of many from the region who chose, sometimes unwittingly, to emigrate to the UK (and, of course, to Canada and the United States) in the 1950s and 1960s and who have become

known as 'the Windrush generation'.

As for the 'Empire Windrush', its end was as ignominious as its life at sea had been eventful. After a series of breakdowns and serious mechanical problems going back many weeks, it sank off Port Said in 1954 following an explosion in the engine room while en route from Yokohama to the UK. Luckily, all but four of the nearly 1,500 passengers and crew on board survived.

An untimely and inglorious finale, then, to a vessel whose name now forms a key part of recent Caribbean history.





SAY BON VOYAGE SOONER

When your guests cruise in and out of Port Everglades, they'll save time getting to their ship and starting their cruise vacation. We're just 3 minutes from Fort Lauderdale - Hollywood International Airport (FLL), and we're easily accessible from South Florida's major highways. Plus, our newly renovated modern terminals are designed for efficiency. That all adds up to less time traveling and more time cruising. Visit porteverglades.net or call 800-421-0188.



port.everglades |



[@porteverglades](https://twitter.com/porteverglades) |



[PortEvergladesFL](https://www.youtube.com/PortEvergladesFL) |



[port-everglades](https://www.linkedin.com/company/port-everglades)

WHY USE UNITED SHIPPING AND LOGISTICS?

BECAUSE WE S.H.I.P.

/ SPEED

Accurate and timely submission of client's official documentation.

/ INFORMATION

We ensure that our clients are kept up to date with requirements and procedures in order to avoid timely and potentially costly mistakes.

/ HANDLING

We take care of everything (expected and unexpected).

/ PURCHASING POWER

Exceptionally competitive rates to many destinations across the globe.

/ EXPERTS IN LOGISTICS



Vehicle Carrier (Ro-Ro)



Freight Forwarding



Ocean Freight (NVOCC)



Air Freight



Trucking



Consolidation



Project Cargo



Customs Clearance



Supply Chain Management



Carrier Service