21 Aug 2017 | **News** | Containers | Asia Pacific | Japan

Is this the biggest job in container shipping?

by Janet Porter

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Jeremy Nixon sets out to show that three into ONE equals $1bn of savings

Nixon: The aim is "to be a global company that happens to be Japanese, rather than a Japanese company that happens to be global".

JEREMY Nixon has joined a select group at the forefront of efforts to restore stability and profitability to the notoriously volatile container shipping trades that have lost huge sums of money in recent years.

But as the chief executive of Ocean Network Express, which will rank sixth in the world with fleet capacity of 1.4m teu when it inaugurates services next April, he has arguably the most difficult job of all.

For of all the mergers or acquisitions that are condensing the industry into just a handful of global players, the task of amalgamating three Japanese lines into one carrier is perhaps the hardest.

And it is not just the practical side of the merger that presents all sorts of challenges, including new offices to be opened in 90 countries, ship networks to be planned, and personnel decisions to be made. There are also ambitious financial targets to meet. The ultimate goal is to find cost savings of $1bn through synergies and greater efficiencies in order create a solid and profitable business.

After the shock collapse of Hanjin Shipping last year, the need for a strong balance sheet is paramount, with ONE starting with net assets of $3bn. This will enable the new line to begin operations on a very sound footing, says Mr Nixon.

Nippon Yusen Kaisha, Mitsui OSK Lines and Kawasaki Kisen Kaisha revealed last October that they planned to combine their container operations. NYK will have a 38% stake in the new entity, while MOL and K Line will each hold 31%.

They have given themselves plenty of time to complete the integration and ensure a seamless transition. Nevertheless, consolidating three carriers that have always regarded themselves as fierce competitors, with very different corporate roots, will require plenty of finesse and a clear understanding of those sensitivities if ONE is to flourish.

British interest

Picking Mr Nixon to run the new line was almost certainly recognition by the three shareholders that a non-Japanese national stood a better chance of successfully bringing together the separate factions.

He also has plenty of very relevant experience to draw on, including almost 10 years with NYK, where he gained an understanding of what makes a Japanese company tick.

Prior to that, Mr Nixon was at P&O Nedlloyd when the Anglo-Dutch carrier was acquired by Maersk Line in 2005, and saw at first hand what went wrong during the integration process that, it is widely accepted, did not go smoothly. After the takeover, he had a brief spell with Maersk Line in Copenhagen, before moving back to London to join NYK as managing director of NYK Line Europe.

Mr Nixon, a British citizen, has been based in Singapore since 2010, and was promoted to head of NYK's global liner operations in 2012. A year later, he was appointed a corporate officer of the group, joining NYK's management committee, which heads the global business. Also importantly, he is a well-known figure throughout the industry, with good connections that are so crucial in what is still very much a people business.

The decision to locate ONE's headquarters in Singapore rather than Tokyo is another step towards looking less Japanese, but without losing sight of the reputations that all three Japanese lines bring to ONE of good customer service and strong relationships.

The aim, says Mr Nixon, is "to be a global company that happens to be Japanese, rather than a Japanese company that happens to be global".

To be global requires scale, which is what the merger will deliver, but ONE will still be less than half the size of the two industry heavyweights, Maersk and Mediterranean Shipping Co, in terms of ship capacity. Mr Nixon says he is not too concerned about that.

"We want to be large enough to survive but small enough to care," he says. "We do not want to be big for the sake of being big, but we want to have more scale than each of the individual companies had in the past, to allow us to truly compete in the global market on a cost basis. But we also want to be nimble enough to be in close contact with the marketplace and customers, and maintain that size which can still adapt, and develop and promote good customer service quality and relationships."

Ocean Network Express was formally established on July 7 as a standalone entity that will operate separately from the liner brands of NYK, MOL and K Line. These will continue to trade until the end of March next year when they will switch to the new company.

Before then, there is a great deal to do. The global headquarters and five regional head offices in Singapore, Hong Kong, the US, UK and Brazil have to be set up. The last final regulatory clearance requirements must be completed. A new IT platform has to be installed. New office premises have to be leased and local agencies established. A new logo for the ships and containers needs to be designed — and much more.

Some aspects of the ONE network may be easier to finalise, though, since the three Japanese lines are already members of The Alliance in the east-west trades, so relatively little adjustment will be needed. However, decisions on the deployment of ships in the north-south and intra-Asia trades, along with the choice of ports, will have to be made.

Then customer accounts and their contracts have to be transferred, and staff trained to deal with the transition. A dedicated team has been set up to oversee this phase of the process.

Job cuts

There will, of course, be job losses, but no decisions have been taken yet about who will stay and who will go. The first task is to hire staff for ONE, but Mr Nixon insists there is no set formula requiring ONE to take a certain number from each shareholder.

"We will be recruiting as many existing staff as we can but we do not have any predefined rules or pro-rata requirements," he says. "We will try to choose the best people for the new company."

Mr Nixon is in no doubt about the quality and experience of the staff ONE will be inheriting.

"Despite the high degree of fixed assets, this is still a people business, and we all look forward greatly to creating a new and innovative company together."

The same principle as for the workforce goes for transfer of ships, containers and other assets to ONE, with no rigid requirements.

A big question, though, is whether after all this, ONE will be able to truly compete with the industry leaders, most of which are family-controlled and therefore able to make decisions quickly in a business where speed matters.

Mr Nixon says that he and the ONE management team will naturally be given full autonomy on day-to-day matters, with a clear control and command structure to oversee ONE's service delivery.

Strategic matters such as asset investments, mergers and acquisitions, or even an eventual IPO, will require agreement from the three shareholders.

No decision has been taken yet as to whether ONE will publish a separate set of profit and loss figures, or the level of financial disclosure that will be made.

Boom and bust risk

Agreement between the three lines to merge was all about survival in an industry which has lost so much money over the past 10 years, and Mr Nixon remains cautious about whether the worst is over, given so many factors which could de-rail the recovery now under way

“The historic risks of a boom and bust scenario still remain,” he warns.

Hanjin Shipping’s bankruptcy was undoubtedly one of the factors that galvanised the Japanese trio into action, with recognition in Tokyo and across the industry that there had to be an orderly realignment in order to avoid the risk of another collapse.

“There is a need for scale and a proper return on investment” so as to avoid another failure, as well as a long-term commitment to serving the trade.

ONE benefits from three strong shareholders with a clear vision as the new carrier prepares to introduce container shipping services in seven months’ time.

And Mr Nixon’s priority over the following year or two will be to establish ONE as a key player in the market and achieve good financial results.

In the meantime, he has to ensure ONE is fully ready by April 2018.

“That is our number one goal and our number one challenge, but we have a very good chance of being successful — we have to be successful.”

But he knows the whole industry will be keeping a close watch on ONE’s progress in a cutthroat business that is still in recovery mode after hitting rock bottom last year, and a long way from making decent money again.

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- **Three Japanese lines become ONE**

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Four dead and 16 missing after bulker and support vessel collide

by Kuganiga Kuganeswaran

Rescue operations underway at Umm Qasr with bulk carrier Royal Arsenal having dropped anchor

Royal Arsenal and its crew were unharmed.

SUPPORT vessel *Al-Misbar* has sunk after colliding with bulk carrier *Royal Arsenal*, leaving four dead.

The St Vincent & Grenadines-flagged *Royal Arsenal* was in ballast after discharging its cargo at the port of Umm Qasr in Iraq, according to third party operator Blue Fleet Management. The crew of over 20 were unharmed and no damage to the bulk carrier was reported.

According to Lloyd's Agents Inchcape Shipping Services, *Al-Misbar* reportedly had 32 people on board of whom 12 were rescued alive, four are dead and 16 are still reported as missing. Rescue operations have started and *Royal Arsenal* was ordered to drop anchor for further investigation by the port authorities.

Blue Fleet Management told Lloyd's List that the pilot on board *Royal Arsenal* alerted *Al-Misbar* through VHF that it was too close to *Royal Arsenal* and that it must change course but the Iraq state-run port authority-owned support vessel did not reply. The General Company for Ports of Iraq could not be reached for comment at the time of publishing.

Lloyd's List Intelligence automatic identification system data placed *Royal Arsenal* 7.6 miles from the port of Umm Qasr at 1058 hours on Monday.

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21 Aug 2017 | **News** | Asia Pacific | South Korea | International

Korea fines car carrier firms for price fixing

by Wei Zhe Tan

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MOL and subsidiary Nissan Motor Car Carrier were exempt from the penalties after a joint appeal.

A $37.8m fine was leveled against the car carrier firms

THE Fair Trade Commission of South Korea has hit nine car carrier firms with a Won43bn ($37.8m) fine after finding them guilty of anticompetitive behaviour, including price fixing in the ro-ro market.

According to the commission the activities took place between 2002 and 2012 when the car carriers colluded to participate in auctions arranged by car makers.

The nine companies named are NYK Line, Eukor, MOL, K Line, Wallenius Wilhelmsen Logistics, Hoegh Autoliners, CSAV, Nissan Motor Car Carrier and Eastern Car Carrier.

MOL, NYK and K Line were hit with the largest portion of the fine at Won16.9bn, Won12.8bn and Won4.9bn respectively.

Car manufacturers which had their vehicles transported by these car carriers include GM, Renault Samsung Motors, Fiat, Volvo, BMW, Daimler, Volkswagen, Porsche, Audi, Ford, Chrysler, Hino and Toyota.

According to the FTC, the car carriers divided up routes in order to avoid competing against each other.

A separate tender by Hyundai Motor saw NYK Line and Israel's Zim Integrated Shipping Services co-operate on rates for the route to Israel between 2008-2011, officials said.

The FTC said the global car carrier market was worth about Won10.5trn in 2011, with MOL, NKY and K Line taking up a 80% share.

A statement from MOL said that it and its subsidiary Nissan Motor Car Carrier were subsequently exempted from the penalties after a joint appeal under the FTC's leniency programme.

"MOL offers its sincere apologies to its valued customers. It is MOL's principle to do its business in full compliance with the laws and MOL has been in compliance with corporate ethics and social norms. We are taking the Fair Trade Commission's announcement very seriously. We are making our best efforts to prevent any recurrence of such issues, to further enhance MOL's compliance structure, and to regain public confidence."

Lloyd's List has asked a number of the other car carriers to comment.

In June, Mexico's Federal Economic Competition Commission (COFECE) imposed fines of Peso581.7m ($32m) on five car carriers after finding them guilty of price-fixing in the motor vehicle shipping market.

The commission named CSAV, Kawasaki Kisen Kaisha, K Line America, Mitsui OSK Lines, Mitsui OSK Bulk Shipping, NYK Line and Wallenius Wilhelmsen Logistics as companies involved between 2009 and 2015.

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- **Five car carriers fined $32m by Mexican competition authorities**

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NYSHEX completes funding programme

by James Baker

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Hapag-Lloyd and CMA CGM to invest in freight guarantee operation.

Downes: It is best practice for participants of an exchange to also be investors in the exchange.

NEW York Shipping Exchange has raised $13m from its latest fundraising operation following investments from carriers Hapag-Lloyd and CMA CGM, as well as GE Ventures and Goldman Sachs.

Hapag-Lloyd and CMA CGM are already working with NYSHEX, along with MOL and OOCL, as NYSHEX continues to bring on additional carriers to pursue future funding to build a global exchange.

NYSHEX provides a standardised “over-the-counter” exchange for entering enforceable freight contracts, based on principles from the New York Stock Exchange, Chicago Mercantile Exchange, and the London Metals exchange.

NYSHEX chief executive Gordon Downes said: “It is best practice for participants of an exchange to also be investors in the exchange, and we are delighted to have CMA CGM and Hapag-Lloyd as shareholders, along with GE Ventures, Goldman Sachs and our other strategic investors.

“This demonstrates the industry’s confidence in the role that NYSHEX is playing in global shipping.”

CMA CGM chairman Rodolphe Saadé said the French line welcomed the digital innovation that NYSHEX had brought to container shipping.

He said: “Digitalisation is essential to offering our customers new and differentiated products. This partnership is one more step in CMA CGM’s digital transformation.”

Hapag-Lloyd chief commercial officer Thorsten Haeser said the Hamburg-based carrier had invested because it believed NYSHEX could help solve issues of unreliability and unpredictability that affected the container shipping industry by ensuring commitments were met by both sides.

The NYSHEX model uses enforceable financial guarantees that mean cargo owners pay damages if they book cargoes that they do not deliver to the carrier. Carriers will also pay damages to the shipper if they roll over cargo or blank sailings.

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Diana Containerships reactivates idled panamax

by Nigel Lowry

Lure of OOCL charter at $9,500 per day leaves Greek owner with one boxship still in lay-up

Diana Containerships has clinched a time charter of seven to 12 months with Orient Overseas Container Line for the 12-year-old, 5,042 teu Pamina.

DIANA Containerships is reactivating one of two panamaxes that have been laid up since last year.

The Nasdaq-listed owner of 11 boxships said that it had clinched a time charter of seven to 12 months with Orient Overseas Container Line for the 5,042 teu *Pamina*, a 12-year-old vessel.

The rate of $9,500 per day, minus a 3.75% commission, is understood to work out at about breakeven for the vessel.

However, it will be better than the leakage of cash inevitably entailed by keeping a vessel idle.

Greece-based Diana Containerships said that it expected to gross about $2m in revenues from the employment, based on the minimum hire period.

It has an existing relationship with Hong Kong-based OOCL, which is currently chartering in two of Diana's post-panamaxes.

Pamina and the same company's 4,923 teu *New Jersey* have both been in lay-up in Malaysian waters since October 2016.

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- Diana Containerships unveils new reverse split
- Diana Containerships results buoyed by RBS debt settlement gain

21 Aug 2017 | **News** | Europe | North America | Greece

Koch takes two more TEN suezmaxes

by Nigel Lowry

‘Strategic relationship’ between Greek owner and US-based trader expanded to six chartered tankers

The three-year deals are scheduled to start in September after completion of the two vessels’ current employment.

TANKER owner Tsakos Energy Navigation has chartered two more of its suezmaxes to US-based traders Koch Industries.

The deal expands to six tankers a “strategic relationship” that first came to light in April 2017.

Lloyd’s List identified Koch as the major US oil concern that earlier this year chartered three of TEN’s 13 suezmaxes and one of its very large crude carriers.

While the shipowner again left the identity of the charterer vague, sources confirm the latest two suezmax charters are again with Koch.

The three-year deals are scheduled to start in September after completion of the vessels’ current employment.

With only one vessel remaining to be delivered from a 15-ship expansion programme over the last year or so, TEN has secured employment for more than 75% of the fleet, with $1.5bn in minimum secured revenues.

“We are pleased that these new charters not only solidify the company's cash generating ability and visibility, but also emphasise the fleet’s competitive advantage when seeking to secure charters with high-quality oil concerns,” said chief operating officer George Saroglou.

TEN was confident of being “one of the prime beneficiaries” of expected strong tanker earnings heading into the seasonally stronger fourth quarter of the year, he said.

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- TEN starts new ‘strategic relationship’ with major US oil trader
- Tsakos hails Romanian yard as European shipbuilding beacon
- TEN raises $100m from public stock offering

21 Aug 2017 | **News** | Asia Pacific | South Korea | North America

BlackRock mulls investment in HMM

by Wei Zhe Tan

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Details over the method of investment are still being ironed out

South Korea's flagship carrier said it is considering a polar route to Europe.

SOUTH Korea's Hyundai Merchant Marine is in talks with US asset manager BlackRock to invest in the country's leading container carrier.

The deal could be worth between Won600bn ($526.7m) to Won1trn via a capital increase in HMM, according to a report in the Korea Economic Daily newspaper.

If completed, HMM's equity may soar to more than Won2trn from Won701.5bn as of June 30, 2017 and see BlackRock become the container shipping line's second biggest stakeholder after the state-backed Korea Development Bank, which has also been instrumental in the company's rehabilitation plan.

An HMM official told Lloyd's List: "It is true that there was a discussion between HMM and BlackRock but nothing in detail was discussed."

The Korean authorities provided a Won1.5bn financial support package in 2016 to keep HMM solvent as Hanjin Shipping declared bankruptcy.

Last week, HMM said it was looking at the possibility of reducing voyage times between Asia and Europe via the Arctic Sea as the polar region becomes more accessible to vessels amid global warming.

South Korea's flagship carrier is mulling a trial sailing of the polar passage route from 2020 onwards with either a polar icebreaker blazing a trail for 2,500 teu-3,500 teu commercial boxships or the use of ice-class vessels

The company posted a net loss of Won173.7bn for the second quarter of 2017, down from a Won216bn net income in the same period last year amid a slow industry recovery.

Operating losses narrowed to Won128.1bn from a Won254.3bn loss in the 2016 quarter, while total revenue was up by 22.1% at Won1.24trn as the company's cost optimisation efforts in its key containers segment continued to bear fruit.

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Next year looks promising for product tankers

by Nidaa Bakhsh

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Concordia Maritime chief says fundamentals are looking solid

Ullman: Concordia may increase its exposure to the suezmax segment in the future.

THE head of Sweden's Concordia Maritime, Kim Ullman, declares himself upbeat about the product tankers market in which his company primarily operates.

Mr Ullman has told Lloyd's List: "It is looking good for next year."

The fundamentals are coming together solidly, he says.

While he sees demand growth at 4%-6%, fleet growth is slowing to roughly 3% if there is no scrapping. But with roughly 80 handysize medium range tankers over the age of 25, there will have to be demolitions, which will bring fleet growth down to 1%-2%, according to Mr Ullman.

Inventory drawdowns as a result of crude oil production cuts by the Organisation of the Petroleum Exporting Countries will help the tankers market, Mr Ullman adds, as participants look further afield, which is good for shipping.

"There is no doubt in my mind that we are going into quite an interesting 2018," he says in an audio interview organised by Capital Link.

However, he warns that the industry should not get "overly pumped" and start ordering new ships as that could kill the recovery further out.

The company, which has 10 P-Pax product tankers, two IMOIIAX chemical and product tankers, with its partner Stena Group, also has one suezmax, which trades on the spot market in the Stena Sonangol pool.

Mr Ullman says he may be looking at increasing his exposure to the suezmax segment, although his main focus will continue to be on the product tankers side.

In 2017, Concordia Maritime continues to find new niche trades for its ships.

When the market was going down, the company took proactive measures to weather the storm, Mr Ullman says.

Its strategy now is to take a more "aggressive" position, in the knowledge that the market is going up, he says, without elaborating.

To listen to the podcast, click here:
https://podcasts.capitallink.com/audio/2017/Concordia-Inverview-Aug2017.mp3

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21 Aug 2017 | **News** | Asia Pacific | Dry Bulk | Freight rates

Are handysize bulkers bottoming out?

by Inderpreet Walia

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Average rates on Baltic Exchange show marginal increases on week but sentiment remains negative

HANDYSIZE bulker markets are showing signs of bottoming out, potentially reversing the downward trend since the end of July.

Increasing coal demand from Indonesia to China and India and nickel ore cargoes from the Philippines continued to provide support to the Pacific market, said Gulf Maritime brokers in its weekly report.

In the Atlantic, Baltic noted that the larger handies were doing better that the smaller vessels especially from east coast South America.

The average weighted time charter rose to $6,826 per day on the Baltic Exchange at the close on Monday, marginally up from $6,805 on August 14. The corresponding index meanwhile increased to 466 points, up by one point from 465 a week ago.

According to a Singapore-based broker, freight rates would probably tail down this week and stay down there for two to three weeks before they bounce up, however.

The broker added: “There were still some good fixtures being achieved, despite the negative sentiment.”

Freight rates on most of the benchmark trade lanes increased slightly, except the HS3 route, Rio de Janeiro-Recalada trip to Skaw-Passero, registering a fall.

Rates on the journey fell by 1.2% over the past week to close at $8,971 per day on Monday.

According to Clarksons, only four fixtures were reported in the spot market, which included a scrap shipment from the Baltic to East Mediterranean at $9,250 per day and another from North Brazil to Portugal at $8,900 per day.

Period activity was scarce; looking forward, brokers commented that it was difficult to see what direction the market would take, the Baltic Exchange said.

Both the secondhand and demolition markets remained quiet, with no new deals being reported.

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21 Aug 2017 | **News** | Greece | Containers | Diana Shipping Inc

Diana Containerships signs time charter with CMA CGM

by Inderpreet Walia

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Owner gets higher rates from the new charter

In July, Diana Containerships secured a follow-on charter with CGA CGM for Centaurus.

DIANA Containerships, the Greece-based owner of 11 container vessels, has signed a time charter agreement with French line CMA CGM for a panamax boxship.

The 2001-built, 3,739 teu *Domingo* will be employed for eight to 11 months, at the higher gross charter rate of $8,500 a day minus a 3.5% commission paid to third parties.

According to the Nasdaq-listed boxship owner, the charter is expected to start on September 15.

The charter is expected to bring in roughly $2.04m in gross revenue for the minimum scheduled period of the charter.

Domingo is currently chartered to NileDutch Africa Line at a gross charter rate of $6,000 a day, minus a 5%

commission paid to third parties.

In July, Diana Containerships secured a follow-on charter with CGA CGM for eight to 12 months for one of its panamaxes.

The seven-year-old, 3,426 teu *Centaurus* was hired at a higher rate of $7,950 a day from around August 23. The French operator earlier paid $5,500 for the vessel.

Diana Containerships recently cut its debt by prepaying a major Royal Bank of Scotland credit facility with the partial help of a loan from sponsor Diana Shipping, the dry bulk carrier owner.

Earlier in the month, the company received a new non-compliance notice from Nasdaq.

The owner of 11 post-panamax and panamax vessels has just held a reverse stock split in a bid to ease its problems with Nasdaq rules over the company having a low share price.

The new warning was triggered by the market value of publicly held shares (MVPHS) falling below $5m for 30 consecutive days.

The company has until January 29, 2018 to remedy the deficiency. It will regain compliance if the value of its publicly held shares closes at $5m or more for at least 10 consecutive business days.

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- **Diana Containerships pays off $85m balance of RBS loan**

European Fisheries Control Agency
Vigo (Spain)

Open Tender Procedure

“CHARTERING OF AN OFFSHORE FISHERIES PATROL VESSEL”

Deadline for receipt of tenders
18/09/2017

The European Fisheries Control Agency (EFCA) is a European Union agency that organises operational coordination of fisheries control and inspection activities by the Member States.

EFCA is organizing an open call for tenders for the purpose of chartering of a vessel.

Short description:

The purpose of the contract is the chartering of a vessel to be deployed primarily as a fisheries patrol vessel, i.e. a platform from which the monitoring, boarding and inspection of fishing vessels and related support and transport vessels will be conducted in International, EU waters and third country waters by authorised fisheries inspectors. Such activities will always be coordinated by an official of EFCA on board of the vessel.

In view of possible multipurpose operations in the framework of European cooperation on coastguard functions, the vessel may also be deployed for operations other than fisheries patrol like providing assistance and support during search and rescue situations.

The vessel will mainly operate in the Mediterranean Sea and the Atlantic area, in international, European Union and third countries waters.

Contract duration:

A Framework Contract will be concluded for an initial period of 24 months with possible renewal (twice for 12 months each) up to a total contract duration of four years.

The charter will take the form of specific contracts in execution of the Framework Contract based on the BIMCO "SUPPLYTIME 2017" uniform time charter with the appropriate modification, addition or deletion of clauses to take into account the vessel's role as a fisheries patrol vessel and/or the possible multipurpose character of the tasks that may be required to be from time to time during the charter period.

The planned contract signature is in December 2017.

Estimated contract volume:

The maximum budget for the implementation of the contract is EUR 20.000.000 over a maximum period of 4 years.

Without prejudice to budget availability and operational requirements, EFCA intends to contract the services of the vessel for about 200 to 275 days per year.

Additional information:

The procurement documents are available for unrestricted and full direct access, free of charge, at:

https://etendering.ted.europa.eu/cft/cft-display.html?cftId=2544

Additional information can be obtained from the abovementioned address.

Tenders or requests to participate must be submitted electronically via: https://etendering.ted.europa.eu/cft/cft-display.html?cftId=2544

“OZZY NAVIGATION COMPANY, headquartered in Majuro-Marshall Islands, **in own name and through NEJEM COMPANY MARINE SERVICES**, headquartered in Lattakia, Karaman St., Harujn Building, Syria, based on the summons of 16 August 2017 in the case dossier no 2316/118/2011, is summoned to attend the official hearing of **4 September 2017,** 9:00 A.M., to the Constanta Court of Appeal, 35c Traian St., Constanta.

In case of absence of parties, a written instrument may be sent, judging following to be proceeded in absence.”

“OZZY NAVIGATION COMPANY, à l’adresse Majuro-Marshall Islands, a **été cite en leur nom propre et par NEJEM COMPANY MARINE SERVICES,** à l’adresse Lattakia, rue Karaman, bâtiment Harujn, Syrie, en base du mandat de comparution du 16 Aout 2017 dans le dossier du cas n0 2316/118/2011, pour comparaître devant la Court d’appel de Constanta, rue Traian n0 35c, en audience officielle, **le 4 Septembre 2017,** 9:00 a.m.

En cas d’absence des parties, on peut transmettre un document écrit, le jugement pourrant être tenu en absence”

INDIA PORTS GLOBAL LIMITED

CIN:U61100MH2015GOI261274

Global Tender Notice -Tender No: IPGL/RTGC/2017

"India Ports Global Limited" Mumbai, invites "Request for Proposal" for Design, Manufacture, Supply, Installation, Testing, Commissioning and Guaranteeing the performance of Fourteen (14) Nos. of new Rubber Tyred Gantry Cranes (RTGC) of 40 ton capacity under spreader at Shahid Beheshti Port, Chabahar, Islamic Republic of Iran. Notice dated 19th August, 2017 will be uploaded for invitation of proposals from interested bidders. Last date for receipt of submission: 22nd September 2017 (1500 hrs.). For details, log in at http://www.jnport.gov.in; eprocure.gov.in/epublishing/jnpt; kandlaport. gov.in; ipa.nic.in