



الناقلات

مؤلف: إدارة العمل من الشركة العميلة الجديدة النقل البحري
عدد النسخ: ١٠٠٠٠٠



تقرير الحالة التجارية لعام 2025 يستعرض سوق النقل البحري
ومؤشرات العرض في الطلب.

الخدمات اللوجستية النقل البحري - النقل البحري والشحن العالمي.

أغسطس 2025



ELNAQELAT

Shipping Logistics and Sea Maritime and Maritime Transport Company
Issue No. 28



The company's commercial department
report reviews the maritime transport market
and supply-demand indicators.

Maritime logistics services

Digital transformation and smart
shipping

August 2025

Arab Maritime Petroleum Transport
Company (AMPTC)



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Arab Maritime Petroleum Transport Company (AMPTC) Fleet

Supertankers

Albatros	140,000 DWT	September 2008	64 Thousand Tons	
Osprey	140,000 DWT	November 2008	64 Thousand Tons	

Large product tankers

Yacht	110,000 DWT	July 2012	62 Thousand Tons	
Sea Jewel	110,000 DWT	March 2012	62 Thousand Tons	
Sea Energy	110,000 DWT	September 2014	62 Thousand Tons	
Sea Shell	110,000 DWT	December 2014	62 Thousand Tons	
Sea Lion	110,000 DWT	November 2015	62 Thousand Tons	
Sea Beauty	110,000 DWT	November 2017	62 Thousand Tons	
Sea Star	110,000 DWT	January 2018	62 Thousand Tons	
Sea Hawk	110,000 DWT	March 2018	62 Thousand Tons	
Green Blue	110,000 DWT	November 2021	62 Thousand Tons	
Sea Hawk I	110,000 DWT	January 2024	62 Thousand Tons	
Sea	110,000 DWT	February 2024	62 Thousand Tons	
Opal	110,000 DWT	April 2024	62 Thousand Tons	



الأقطان البحري للشركة العربية للبترول النقل

سفن الناقلات

	140 ألف طن	سبتمبر 2008	64 ألف طن	فان الطوق
	140 ألف طن	نوفمبر 2008	64 ألف طن	أوشن بلو

سفن الناقلات الكبيرة

	112 ألف طن	يوليو 2012	62 ألف طن	سي ستار
	112 ألف طن	مارس 2012	62 ألف طن	سي جيم
	110 ألف طن	سبتمبر 2014	62 ألف طن	ستار الزهر
	110 ألف طن	ديسمبر 2014	62 ألف طن	سي شل
	110 ألف طن	نوفمبر 2015	62 ألف طن	سي ليون
	110 ألف طن	نوفمبر 2017	62 ألف طن	سي بياتي
	110 ألف طن	يناير 2018	62 ألف طن	ستار
	110 ألف طن	مارس 2018	62 ألف طن	الهاك
	113 ألف طن	نوفمبر 2021	62 ألف طن	أوشن بلو
	113 ألف طن	يناير 2024	62 ألف طن	سي هوكس 1
	114 ألف طن	فبراير 2024	62 ألف طن	البحر
	114 ألف طن	أبريل 2024	62 ألف طن	أوبال

AD Ports Group & ASRY Bolster Green Ship Recycling in Bahrain

The UAE-based AD Ports Group and the Iraqi Shipbuilding and Repair Yard Company (ASRY) have signed three major agreements to collaborate on maritime services and develop “key” maritime and port initiatives in Bahrain.



A joint venture aims to manage dry dock sites and enhance eco-friendly ship recycling efforts by leveraging the capabilities and facilities of each party through their established commercial operations in the Gulf Cooperation Council (GCC) countries and other regions. The GCC comprises six Arab countries: Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and the United Arab Emirates. According to AD Ports Group, the second collaboration agreement was signed with J. M. Bassi, an Italian company certified by the Hong Kong Convention, which specializes in maritime, port, logistics, and technology services. Reports indicate the initiative will focus on building eco-friendly ship recycling facilities to promote a circular economy by reusing ship parts and reducing waste. This, in turn, is expected to lead to a significant decrease in CO2 emissions.

Captain Mohammad Juma Al Shami, Managing Director and Group CEO of AD Ports Group, stated: “We have already developed strong working relationships, and this agreement opens the door to realizing even more value and growth across all our operations. Exploring opportunities to create environmentally friendly ship recycling facilities is crucial for us to ensure vessels are refitted in a safe and eco-conscious manner.”



The final collaboration agreement signed by AD Ports Group and ASRY reportedly involves exploring joint investment opportunities in ports and berths. Through such a collaborative framework, the project partners announced they would seek to identify potential areas for development, as mentioned previously. The collaboration between the leading UAE-based maritime transportation sector company and ASRY follows the launch of ASRY Marine, a joint venture between NSICM Maritime (an AD Ports Group subsidiary) and ASRY. This joint venture provides integrated marine services in Bahrain.

In addition to AD Ports Group, other entities have also engaged with Bahraini companies and organizations to enhance the region's ship recycling capabilities. These include the Danish shipping giant A.P. Moller - Maersk. In July 2024, Maersk signed a Memorandum of Understanding (MoU) with the country's Ministry of Transportation and Telecommunications and the Ministry of Industry and Commerce to evaluate and establish a ship recycling initiative.

Under the terms of the MoU, the Ministry of Transportation and Telecommunications and the Ministry of Industry and Commerce will provide regulatory support to ASRY, which will be responsible for equipping the dock and berths with the necessary solutions for the ship recycling process. Maersk, on its part, is responsible for providing technical and operational advice and offering expertise in applying sustainable and responsible practices and standards in the sector.



Sea Cargo Charter (SCC): Maritime Sector Still Short of Full Decarbonization, Yet Advancements

Are Evident

A new annual disclosure report reveals that most signatories of the Sea Cargo Charter (SCC)

A global climate alignment initiative developed by the Global Maritime Forum, raised their emission intensity over the past year

The results are said to reflect the “increasing maturity, ambition, and transparency of the Charter.”

However, action will need to be accelerated to keep up with the ambitious emission reduction targets set by the International Maritime Organization (IMO), which are becoming stricter year after year.

The 2024 Sea Cargo Charter Annual Disclosure Report covers two months after the IMO approved the industry’s first globally binding policies for achieving emission reduction targets. The 34 charterers and shipowners mentioned in the report represent approximately 18% of total and dry bulk cargo transported by sea in 2023.

This is the second year that signatories have reported against the strictest climate alignment pathways and conditions outlined in the IMO’s 2023 Greenhouse Gas (GHG) Strategy.

Despite the challenges, 77 of the 34 charter signatories successfully reduced their emission intensity in the past year. Eight of them also improved their climate alignment scores, and many reported an enhanced integration of emission metrics into operational and chartering decisions.

On average, signatories were 12% behind in meeting the minimum international climate targets and 18% behind the aspirational targets in 2023. Ten signatories reported being 10% or less behind, with five being aligned with the minimum pathway and three with the aspirational pathway.

“The Sea Cargo Charter remains a powerful catalyst for progress, helping the maritime industry translate climate ambitions into tangible action,” commented Ingværth Dam, Vice Chairman of the Sea Cargo Charter and CEO of Kvaerner Combination Carriers.

This year’s results show that even as the IMO’s climate targets grow more ambitious, charter signatories continue to step up through increased transparency, operational improvements, and data integrity. The charter is not just a reporting tool; it is a step toward realizing the IMO’s GHG reduction strategy and the global framework for zero-emission shipping.

External factors continue to affect climate alignment scores. Operational barriers, such as regional port constraints (e.g., draft restrictions), challenging weather patterns, inefficient routing, and a reliance on short-term charters, contributed to a lack of alignment.



Nonetheless, signatories have made significant progress in improving data quality and transparency. Over 90% of the 2024 data was verified by third parties, a substantial increase from 50% the previous year, demonstrating a growing commitment to reliable, science-based reporting.

“Beyond measurement and reporting, the Sea Cargo Charter fosters trust and cooperation, as charter signatories actively engage with and learn from each other through open dialogues and shared insights,” added the Vice Chairman of the Sea Cargo Charter.

Dam concluded: “Voluntary initiatives like ours remain essential for driving meaningful progress and sector-wide collaboration, especially as the industry’s targets become more ambitious. I am proud to see our signatories continue to lead by example.”

The 2024 Sea Cargo Charter Annual Disclosure Report was prepared by the Global Maritime Forum, which provides operational services with expert support from UNIM and the Smart Freight Centre.

The charter is one of three initiatives based on the same four principles, developed in collaboration with the Global Maritime Forum. Along with the FuelNet Principles and the FuelNet Principles for Marine Insurance, these initiatives share a common objective: To promote transparency in emission reporting with the aim of contributing to carbon reduction.





Furthermore, the expansion of smart ports and the continued adoption of Block Chain technology will revolutionize global supply chains, making them more transparent, secure, and efficient. Collaboration among sector stakeholders, technology providers, and regulators will be key to realizing the full potential of digital transformation in the maritime sector.

Conclusion

Digitalization and smart shipping are revolutionizing the maritime transport sector, providing immense benefits in terms of efficiency, safety, and sustainability. While challenges remain, the industry's commitment to embracing new technologies is paving the way for a smarter, more interconnected future. As digitalization continues to advance, the maritime sector will become more resilient and capable of meeting the demands of a rapidly changing global economy.



Demand for Alternative Fuel Vessels Rises at a Steady Pace



Demand for new alternative fuel vessels continued to grow in July 2023, in line with the consistent pace of activity seen in the first half of the year, according to the latest figures from DNV's Alternative Fuels Insight (AFI) platform.

The most recent AFI report revealed that 28 new orders were placed for vessels operating on alternative fuels in July 2023.

Liquefied natural gas (LNG) remains the dominant fuel choice, accounting for 22 out of the 28 orders. The majority of these orders were concentrated in the container ship sector, with 17 vessels, while the remaining five were oil tankers and one was a research vessel.

Methanol followed with three new orders, including two general cargo carriers and one offshore vessel.

Additionally, July witnessed orders for two ammonia-fueled gas carriers, and for the first time, a single ammonia storage vessel was added to the order book.

The July data reinforces what was observed in the first half of the year: the alternative fuel vessel market is showing resilience. Companies are not just experimenting; they are investing in scalable, compliant solutions.

"The first-ever order for an ammonia fuel vessel indicates that supporting infrastructure is beginning to align with long-term fuel strategies," said Jan van Blerkema, Global Decarbonisation Director at DNV Maritime. "Coupled with the continued activity in LNG and methanol-fueled vessels, this signals a sector actively positioning itself for future demand."



Enhanced Safety

The use of digital technologies improves safety on board ships and in ports. Automated systems can monitor critical parameters in real time, alerting operators to potential risks before they escalate into serious incidents. Data analytics driven predictive maintenance helps to identify issues before they lead to equipment failure or accidents.

Environmental Sustainability

Smart shipping technologies contribute to environmental sustainability by optimizing fuel consumption and reducing emissions. For instance, route optimization software can calculate the most fuel-efficient path for a journey, lowering greenhouse gas emissions. In addition, digital monitoring systems ensure compliance with environmental regulations, such as those related to ballast water management and emissions control.

Cost Savings

By improving efficiency and reducing the need for manual intervention, digital ballast delivery delivers significant cost savings. Predictive maintenance lowers the frequency and cost of repairs, while automation reduces labor costs. Moreover, better logistics and supply chain management contribute to less waste and increased profitability.

Improved Transparency and Accountability

Block Chain and other digital tools enhance transparency in the shipping sector, making it easier to track shipments, verify documents, and ensure regulatory compliance. This heightened transparency builds trust among



Challenges and Considerations

While digital transformation and smart shipping offer many benefits, there are also challenges that the maritime industry must address.

Cybersecurity Risks

As ships and ports become more interconnected, they also become more vulnerable to cyber threats. Protecting digital systems from cyber attacks is crucial to ensuring the safety and reliability of maritime operations. The sector must invest in robust cybersecurity measures, including encryption, firewalls, and regular security audits.

Initial Costs and Integration

The initial cost of implementing digital technologies can be high, especially for smaller shipping companies and ports. In addition, integrating new digital systems with existing infrastructure can be complex and time-consuming. To overcome these challenges, the industry needs to plan carefully and prioritize digital investments.

Skills and Training

The adoption of digital technologies requires a workforce with the necessary skills to operate and maintain these systems. Training and upskilling programs are essential to ensure that maritime professionals can effectively use digital tools and adapt to new ways of working.

Regulatory and Compliance Issues

The fast pace of digital transformation can outstrip the development of regulatory frameworks, leading to ambiguity regarding compliance and legal matters. The sector must collaborate closely with regulators to develop standards and guidelines that support the safe and effective use of digital technologies.

The Future of Digital Transformation and Smart Shipping

The future of the maritime industry is undeniably digital. As technologies continue to evolve, we can expect a greater integration of AI, automation, and IoT into shipping operations. For example, the development of autonomous ships represents a new frontier in smart shipping, with the potential to further boost efficiency and safety.

Digital Transformation and Smart Shipping

The maritime transport sector, a cornerstone of global trade, is undergoing a radical transformation through the adoption of digitalization and smart shipping technologies. As the industry faces challenges related to efficiency, sustainability, and safety, digital solutions are emerging as a key driver of change. From improving operational efficiency to real-time data analytics, digitalization is revolutionizing how ships and ports operate, paving the way for a smarter, more interconnected maritime future.



The Rise of Digitalization in the Maritime Sector

Digital transformation refers to the integration of digital technologies into various aspects of maritime operations, converting traditional practices into advanced solutions. This shift is driven by several factors, including the need to improve logistics, reduce costs, enhance safety, and comply with increasingly strict environmental regulations.



Key areas of digital transformation in the maritime industry include:

Automation: Automated systems are being used more for navigation, cargo handling, and maintenance. Automation reduces human error, boosts accuracy, and allows for more efficient use of resources.

Internet of Things (IoT): IoT devices are being deployed on ships and in ports to monitor and collect data in real-time. Sensors track everything from fuel consumption and engine performance to weather conditions and cargo status, providing valuable insights for decision-making.

Big Data and Analytics: The huge amounts of data generated from IoT devices and other digital systems are analyzed using advanced analytics and artificial intelligence (AI). This enables predictive maintenance, optimized routes, and more informed decision-making, ultimately leading to cost savings and increased operational efficiency.

Block Chain: Block Chain technology is being explored for its potential to enhance transparency and security in the shipping supply chain. It allows for a secure and immutable record of transactions, reducing fraud and errors in documentation and logistics.

Smart Ports: Ports are becoming increasingly sophisticated through the use of digital technologies to manage traffic, optimize cargo handling, and reduce turnaround times. Smart ports are integral to the overall efficiency of global supply chains, and their development is closely linked to the digitalization of shipping.

Benefits of Smart Shipping

The move toward smart shipping offers numerous advantages to the maritime transport industry, contributing to greater efficiency, safety, and sustainability.

Operational Efficiency

Digitalization streamlines maritime operations, reducing the time and cost associated with tasks like cargo handling, navigation, and maintenance. Automated systems can complete tasks faster and with more accuracy than human operators, leading to quicker turnaround times and lower operating costs.



In the Canadian Arctic, where the Northwest Passage is located, the number of ships has quadrupled since 1990. Nevertheless, the most number of Arctic vessels can safely navigate this route is decreasing. Research has found that melting sea ice does not necessarily make all Arctic maritime routes more accessible. While this sea ice is indeed melting under the influence of global warming, centuries old floating ice chunks are breaking off and drifting into the Arctic Ocean, leading south as a creating barrier, making some key points in the Northwest Passage more dangerous and difficult to pass.

Nevertheless, the overall trend remains alarming. Melting sea ice caused by global warming has allowed for a 20% increase in maritime transport between 2013 and 2018.



The Arctic's Butterfly Effect

The Arctic helps maintain the balance of the planet's climate. As sea ice melts and maritime traffic increases, accelerating global warming, the environmental consequences become more severe.

"The polar regions help cool the rest of the planet through the white ice, which reflects the sun's energy into space. It acts as a giant breeze for the rest of the planet," Bessard explained.

This affects global temperatures. "Sea ice regulates the exchange of heat between the atmosphere and the ocean, which affects the global circulation of heat," Bessard said. He further added, "So, anything that reduces the amount of ice, or darkens its color, could mean less energy is reflected, leading to further temperature increases, which in turn affects the entire planet."

Some changes are being implemented to slow this disturbing vicious cycle. It has an heavy fuel oil, which reduces black carbon, was imposed in July 2020, although some ships can continue using it until July 2025.

The International Maritime Organization (IMO), the UN agency responsible for regulating maritime transport, has pledged to reduce emissions by at least 20% in the next five years.

However, the Clean Arctic Alliance, a coalition of 21 non-governmental organizations advocating for government action to protect Arctic wildlife and inhabitants, insists that efforts to curb the increasing black carbon and methane gas pollution from Arctic shipping are insufficient. Kim Price, the Alliance's Senior Advisor, stated in a release on May 14th that "Black carbon emissions from Arctic shipping have doubled in recent years."



Bessard believes that the economic interests of using Arctic shipping routes may be harmful. However, the increase in traffic must be accompanied by strict environmental regulations.

He further added, "While there can be carbon and time savings for ships traveling through the Arctic, this ecosystem is extremely fragile and is already struggling to cope with changes caused by human-induced climate change."

Bessard pointed out that "sea ice not only contributes to cooling the planet, but also serves as a habitat for creatures like polar bears, which use the ice for hunting." The polar bear, which has become a symbol of Arctic environmental issues, relies on sea ice for hunting and moving to find vital food. Sea ice makes up more than 9% of this animal's vital habitat. Moreover, increased traffic leads to noise pollution, which disturbs mammals traveling through these frozen waters, such as whales.

These creatures are used to find food and mates, avoid predators, and migrate. A recent study found that underwater noise in some areas of the Arctic Ocean has doubled in just six years due to increased shipping.

The list of environmental consequences from the flourishing maritime traffic in the Arctic is long. Ships sailing through the Arctic also release air-pollutants, sewage/water waste into the ocean via gas scrubbers that remove the substance from the ship's exhaust, and may leave waste behind. "There's also an increased risk of pollution from oil spills," Bessard added.

While nations like Russia and China are monitoring the new exploitation possibilities that come with melting sea ice, and U.S. President Donald Trump wants resource-rich Greenland, time is running out for this fragile ecosystem.

Bessard stressed the need for careful regulation to limit the environmental impacts on the region. He further added, "The consequences will not be limited to the Arctic alone."



As Arctic Ice Melts, Shipping Routes Expand and the Climate Crisis Deepens

The Arctic is heating up four times faster than anywhere else on Earth. As sea ice melts, new shipping routes between continents are opening up, and the annual window for sailing through these frozen waters is widening. However, this increase in Arctic traffic comes at a high price for a fragile environment that is rapidly collapsing.

When a Russian gas tanker carved a path through the Arctic's icy waters in mid winter four years ago, it became clear that global shipping routes were set to change forever.

The vessel, named *Christopher de Margerie* after the former CEO of the French oil company Total, sailed from eastern China through the Bering Sea, eventually docking at a remote Arctic port in Siberia in February 2021.

For the first time in history, human-caused global warming had allowed a ship to navigate through the Arctic's winter ice.

According to multiple scientific studies, the Arctic has been warming at a rate four times faster than the rest of the planet since 1979. The melting sea ice opens up new prospects for increasing maritime shipping and other vessel traffic in the region, particularly along the Northern Sea Route, a shortcut across the Arctic between Europe and Asia that spans more than 7,000 kilometers.

In addition, shipping seasons are lengthening as a result of the warming climate. Nevertheless, with increased traffic comes increased environmental degradation. The consequences are dire, especially concerning climate warming, biodiversity loss, and pollution. Because the Arctic is a key regulator of the Earth's climate, what happens in this region can be felt thousands of kilometers away.

In a vicious cycle, as sea ice melts and new maritime navigation paths open up in the Arctic, the environmental fallout from ships leaving fossil fuels exacerbates global warming, which in turn melts more sea ice.

A clear example of this is black carbon. It is a sooty substance emitted from gas turbines and diesel engines that do not burn completely. Black carbon not only pollutes the air with particulates but also contributes to climate change by absorbing light as heat.



ability to reflect heat.

"The black color swirling on the white ice means that the ice absorbs more of the sun's light, which leads to more melting," explained Sammy Huard, a Polar Scientist at the Arctic Monitoring and Modeling Center at Northern Iowa University.

The use of heavy fuel oil, a less-than-ideal substance that results in high black carbon emissions, increased by 78% in the Arctic in just four years, between 2018 and 2021. At the other end of the globe, in Antarctica, fossil fuels have been banned since 2011.

Black carbon is one of the most significant contributors to climate change after carbon dioxide. "Large areas of the Arctic ice are being covered, and anything that changes the ice's color or causes it to melt also removes a key part of the ecosystem," Huard said.

Congested Routes

Almost all types of maritime transport are increasing in the Arctic, whether for tourism or transport. Fishing boats are the most common type of vessel in the Arctic, followed by cargo ships and bulk carriers.

Between 2012 and 2022, all types of vessels, with the exception of oil tankers and research vessels, traveled to the Arctic in greater numbers. Not only are there more ships in the Arctic Ocean, but they are further sailing longer distances. Within a decade, the total distance traveled by ships more than doubled, an increase of 111%.

The safe navigation area for vessels in the open waters of the Arctic route during a 16-day safe period expanded by 39% between 1979 and 2018. This area continues to grow annually. It is estimated that 8% of global shipping traffic will be rerouted to the Arctic as a result.

Typically, sailing in the Arctic's frozen waters requires an expert icebreaker vessel. A purpose-built boat designed to break large chunks of ice glides alongside ships that need to cross one of the three main shipping routes: the Arctic Ocean route, the Northeast Passage, or the Northern Sea Route.

However, according to climate forecasts, unassisted navigation may be possible as early as 2030 during the summer months.



The challenge is monumental. Pierre Marty, Maritime Transport Director and lecturer at Centrale Nantes Engineering School in France, notes that “Shipping remains among the least decarbonized sectors in the world.” For now, the solution comes quickly with the development of electric vehicles and batteries. For planes, the industry (consciously) turned to synthetic kerosene. Nonetheless, it is harder for the shipping sector, because there is no single solution that fits all.”

From heavy yachts to bulk carriers and container ships, needs vary depending on size, distance traveled, and the number of port stops. “What works for one vessel may not work for another,” Marty explains, but he agrees that all face a common challenge: “meeting high energy needs in the most efficient way possible.”

To reduce fuel efficiency, Marty stated that the fleet must have larger vessels. Despite making up only 20% of the global fleet, container ships, bulk carriers, and specialized National Gas (LNG)-powered vessels are responsible for about 50% of maritime CO2 emissions. In addition, they often travel longer distances and consume more energy.

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Electric Vessels

Among the many solutions studied in recent years, a shift to electric power is considered as one of the most promising solutions. In addition, this involves equipping a vessel with a battery that charges when docked in port.

Hydrolysis, Gasified Natural Gas (GNG), and Synthetic Fuels

Another option is for ships to switch to alternative fuels like bio-methanol. In September, the British shipping giant Mærsk surprised the sector by announcing a 100,000-tonne ship capable of carrying 2,000 containers of methanol as its onboard fuel. That’s three and a half times as much as oil.

“But again, this is not viable in the long term because the fuel has enough biomass in it that global demand,” Fuhrmann said.

None of the other alternatives have reached CO2, but this also has consequences. GNG is simply methane, a potent greenhouse gas, and that’s why European Parliament Agency and the European Maritime Safety Agency have warned of using methane emissions due to the increasing use of GNG in the sector.

“This leaves us with green hydrogen and synthetic fuels, which are widely considered the most sustainable solutions,” Fuhrmann said. However, Marty added, “These technologies are still in the development and commercialization phase. They are not yet mature enough, and therefore, they are prohibitively expensive.”



Vessel Design, Speed, and Artificial Intelligence (AI)

Vessel Design, Speed, and Artificial Intelligence (AI)

In addition to the shift to green fuels, another key issue is making the vessels themselves more energy efficient.

The 3D ship vessel design comes in. Designers will likely apply vessels with sails, enhanced propulsion propellers, and improved hull shapes. Green fuel will make the industry greener.

“Thanks to AI, it’s possible to pilot vessels that require the least amount of energy by taking into account wind and currents,” Fuhrmann added.

Another part of decarbonizing shipping is using power savings efforts. It is now widely known that by simply lowering global average speeds by 10%, CO2 emissions would decrease by 12%. This would further reduce the risk of oil spills and reduce underwater noise by 24%.

Ultimately, the ship of the future will likely combine a bit of everything: hybrid engines, hull-shaped designs, and alternative fuels — all designed to each ship’s specific needs. Fuhrmann is optimistic: “It’s a long way, but the ports that host them, the priority here is port-side electrification,” Fuhrmann said. “Because most other ships are fossil-fueled, this is the easiest way to effect change to keep their engine emissions materials below threshold.”

The Heavy Cost of Going Green

Both experts conclude that massive investments are needed — ranging from \$4 billion to \$20 billion (2-8 billion to 10 billion euros) until 2030 — to fully decarbonize the green maritime sector. This does not even account for the infrastructure required to produce and distribute green fuels.

To avoid these exorbitant costs, about 100 delegations gathered by the IMO in April agreed to create a global carbon pricing mechanism. According to the plan, all regions will be required, starting in 2026, to allow an ECU carbon market using their vessels. These vessels would then be able to buy back hundreds of tonnes or more of CO2 credits.

According to researchers from the Shipping and Maritime Transport Department at University College London, this measure alone could generate between \$50 billion and \$100 billion in revenue by 2030.





Navigation Routes

Navigation routes are planned based on the type of vessel, the cargo to be transported, the distance to be covered, weather and geographical conditions. Routes can be defined as shipping lanes, which are routes between ports within the same country, or international routes connecting ports in different countries.

Routes can take long/haul routes, which involve oceans, or short haul routes, which involve seas, rivers, and canals.

Ports

Ports are fundamental structures for maritime transport, serving as embarkation and disembarkation points for goods and passengers. Ports must possess adequate infrastructure to accommodate vessels, including docks, cargo terminals, storage areas, and cargo handling equipment, such as cranes and lifts. Maritime ports serve as strategic economic centers, enabling the storage, handling, and processing of substantial cargo volumes. Furthermore, shipping is a significant source of revenue for logistic companies and shipping companies that provide transportation to other continents.

Beyond essential infrastructure, ports must offer critical supporting services like customs, port security and pilotage. These services are paramount for the precise navigation of vessels during their stay at port.

Documentation and Handling Procedures

Maritime transport involves a series of essential documents and shipping procedures to ensure cargo security and compliance with international laws and regulations. Key documents include the bill of lading, which is the contract of carriage between the vessel owner and the shipper and the cargo manifest, which details the characteristics of the transported goods. Moreover, it is crucial that goods are properly packaged and identified, in accordance with international regulations, to prevent damage or loss during transit. Security seals are essential for protecting goods and containers in this process.

Conclusion

Maritime transport is a vital sector for moving goods and people worldwide, and its importance has grown with the expansion of international trade. It offers advantages over other modes of transport, such as the capacity to move large quantities of goods across oceans, connect remote ports, and reduce pollution emissions compared to road and air transport.

Nevertheless, maritime transport presents challenges, such as the need for adequate port infrastructure and the complexity of documentation and handling procedures.

In essence, maritime transport is an indispensable part of the global economy, responsible for transporting the majority of internationally traded goods. It is an industry that is constantly evolving, with larger and more efficient vessels being built, and innovative technologies being developed to enhance the safety and efficiency of maritime transport.

Sails, Batteries, and Artificial Intelligence (AI) What a Green Revolution in maritime transport might look like?

By: Robert Kuehn



The maritime transport sector wants as much greenhouse gas as the aviation industry, which is why the world's major private maritime players now face the challenge of meeting their own green transition goals. At the IMO Green Conference just under way in Rome, MARITIME Alliance took a look at where the sector currently stands and what options are on the table for a greener future at sea.

Key players in the maritime transportation sector (including vessel owners, port authorities and other key players, gathered at IMO's first Blue Economy and Climate Action Summit in a side event to the IMO Green Conference from June 16th-18th). The meeting's primary objective was to draw a strategic roadmap for reducing carbon emissions in maritime transport.

Key insights

While the IMO remains a significant focus on decarbonisation, the vast number of vessels receiving these vessels remains a significant contributor to the problem.

Maritime transportation sector currently accounts for an estimated 1% of global CO₂ emissions –not far from the aviation industry. In Europe, the impact is even more pronounced, where shipping contributes approximately 1% of transport-related greenhouse gases and around 1% of total emissions. This is largely due to the widespread use of heavy fuel oil, a highly polluting hydrocarbon of raffining and one of the most harmful contributors to greenhouse gas emissions.

Despite the effectiveness of international measures that helped reduce emissions from individual vessels in recent years, the growing number of cargo vessels –the significant pollutant, etc.– means that overall emissions are still increasing.

New Green Initiatives by 2030: An Economic Challenge

To address this growing issue, the International Maritime Organization (IMO) has set an ambitious target for the global shipping industry: reducing net carbon emissions by 2050.



The figure illustrates the importance of logistics services in maritime transport



Maritime Transport and Its Commercial Significance



How Maritime Transport Works

Maritime transport stands as a cornerstone and fundamental pillar of global trade, facilitating the large-scale movement of goods worldwide. Utilized for millennia, this mode of transport remains the most economical and efficient means for shipping substantial quantities of cargo over long distances.

Significance of Maritime Transport

The significance of maritime transport is evident across several crucial areas. Foremost among these areas is international trade, which heavily relies on maritime transport to cross goods between various countries. This is particularly vital for countries dependent on trading natural resources, such as oil and minerals, which are often extracted in one country and transported to another for processing.

Furthermore, maritime transport is vital and essential for food security. Transporting food supplies presents a logistical challenge that demands large-scale, fast, and reliable shipping.

How Maritime Transport Works?

Maritime transport stands as the global backbone for transporting goods and people across the globe. It facilitates the vast majority of internationally traded goods and commodities, including foodstuffs, fuel, raw materials, and more. Let us delve into how maritime transport functions, operates, and its key characteristics.

Types of Vessels

Transport vessels are designed according to their intended purpose. There are various types of ships, such as container vessels, oil tankers, bulk carriers, cargo vessels, and passenger ships.

Container ships are the most common vessels, designed to transport containers—large, standardized boxes used for goods and commodities shipment. Tankers, as their name suggests, are used to transport liquid or other petroleum products. Bulk carriers are utilized for transporting grains, ores, and other bulk commodities. Cargo vessels are general cargo vessels that can carry various types of goods. Finally, passenger ships are designed to transport people from one place to another, including cruise ships for vacations, entertainment, and tourism.



Types of Logistics Services

There are multiple types of logistics services, each functioning in a coordinated and integrated manner to fulfil operational requirements and ensure optimal product flow across the supply chain. Every type of logistics service is governed by distinct procedures and serves a specific purpose, yet all types converge toward a shared objective. Below is a detailed overview of the key logistics service types:

Warehousing & Storage Services: These logistics services involve receiving legally compliant & secure for storage and warehousing operations tailored to the nature of the stored materials.

Transport Services: Focus on the provision of appropriately licensed transport modes, each governed by specific regulatory conditions based on the type of cargo being transported.

Shipping and Customs Clearance: Services facilitate imports and exports, ensuring the facilitation of cross-border trade through legally mandated procedures for product import and export.

Comprehensive Logistics Services: It entails packages that integrate multiple logistics service types, including identification, supply chain management, shipping coordination, and process management.

Integrated International Logistics Services: Similar in scope to comprehensive logistics, but applied on a global scale across international facilities. This type of logistics services require specialized service provider qualifications from the company delivering these services.

Refrigerative Services (Cold Chain Logistics): Focused on the transport and supply of temperature-sensitive goods requiring refrigeration systems, refrigerated units and advanced cooling systems, to maintain product integrity during transit.

Production Logistics: Among the most critical logistics types, these services support the movement of goods tied to applied and distribution operations.

Emergency Services: This type of logistics services is activated during crisis scenarios. It ensures the continued movement or recovery of goods under emergency protocols and tailored operations means.

The Importance of Logistics Services in Maritime Transport

Logistics services play a crucial role in reducing costs and increasing profits, as they are a process governed that depends on logistical planning and efficient resource management. In addition, implementing logistics services is essential for meeting customer demands and gaining a competitive edge over competitors. Logistics is therefore a vital component of supply chains, as it enables companies to grow and expand while minimizing their costs and the time required to mass produce their own products. This, in turn, supports business expansion across regional and global fronts. Given the complexity and variability of supply chains, which are constantly shaped by changing customer requirements, no supply chain can deliver high value without organized and efficient transportation.



Accordingly, logistics services are among the most critical determinants of supply chain quality. With the wide range of logistics services available, each type holds its own importance.

Define the Importance of Logistics Services

Reduce Business Costs/Building Added Value for Customers: Reducing costs today goes beyond quality or quantity — it is also about reliability. Since logistics services have been making products more accessible to an ever-growing customer base, forward-looking business leaders regard them as a strategic asset for building value for customers. By streamlining goods management and ensuring consistent availability, logistics enhances the value companies deliver. Hence, to strengthen this edge and provide more value, businesses either outsource to logistics operators or turn to operational service providers.

Timing, Costs, and Shipping Efficiency: Logistics services plays a decisive role in cutting down costs and improving efficiency. Forming partnerships with transport and warehousing providers allows companies streamline key operations, reducing overheads and enhancing performance. Professionally managed logistics enables timely, reliable deliveries — ensuring products reach the right place at the right time. Through various types of professionally supported logistics services, companies are able to meet short-term requirements.

This is achieved by enlisting a team of experienced professionals, which ensures that business owners guarantee forward sale shipping, storage, warehousing and delivery of their products to customers through the shipping and delivery system.

Enhancing Customer Service Supply Chains: Supply chains are dynamic and unique networks that span production, shipping, storage, warehousing and delivery. These networks are very important for businesses, as their efficiency directly influences sales and profitability. In other words, without robust and well-organized logistics supply chains, cannot deliver competitive advantages. Consistently reliable logistics strengthen brand reputation, build trust, and secure long-term customer loyalty and satisfaction.

Ensuring Customer Satisfaction: Satisfied customers are the backbone and core asset in any business, since they are the main engine of supply chains. This is why it is a priority for every business owner to clearly understand the needs, preferences, and demands of customers, that won't inevitably to meet them. The process of meeting the needs and demands of current and potential customers depends on logistics service strategies, which would help companies maintain customer satisfaction.

Maritime Transport Logistics Services

Part One

By Greg Stoddard, CEO

A global maritime cargo transport system has been in place since the late 19th century, but expanding with the advent and growth of containerization. Today, it spans intercontinental networks to connect east and west markets, creating networks of strategic networks with key structural components:

Circum-Equatorial Routes: The expansion of the Panama Canal has created a new equilibrium between the Panama and Suez routes. Within this framework, maritime shipping companies are increasingly exploring bidirectional circum-equatorial routes using ultra-large container vessels (ULCVs) ranging from 8,000 to 14,000 TEUs. Acting as a high-frequency maritime “conveyor belt,” this route model could handle a large share of global east-west cargo flows at competitive rates.

North-South Trade Links and Corridors: These trade lanes (summarized) mirror commodity-driven trade relationships, particularly in raw materials such as oil, minerals, and agricultural goods. These corridors link regions like South America/North America, Africa/Europe, and Australia/Asia. For container shipping, volumes are typically insufficient to justify direct transoceanic services, so cargo is consolidated and distributed across a chain of ports. This conventional network is expected to grow further with added transshipment opportunities linked to the equatorial oceanic route.

Transoceanic Links and Corridors: These routes link clusters of ports across major oceanic zones. The three principal corridors are the Transpacific, Asia-Europe routes via the Indian Ocean, and the Transatlantic. Asia’s industrial rise — particularly China — has elevated the strategic importance of the Asia-Europe and Transpacific lanes. In addition, a new Southern Hemisphere corridor is emerging, connecting the east coast of South America, the Cape of Good Hope, and Southeast Asia.

Transshipment Markets and Hubs: These serve as critical junctions linking regions of port systems with transoceanic and equatorial routes, primarily through bulk and spoke services and operations. They play vital roles in interconnection and relay functions for longhaul shipping. The most prominent transshipment markets and hubs are in Southeast Asia, the Mediterranean, and the Caribbean. These are referred to as “markets” because their transshipment role can substitute for other ports; these markets normally compete for vessel calls. Given the difficulty of landing in this type of traffic, the further development of equatorial routes is expected to open new opportunities for transshipment.

Polar Routes: Polar shortcuts offer potential links between East Asia, Western Europe, and North America’s east and west coasts. While their distance savings are significant, these routes remain uncertain, shaped by climate change risks and the volatility of niche market demand.



Maritime Transport Logistics Services

Logistics refers to the science and strategic management of resource flows, including goods, energy, data, and various human services, from production zones to consumption destinations. Global trade, whether import, export, or resource movement, is virtually impossible without professional logistics support. Core logistics functions include transportation, shipping, warehousing, physical handling, and packaging.

Definition of Maritime Logistics Services

Maritime Logistics Services refer to the planning, execution, oversight and management of the movement of goods and information in maritime transport. These pillars form the back-bone of the system: maritime transport, port operations (terminals and cargo gateways), and freight forwarding.

Port logistics encompasses both inbound and outbound flows, which are vital processes to retail supply chains that facilitate the movement of goods across borders. While both modes handling goods, they differ in focus: inbound logistics centers on supply while outbound logistics aligns with demand.

Logistics Service Goals & Objectives

- Improving the physical flow from operations to destinations.
- Intensifying procurement and production programs in a given country (depending upon sales services and the distribution of various goods parts).
- Adopting efficient practices that to make the most of commercial operations.
- Defining the optimal use of investments.
- Helping companies control complexity and various problems.
- Creating a competitive atmosphere by providing better logistics services.



AMPTC's Commercial Report for the First Half of 2025

Prepared by the Monthly
Commercial Operations Director

Current Market Conditions, Sector Trends, and Outlook

Global Energy Market Overview

The energy market in 2025 continues to show sharp and steady innovations.

Oil supply is the result of a higher supply and additional demand, with heightened exposure to geopolitical risks.

Natural Gas showing steady growth, yet hindered by price volatility from fluctuating supply.

The global role of OPEC is to manage oil balance as competition from non-OPEC oil producers intensifies.

Supply Indicators in the Energy Market

Increased Non-OPEC Production (Brazil, Guyana, and the United States) are expected to add 1.4 million barrels per day (bpd) in 2025, while OPEC continues production cuts of 2.2 million barrels per day (bpd) to support prices.

Supply Surplus: The global supply may reach 107 million barrels per day (bpd), intensifying price pressure.

OPEC's Reserves: With up to 1.6 billion barrels per day (bpd) of reserves and spare capacity, member nations retain the ability to respond quickly to geopolitical disruptions and shocks.

Tanker Fleet Growth: The tanker fleet is expected to grow by 17% in 2025.

Maritime Navigation Routes and Geopolitical Effects

Sea Canal and Suez at Red Sea Strait

Recently, traffic through the Sea Canal has declined compared to earlier months of the year.

Many commercial vessels, however, continue to circumnavigate the Cape of Good Hope to avoid the attacks in the Red Sea shipping lanes.

Status of Russian Oil and Product Loading Ports

Maritime security threats persist for commercial shipping, particularly at Russian oil ports. Many Russian export terminals, as well as oil and gas damage ports requested naval mines.

The sanctions were likely intended to inflict heavy financial costs and port infrastructure.

In multiple trials, Russian authorities have maintained that they will enhance their efforts and inspection to ensure all ports against naval mines that have incoming vessels are cleared to berth.



The Commercial Operations of Arabs Maritime Petroleum Transport Company (AMPTC) Fleet

Fleet Activity Overview during the Reporting Period

AMPTC's fleet has maintained a high operational performance, with an availability rate exceeding 99%.

Most of the fleet's vessels experienced downtime for technical or commercial reasons.

All fleet vessels are actively employed under time charter contracts of varying durations.

The map below shows the operational routes of the AMPTC's fleet during May.



Risk Management and Regulatory Compliance

Commercial Risks in Tanker Insurance

The usual marine insurance through the IUP of Hull and Hull & Machinery, otherwise can be increasingly proving to reduce overall insurance premiums.

AMPTC is commercial risks are responded by working hand in hand with insurers to suggest one competitive premiums while ensuring premium remain fully covered under comprehensive insurance policies.

Additionally, the commercial team tracks tanker routes in real-time, alerting the insurance team upon each safe entry into and exit from high risk zones.

In recent months, AMPTC's team successfully reviewed its 2025 insurance contracts after multiple meetings with insurers and Protection & Indemnity (P&I) clubs.

After several negotiations, the insurance committee secured a 15% discount on full marine, strong coverage, thanks to AMPTC's superior safety and security track record, along with an additional 1% discount for strong fleet management.

Around 10 savings opportunities as high-risk were covered by AMPTC's team during this reporting period.

Managing Editor

Mr. Hassan Al-Jilim

Our Vision

A leading Company that provides maritime transport of petroleum to contributing countries and global companies in accordance with the highest standards and specifications.

Our Mission

To enhance competitiveness in the field of maritime transport of petroleum and optimization of human and financial resources to build and upgrade a fleet that can be capable of serving customers and satisfying petroleum markets' transport market requirements in line with international laws and legislation.

Our Values

Leadership and Excellence.
Teamwork.
Professional Performance.

In this issue, you will read:

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