Branch Secretary’s Report by Bob Carnegie

THIS WEEK HAS seen the Branch arguing for members’ rights to work in Townsville with a 3rd major stevedoring company intending to start up. We are in a very difficult situation in Townsville however the delegates need to be congratulated for keeping the members together and both Paul Gallagher and Dave Lyons are working hard together trying to get a result.

Paul Petersen and delegates at Hutchison have been in Sydney in the extremely difficult negotiations with this company which only recently has lost its crown as the largest terminal operator in the world.

On Thursday, Qube committee members and I held a labour review with the company. Hopefully we will get 3 more jobs out of the review. The MUA committee at Qube are the sort of union men that make all the difficulties of the job we do worthwhile. Thoroughly decent men.

Today is the last day to cast your vote in the union elections if you have not done so please take the time to put your ballot paper in the mail today.

IDC Guest Hosted by Queensland Branch

by Mike Barber

ONCE AGAIN, THE Queensland Branch honoured me by hosting Sergio Ballester Ivars for the weekend last June 7th to 10th. I picked Sergio up at the union rooms and he enjoyed the drive down to Tweed Heads looking pleased and grateful for a view of the coast and planning visits over the weekend to Movie World and other places that came to mind during the trip.

Sergio contacted Branch Secretary Bob Carnegie and myself via email from Jordi Aragundi of the IDC way back in January/February this year and at that time indicated a long list of places he wished to visit while in Australia, as well as an opportunity to improve his understanding and use of the English language. We stopped off first with a drive down from Main Beach and I chose to take him up the Q1 building so he could enjoy the best view of the Gold Coast, that puts the whole strip from Brisbane to the NSW Border into perspective. It is a view I have engaged in many times, and it was great watching Sergio gasp at, and enjoy taking many ‘selfies’ of the awesome stretch of the area, an appreciation of the view that never leaves you.

We travelled down the old Gold Coast Highway and arrived at the Coolie Rocks festival, with all the old 50’s cars, street dancing and celebrations that has become an annual event in Coolangatta. Sergio was amazed at the division of the State Border, and we ended up at Tweed Heads Twin Towns, where catching up, and thanks to Charlie Gray we enjoyed a lunch and a couple of beers. After a nice relaxing night at my home, we drove down to Byron Bay via the old Pacific Highway through old Murwillumbah. Sergio loved the semi tropical fauna and old winding roads, given him the delight of such space and isolation along the way, that is typical rural Northern NSW.

Obviously, we drove up to the lighthouse and although it was packed and we were unable to get a park, I dropped him off so he could take many selfies of the most Eastern part of Australia. On the way home, Sergio’s cough had gotten worse and although he had planned to visit Movie World the next day Sunday, he had a rough night and cancelled that visit and took a train home from Varsity Lakes. It was there I said goodbye to him and hoped to catch up on one of my own trips to the UK and the European continent at some future date. Later he confirmed that the Doctor he saw later that day had tended to his sore throat. He was planning a trip to the Barrier Reef via Cairns as he wished to make the most of
his last few weeks, before flying back to his home in Spain. Sergio works on the wharf in his home port and told me he is considering running for the Port elections to his Union. I wish him all the very best in that endeavour. It was a pleasure as always it is when we host IDC comrades in Australia and Sergio was no exception.

Container shipping is one of the most important and necessary means of transporting cargo through sea routes. The shipping industry is not monopolized thus there exists no friction or tension in the international cargo shipping community. Since the businesses of transporting goods across the globe continue to expand at a rapid rate due to an increasing demand for products, shipping companies also increase the number of ships that traverse the globe. The size of a shipping company is determined by the capacity of world container ship fleets based on twenty-foot equivalent units or (TEUs) which is the number of twenty-foot shipping containers a company can carry at a given time. The number of ships a company has is also a factor in determining its size.

1. **A.P. Moller-Maersk Group**

   Maersk is a Danish shipping company whose headquarters are based in Copenhagen, Denmark. The company was founded in 1904 and is not only the largest operating unit but also the largest overseas freight and cargo carrier in the world. Since 1996, the company has been the world's biggest container ship operator and supply vessel. Maersk Group has numerous offices in more than 135 countries worldwide with an estimated 89,000 employees. The company has 620 ships with a Twenty-foot equivalent unit (TEU) of 3,250,668.

2. **Mediterranean Shipping Company (MSC)**

   MSC is the largest privately owned shipping company and the second largest shipping line in container vessel capacity in the world. The company was founded in Naples, Italy in 1970 and its headquarters are based in Geneva, Switzerland. The Mediterranean Shipping Company has about 480 offices in 150 countries worldwide with an estimated 24,000 employees. The shipping line sails on over 200 trade routes around the globe, calls at a total of 315 different seaports and has about 490 ships with a TEU of 2,936,553.

3. **CMA CGM**

   CMA CGM is a French shipping company founded in1978 by Jacques Saadé. CMA CGM is the world's third largest shipping company whose headquarters are based in Marseille, France and Norfolk, Virginia. The company has a fleet of 447 vessels which use 170 shipping routes and call at 400 different seaports in over 150 countries. CMA CMG has more than 600 offices with an estimated 20,000 employees and a TEU of 2,165,570.

4. **China COSCO Shipping**

   Following the merger between COSCO Group and China Shipping Group in January 2016, the company has become the fourth largest shipping company in the world, and among the only four companies that have a TEU of above 1 million. It is also the largest shipping company outside Europe. Before the merger, COSCO Group was founded in 1961 whereas China Shipping Group was founded in 1997. China COSCO Shipping is a state-owned enterprise whose headquarters are based in Beijing, China. At present COSCO owns five of the top

The Biggest Container Shipping Companies Operating Today

Source: https://www.worldatlas.com/articles/the-biggest-container-shipping-companies-operating-today.html

THE A.P. MOLLER–Maersk Group, a Danish business conglomerate, is the biggest container shipping company operating in the world today.
ten container ships with a total of 294 ships with a TEU of 1,639,692.

Evergreen Marine is a shipping company in Taiwan whose headquarters are based in the district of Luzhu in Taoyuan City, Taiwan. Evergreen is the fifth-largest container shipping company in the world. The company which was founded in 1968 currently operates 187 ships, calls on 240 seaports worldwide in about 80 different countries. Evergreen has a TEU of 989,592 and was ranked the fourth-largest company of its type before China Shipping and COSCO Group merged in 2016.

The Biggest Container Shipping Companies Operating Today

<table>
<thead>
<tr>
<th>Rank</th>
<th>Company</th>
<th>TEU Capacity</th>
<th>Number of Ships</th>
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<tr>
<td>1</td>
<td>A.P. Moller-Maersk Group</td>
<td>3,250,668</td>
<td>620</td>
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<tr>
<td>2</td>
<td>Mediterranean Shipping Company</td>
<td>2,936,553</td>
<td>490</td>
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<td>3</td>
<td>CMA CGM</td>
<td>2,165,570</td>
<td>447</td>
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<tr>
<td>4</td>
<td>China COSCO Shipping</td>
<td>1,639,692</td>
<td>294</td>
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<tr>
<td>5</td>
<td>Evergreen Marine</td>
<td>989,592</td>
<td>187</td>
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<tr>
<td>6</td>
<td>Hapag-Lloyd</td>
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<td>Hamburg Süd</td>
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<td>Yan Ming Marine Transport Corp</td>
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<td>Orient Overseas Container Line</td>
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Top 10 Box Port Operators 2018

Source: https://lloydslist.maritimeintelligence.informa.com/LL1125032/Top-10-box-port-operators-2018

Cosco Shipping Ports holds onto the top spot in our list this year, as recent acquisitions begin to bear fruit under its asset-building strategy. DP World has climbed our ranking this year on the back of its unconventional Unifeeder takeover, while PSA’s digital drive also caught our eye.

01 / Huang Xiaowen, Cosco Shipping Ports

HUANG Xiaowen is now into the second year of his stewardship at the helm of Cosco Shipping Ports, the world’s largest terminal operator, formed on the merger of the two Chinese conglomerates, Cosco Group and China Shipping Group.

With the financial clout and political influence provided by its Chinese state backers, CS Ports has looked to expand its global presence from the get-go. A spate of acquisitions over the past few years as part of its steadfast asset-building strategy, including the high-profile takeover of Greek transhipment hub Piraeus and Spanish port operator Noatum, are now starting to bear fruit.

The drive to push volumes through CS Ports’ facilities via the group’s carrier-affiliated arm Cosco Shipping has helped liftings swell further. For 2018, CS Ports is on track to record volume growth up and above 20% this year to cement its sector dominance.

02 / Eric Ip, Hutchison Port Holdings

HUTCHISON Port Holdings may have lost its crown as the world’s largest box port operator to CS Ports on the Chinese group’s inception, but the Hong Kong-based company’s impressive global portfolio is nothing to be sniffed at.

With its name to more than 50 terminals spanning six continents, HPH is second on the global stage in terms of both total throughput numbers and equity share.

Although expansion has slowed in recent years, allowing others to take centre stage, it has not lain still — slowly boosting capacity at key facilities. This includes Felixstowe, home to the group’s first-ever overseas venture nearly 30 years ago, and Laem Chabang, Thailand, where a new $600m terminal is in the build pipeline.

HPH has come in for a rough ride in 2018, with challenging market conditions impacting volumes at several facilities, particularly domestically.

However, the long-term future for the port pioneer appears much brighter, according to longstanding managing director Eric Ip, as one of the key benefactors of the ‘One Belt, One Road’ initiative. HPH has no fewer than 34 ports in 19 countries along the route earmarked under the infrastructural initiative.

03 / Fock Siew Wah, PSA International

FOCK Siew Wah has held reign over PSA International for more than a decade, in a period that has seen the Singaporean operator rise as a truly global player.

During his stewardship, PSA International has made its first forays into the Americas, the Middle East and the Mediterranean, while more than doubling its annual handling capacity to its latest full-year count in 2017 of more than 74m teu.

Its crown jewel and flagship operation Singapore is the world’s largest and most successful transhipment hub, and the blueprint for ports adopting the hub-and-spoke formula.

PSA International is renowned for staying ahead of the curve, a point in case when the operator was seen to be...
This trend has continued into 2018. Container throughput numbers through the first half of the year grew by 7.3%. CM Ports expects volume momentum to be sustained for the full-year.

Speaking shortly after revealing its half-year result, Mr Fu said its focus is trained on foreign investments as the future growth engine of the company.

06 / Morten Engelstoft, APM Terminals

MORTEN Engelstoft has been at the helm of Danish conglomerate AP Moller Maersk’s terminal-operating arm APM Terminals for nearly two years. He replaced Kim Fejfer in late-2016.

His tenure may be short compared to his terminal-operating peers, but it has certainly been eventful. Mr Engelstoft was charged with overseeing APM Terminals’ integration into the Maersk group’s wider transport and logistics division. No mean feat.

However, he has also had to contend with an impromptu cyber-attack that caused the complete shutdown of terminal systems last year, costing the Maersk group hundreds of millions of dollars in the process.

Adding insult to injury, this came amid what APM Terminals referred to as “challenging market conditions”, in which several facilities were heavily underutilised. The response was to divest underperforming terminals, including Zeebrugge, and use its closer ties with Maersk Line and the recently acquired Hamburg Süd to drive traffic.

There are signs the strategy is beginning to pay off, with the Maersk group’s second-quarter financials revealing a significant improvement in terminal utilisation from 68% compared to 77% a year ago.

Volumes, too, are on the rise, increasing 7.6% and 10.6% on an equity-weighted and consolidated basis, respectively.

07 / Robert Yildirim, Yilport Holdings

ROBERT Yildirim has never been one to hold back in voicing his lofty ambitions for Yilport Holdings, the terminal-operating arm of his shipping conglomerate, Yildirim Group.

The Turkish tycoon has made becoming a top 10 container port operator almost an obsession, as he slowly builds on the group’s global portfolio. Mr Yildirim is inching ever closer. The latest count from Drewry showed the operator climbing to 12th place in the world throughput rankings, despite a relatively quiet 12 months on the acquisition front.

However, you can’t keep Mr Yildirim still for long. Despite a mooted takeover of Ports America falling eerily...
silent, the group is finally closing in on its first US port investment.

Having eyed opportunities at US ports for several years, Yilport signed a letter of intent with the Mississippi State Port Authority to allow for due diligence and negotiations regarding Gulfport, which is nearing completion of $570m worth of restoration projects.

At the time of writing, Yilport also revealed the 21st port under its operational guise after taking a controlling share in Guatemalan multipurpose facility Puerto Quetzal, as that illusive top 10 throughput ranking edges ever closer.

08 / Chen Xuyuan, Shanghai International Port Group

NOT content with being the largest port operator in the largest port in the world, the Shanghai International Ports Group has its sights set firmly on overseas expansion.

Using China’s ‘One Belt, One Road’ drive as a platform, SIPG chairman Chen Xuyuan — who also heads up the Shanghai football club of the same name — has helped oversee the group’s tentative steps on foreign soil.

SIPG has established port partnerships so far in the US, namely Seattle; in Spain’s Barcelona; and in Nagoya, Japan, in addition to partnering with Cosco Shipping Holdings to acquire Hong Kong operator Orient Overseas (International) Ltd.

Despite losing out on OOIL’s Long Beach Container Terminal, which will be sold to a third-party entity under the conditions set for the merger’s approval in the US, SIPG is undeterred from seeking investment opportunities abroad.

The state port giant has made it known it is open to suitable projects that may emerge from Southeast Asia, the Middle East and the Mediterranean, where it is reportedly one of several global players to put its name in the hat for the much sought-after second terminal in Sines, Portugal.

09 / Enrique Razon Jr, International Container Terminal Services Inc

ENRIQUE Razon Jr is the Spanish-Filipino billionaire majority owner and chairman of International Container Terminal Services Inc.

Mr Razon Jr inherited the port operator shortly before gaining its first port concession in Manila more than 30 years ago.

Today, Manila is the flagship operation of ICTSI’s global empire of more than 30 terminals and 20 countries, spanning Asia, the Americas, Europe, the Middle East and Africa.

ICTSI’s strategy of investing in emerging markets and preference for a majority terminal shareholding in medium-sized container facilities — those with a capacity in the 1m teu-3m teu size bracket — has proved a successful mantra. The latest ventures include a new terminal in Iraq and two in Papua New Guinea.

A diverse global portfolio helped the group offset a disappointing 2017 at several terminals, posting double-digit revenue gains and a 5% uptick in throughput levels to more than 9m teu. The growth trend is on course to continue through to the end of 2018.

10 / Ammar Kanaan, Terminal Investment Ltd

AMMAR Kanaan was appointed chief executive of Terminal Investment Ltd in April this year, replacing the longstanding Vikram Sharma, who has since retired after nine years in the post.

Over the past decade, Mediterranean Shipping Co’s terminal-operating arm TIL has grown to become a truly global player, having previously served solely as landside support to its affiliate carrier, acquiring capacity and berthing space for the Geneva-based line.

Mr Kanaan brings nearly 30 years’ experience in the transport and port sectors to the table, including his most recent stint leading the development and operations of parent company MSC’s joint venture terminal at King Abdullah Port, Saudi Arabia.

He was also the founder and chairman of terminal operator and service provider International Port Management.

The Top 10 box port operators ranking is based on a combination of influence and scale by the Lloyd’s List editorial team, factoring in volume development, new terminal projects and scope for expansion over the coming year.

Top 10 Busiest Ports in The World: Chinese Seaports Dominate This List

Source: https://www.valuewalk.com/2019/02/top-10-busiest-ports-china/

ABOUT 90% OF the world’s trade depends on maritime shipping. While shipping volumes around the world continue to rise, some ports have benefited more than others. The rise of China as a global manufacturing hub has led to the Chinese ports handling more volumes than ever before. Getting all those Made-in-China goods in the hands of consumers and businesses around the world is not an easy task. It’s no wonder then that most of the world’s top 10 busiest ports are in China.

These are the top 10 busiest ports on the planet

According to an estimate, about two-thirds of the world’s container traffic passes through ports in China or ports in other countries built with Chinese investment. These are the world’s top 10 busiest ports based on the volume of trade in millions of twenty-foot equivalent units (TEUs). This ranking is based on the most recent data from the World Shipping Council.
Currently operated by Tianjin Port Group, this port was first used in the first century BC. However, its development began only in the 17th century AD under the reign of the Tang Dynasty. The port of Tianjin is the maritime gateway to Beijing. It is connected to China’s capital city through multiple waterways. Tianjin handled 14.49 million twenty-foot equivalent units (TEUs) in 2016, up from 12.3 million TEUs in 2012.

9 Jebel Ali, UAE
The Jebel Ali port in Dubai, UAE is one of the busiest ports on the planet. It was also ranked the ‘Best Seaport in the Middle East.” It began operations in 1979 to reduce the load on Port Rashid. Jebel Ali port handled 15.73 million TEUs of cargo in 2016, a decent growth from 13.30 million TEUs in 2012. It is operated by DP World UAE Region. Jebel Ali happens to be the most used harbor by the US Navy outside the United States.

8 Qingdao, China
Qingdao port handled a volume of 18.01 million TEUs in 2016, according to the World Shipping Council. It has been operating since 1892. The port has 81 functional berths, of which 51 are dedicated to a single type of cargo. The remaining 30 berths handle other types of cargo. Qingdao port offers direct shipping routes to more than 150 countries.

7 Guangzhou Harbor, China
For centuries, Guangzhou was the only Chinese port accessible to most foreign traders. But it lost its monopoly to Shanghai, Hong Kong and other ports when the British gained control over it during the First Opium War. The Guangzhou Harbor handled a volume of 18.85 million TEUs in 2016, up from 14.74 million TEUs in 2012. It is currently operated by the state-owned Guangzhou Port Group.

6 Hong Kong SAR, China
Hong Kong sits in the midst of one of the busiest trade routes in the world. The port of Hong Kong handled a volume of 19.81 million TEUs in 2016, down from 23.12 million TEUs in 2012. Its volume has been decreasing in recent years due to fierce competition from the mainland Chinese ports. The Hong Kong port connects with more than 470 locations around the world. It has nine container terminals.

5 Busan, South Korea
Busan is the largest port in South Korea and it has been operating since 1876. It handled 19.85 million TEUs in 2016, up from 17.04 million TEUs in 2012. Yong Island splits the port, which is connected to the mainland by drawbridge. The west side of the port focuses on fishing while the east side handles trade activities.

4 Ningbo-Zhoushan, China
The ports of Ningbo and Zhoushan were merged in 2015 to form the third largest port in China. It connects to more than 600 ports in over 100 countries. The Ningbo port has been operating since 738 AD. Ningbo-Zhoushan handled 21.60 million TEUs in 2016, a dramatic increase from 16.83 million TEUs in 2012. The port has been increasing its efficiency to meet the rising demand.

3 Shenzhen, China
Shenzhen is a collection of ports along the 260km long Guangdong province coastline. It serves as an export hub for electronics manufacturers and other businesses around the Pearl River Delta. Shenzhen handled 23.97 million TEUs in 2016, up slightly from 22.94 million TEUs in 2012. Shenzhen hosts more than three dozen shipping companies.

2 Singapore
Just like Hong Kong, Singapore has seen its volumes decline in recent years due to competition from Chinese ports. But it remains one of the top 10 busiest ports in the world. Singapore handled 30.90 million TEUs in 2016, down from 31.65 million TEUs in 2012. It is connected to more than 600 ports around the world. Singapore is also one of the largest refrigerated container ports on the planet.

1 Shanghai
Shanghai holds the crown of the world’s busiest port. It handled 37.13 million TEUs in 2016, up from 32.53 million TEUs in 2012. The port of Shanghai currently has the size of 470 football pitches. It’s growing its area and improving its efficiency to handle the future demand. Shanghai alone accounts for more than a quarter of
China’s foreign trade in terms of value. It has seen a 71% increase in volume over the last decade.

Port of Shanghai Image courtesy: Bert van Dijk

China is by far the most dominant force in maritime shipping. The country is investing heavily in ports, roads, and railways as part of its One Belt One Road initiative, which should further strengthen its dominance in shipping and international transportation.

Port of Shanghai Image courtesy: Bert van Dijk

The INTERNATIONAL SHIPPING industry holds a significant role in the world of trade, fulfilling around 90% of the movement of goods worldwide. According to the International Chamber of Shipping, more than 50,000 merchant ships - bulk carriers, tankers, and container ships - are currently involved in the business, transporting various types of cargos on daily basis. In fact, the entry of more containership to the market has changed the pattern of global trade over the past few decades tremendously.

The containerships, as the name suggests, are vessels built specifically to hold huge quantities of cargo compacted in different types of containers. The containerships are categorised into different types according to its length and carrying capacity etc. At present, there are seven types of containerships in service worldwide, including small feeder, feeder, feedermax, Panamax, Post-Panamax, New Panamax and ultra-large Panamax. With a carrying capacity of more than Twenty-Foot Equivalent Unit (TEU), the modern containerships have radically redefined the freight transport by the sea. Here we have a list of the world’s largest containerships, ranked in terms of their TEU capacity and length, among others in 2017.

1. OOCL Hong Kong

OOCL Hong Kong, the newest container ship in the fleet of the Chinese shipping firm Orient Overseas Container Line, popularly known as OOCL, stands first in the list of world’s biggest containership. This 399.87 meters -long Ultra Large Container Vessel (ULCV), the first ship to cross the 21,000 mark, has a carrying capacity at 21,413 TEU.

Constructed by the Samsung Heavy Industries (SHI) shipyard, the 197,317-DWT OOCL Hong Kong measures 58.8 meters in breadth and 32.5 meters in depth. The vessel was delivered in May this year. According to OOCL, OOCL Hong Kong will be serving the Asia-Europe trade lane under the flag of Hong Kong.

Image Credits: oocl.com

2. Madrid Maersk

Danish shipping giant Maersk Line’s latest vessel, Madrid Maersk, claimed the record of biggest containership in the world until the arrival of OOCL Hong Kong. Earlier, Madrid Maersk had surpassed MOL Triumph in the list when it cruised for the first time in April this year. Built by the Daewoo Shipbuilding &
Marine Engineering shipyard, this Triple-E class vessel has the capacity of 20,568 TEUs. Being the second container vessel to cross the 20,000 TEU mark, Madrid Maersk has the capacity to carry 23 rows of containers across the deck. With a deadweight Tonnage of 192,672MT Madrid Maersk measures 399 meters in length and 58.8 meters in breadth. Madrid Maersk is reportedly equipped with highly advanced facilities and offer the retrofit option for the future conversion to LNG-fueled ship.

Launched in 2016, MSC Diana was constructed by Samsung Heavy Industries in South Korea. The vessel is currently sailing under the flag of Liberia.

3. MOL Triumph
MOL Triumph, owned by Japanese shipping operator Mitsui O.S.K. Lines, now sits third in the row after claiming the record of world’s largest cargo ship for a few weeks earlier. The 400 meters-long TEU-class container ship has a maximum cargo capacity of 20,170 TEU. Constructed by Samsung Heavy Industries in South Korea, MOL Triumph was the first vessel of MOL in its fleet of six 20,000 TEU-class vessels. While measures 58.8m in width and 32.8m in depth, the deadweight of the box ship is 192,672 DWT.

The vessel made its maiden voyage in April this year and now operates between Asia to Europe through the FE2 service. Powered by the MAN B&W G95ME, the vessel is capable of cruising at a maximum speed of 24.0 kts.

5. MSC Ingy
MSC Ingy, another Pegasus-class container ship of Mediterranean Shipping Company, has an overall length of 399.990 meters and carrying capacity of 19462 TEU. This Liberia-flagged vessel measures 58.80 meters in breadth, 33.11 meters in draught and a dead weight of 201869 tonnes.

The vessel was launched by Samsung Heavy Industries in April 2016. The home port of MSC Ingy is Monrovia in Liberia.

6. MSC Eloane

The 399.990 meters long MSC Eloane shares similar features with its sister vessels built by Samsung Heavy Industries for Mediterranean Shipping Company. This Pegasus-class container ship measures 58.80 meters in breadth and 31.31 meters in the draught.

With a dead weight of 201869, MSC Eloane also has a carrying capacity of 19462 TEU. Launched in 2016, MSC Eloane is currently sailing under the flag of Liberia.
7. MSC Mirjam
The 399.990 meter-long MSC Mirjam is another latest Pegasus-class container ship in the fleet of Mediterranean Shipping Company. MSC Mirjam measures 58.80 meters in breadth and 23.31 meters in the draught. The Liberia-flagged vessel has a carrying capacity of 19462 TEU. Powered by MAN B&W 11G95ME-C9.5 two-stroke type engine, the average cruising speed of the vessel is 14.7 knots, while the maximum speed MSC Mirjam is 22.3 knots.

8. MSC Rifaya
Delivered this year, MSC Rifaya measures 399.990 meters in length, 58.80 meters in breadth and 23.31 meters in the draught. With a reported dead weight of 196000 tonnes, this DNV-GL class vessel has a capacity of 19462 TEU. Similar to other Pegasus-class container ships of Mediterranean Shipping Company, the vessel is currently sailing under the flag of Liberia.

9. MSC Leanne
MSC Leanne, one of the latest ships in the fleet of Mediterranean Shipping Company, has a length of 399.990 meters, breadth of 58.80 meters and draught of 30.20 meters. The 172785.00 deadweight tonne MSC Leanne has a carrying capacity of 19462 TEU. Built by Samsung Heavy Industries, this Pegasus-class vessel is currently sailing under the flag of Liberia.

10. MSC Jade
Launched in 2016, MSC Jade sits last in the list of world’s ten biggest container ships. This Liberia-flagged vessel measures 398.400 meters in length, 59.00 meters in breadth and 30.30 meters in the draught. The 199000.00 tonnes deadweight vessel has a cargo capacity of 19224 TEU.

The MAN B&W 11G95ME-C9.5 two-stroke type engine powered MSC Jade was delivered by South Korea’s Daewoo Shipbuilding and Marine Engineering (DSME) in May last year.

References: oocl.com, maerskline.com, mol.co.jp, msc.com

K Line Looks to Sail Power for Its Shipping Fleet

KAWASAKI KISEN KAISHA Ltd (K Line) has announced a 20-year agreement with Airseas to install and service a ship with Seawing, an automated kite based on parafoil technology.
Seawing is designed to tow a commercial ship and reduce CO2 by 20% through wind propulsion. K Line has had two years of close technical and business cooperation with Airseas, and said that when the first kite is successfully delivered, it will contemplate to order up to 50 more.

“Seawing represents a breakthrough for our industry and for the environment,” said Mr Asano, SMEO of K Line. “K Line is proud to demonstrate its commitment to the global environment by applying leading technology to improve ship efficiency and to solve the core issues of maritime emissions.

“Beyond reducing our emissions by more than 20% with its kite, Airseas is a top end digital partner looking at integrating their solution with our Kawasaki Integrated Maritime Solutions, which is integrated vessel operation and performance management system in order to smartly manage our vessel operation.

“Seawing reduces the environmental footprint of capsize vessel by 5,200t of CO2 per year, depending on the vessel voyage route, that is contributing to achieving our goal to reduce CO2 emissions by half, targeting year 2050, in K Line Environmental Vision 2050.”

The Japanese carrier transports goods worldwide through its fleet of 520 vessels. “We are proud that K Line as a leading ship owner confirms its trust towards Airseas following its two years of intense assessment of our solution.” said Vincent Bernatets, founder and CEO of Airseas.

“With this deal, Airseas will kick-start its industrial scale-up. Seawing’s innovative technology will become a leading energy efficient solution for the shipping industry, thus contributing to cleaner sky and oceans.”

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**Book Review**

**The Red Flag Riots** by Raymond Evans

Reviewed by Allan ‘Von’ Gardiner

In 1917, THE Waterside Workers Federation were crushed by the federal Attorney-General using a law called the War Precautions Act. The Act used the war as a pretext to attack all working class organisations, unions and political parties. Even waving a red handkerchief was illegal.

In 1919, well after the war was over, the Act was still being used against workers. Meanwhile, anti-worker organisations were encouraged by the Australian state, the capitalist press and the far-right leadership of returned servicemen’s associations.

The murderous thugs of this right wing wave were unleashed most viciously against the Queensland Russian émigré community, who were concentrated in houses in South Brisbane. On March 24, 1919, thousands of returned servicemen, armed and dosed-up on alcohol supplied by their organising associations, besieged a Russian club house in Merivale Street. The émigrés were also armed; they expected an escalation of rioting that had begun the previous day. They were able to beat back the attack, this time with the help of police who earlier had not interfered with door-to-door assaults by the rioters.

*The Politics of Patronism*
The press and the courts applauded the thugs and cruelly persecuted any socialists they discovered amongst the Brisbane Russian community.

Historian Ray Evans told this history in his gripping book, The Red Flag Riots. He updated the story on 12 March when he delivered the annual Alex Macdonald lecture. Ray revealed that recently released Soviet archives showed that, because of reports about Queensland by Bolshevik émigrés, Lenin believed that Brisbane might become the spark from which a revolutionary workers’ uprising might spread through the English-speaking countries!

Unfortunately, as Ray also pointed out, the episode actually carries a different message for us today. Those who oppose capitalism must expect an organised and vicious backlash from the defenders of that system of exploitation.

The text of Ray Evans’ Alex Macdonald lecture will be published in a forthcoming edition of the newsletter of the Brisbane Labour History Association.

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