

Apr-Jun 2021

ISSUE
02

GACWORLD



Delivering your strategy.

04-05

Call to resolve crew
change crisis

06

Insight: 21st Century
Dilemma

14

Qatar certified as Authorised
Economic Operator

SEÑOR PANAMA



Alexei Oduber,
Managing Director,
GAC Panama

Crew crisis and Panama focus...



The world is sitting in a no-man's-land between infections and injections and we don't yet know which will prevail in this Covid-ravaged world. What we do know is that Covid-19 has delivered unexpected gains to some sectors and dealt hard blows to others. People too have had some hard blows.

Consider the 400,000 crewmembers on our merchant vessels who have been stuck too long at sea. This is literally a life-threatening situation and their welfare is not open to debate. We need to fix this now. GAC has been doing crew changes where and whenever possible, but more is needed. We've signed the Neptune Declaration along with many others involved in merchant shipping to push for action now. See page 4.

A passion for Panama

Europeans started dreaming about a canal joining the Atlantic and Pacific Oceans across the Isthmus of Panama almost 400 years ago. There were several attempts which lost many lives and a lot of money. The US Army's Engineer Corps finally finished the job and the Panama Canal opened in 1914. It has been under the full control of the Republic of Panama since 1999.

Today a vibrant service sector surrounds the Atlantic and Pacific ends of this critical maritime infrastructure. About 85% of Panama's GDP comes from the import/export of goods and services.

GAC's Managing Director in Panama, Alexei German Oduber Burillo, was born in Panama City in 1968 in the middle of the Cold War. At the time, his mother was hearing the name of Soviet leader Alexei Kosygin on the TV. Hence Alexei. His other names trace his ancestry back to France and the Spanish province of Aragon. Shipping is in the family blood and Alexei is a passionate example of this family attribute. We talk to Alexei and explore his thoughts about Panama, the Canal, and his job. See page 8.

Speed and efficiency

Many businesses are aiming to make up for ground lost in 2020. They are looking for shorter timelines and higher efficiency in the delivery of goods and services. GAC Qatar is helping them by getting certified as an Authorised Economic Operator (page 14). Meanwhile, in Singapore, we're testing drone deliveries to offshore vessels (page 13) in the certain belief that this technology will play an increasing role in serving vessels up to 100km from shore.

Work and play

Panamanians are exuberant. They possess that great Latino-Caribbean capacity for having a good time, usually in company, usually with liquid refreshments and usually with voices at top volume. Such energy is also found in the workplace. Panama's survival now and into the future depends on delivering valued services to the ships that pass through the Canal. Alexei and his team know this.

Stuart Bowie

Editor

Ship Agency of the Year second time running

The dedication of GAC's Middle East and Subcontinental staff during difficult times was a key factor in the Group again being named Ship Agency of the Year in The Maritime Standard Awards 2020.

The Award recognises GAC as the agency that has made the greatest contribution to the shipping industry in the Middle East and the Indian Subcontinent, measured on variables including customer service and efficiency; network outreach and spread of offices across the region; new products and services launched; new business secured; and increases in volume of cargo and/or passengers handled for clients.

"It is particularly meaningful to us at GAC to be recognised as the Ship Agency of the Year during such challenging times," says Fredrik Nyström, Group Vice President - Middle East.

"This win is only possible with the commitment of our staff who are on the frontline of operations and continue to deliver their utmost in taking care of our Principals' vessels around-the-clock." **GW**



Mani Balakrishnan (centre), the GAC Group's Marketing Manager – Shipping Services for the Middle East & Indian Subcontinent, accepted the Ship Agency of the Year award at the socially distanced Maritime Standard 2020 ceremony.

New office in Hamburg

Dedicated ship agency office to complement GAC Marine Logistics operation

GAC Germany is now providing direct support for some of the 14,000+ vessels that call at German ports every year.



Located just north of Hamburg, GAC Germany provides ship agency, husbandry, bunker fuels, dry dock and related services. It works alongside the Group's ship spares logistics specialist, GAC Marine Logistics GmbH, which has been operating at the port since 2014. Combining world-class shipping support with spares deliveries strategically strengthens GAC's integrated shipping and logistics services portfolio in Germany.

The new company is headed by Thies Holm (pictured).

Ready and robust

Thomas Okbo, GAC's Group Vice President for Europe & Africa, says: "With the establishment of GAC Germany, we are ensuring that the total service we offer customers throughout northern Europe is ready and robust. Ship owners and operators in the energy, dry and liquid bulk, automotive and other sectors will benefit from our increased presence." **GW**



For more information about GAC Germany, contact germany@gac.com



GAC joins call to resolve humanitarian crisis on the world's oceans

GAC is one of more than 300 shipping and human rights organisations to sign the Neptune Declaration on Seafarer Wellbeing and Crew Change. It is part of a worldwide call to action to end the unprecedented crew change crisis caused by Covid-19. Other signatories include A.P. Møller - Mærsk, BP, BW, Cargill, COSCO, DOW, Euronav, MISC Group, NYK, Rio Tinto, Shell, Trafigura, Unilever and Vale.

Stranded

Hundreds of thousands of seafarers are stranded aboard ships beyond the expiry of their contracts and are unable to be relieved due to coronavirus pandemic restrictions on travel. Fatigue after long periods at sea has significant consequences on the physical and mental wellbeing of seafarers. It also increases the risk of maritime incidents and environmental disasters and poses a threat to the integrity of maritime supply chains, which carry 90% of global trade.

Despite efforts by international organisations, unions, maritime companies and some governments to resolve this humanitarian crisis, the situation is getting worse. Governments are bringing down more travel bans in response to the new strains of the Covid-19 virus. Key issues needing to be addressed include:

- National authorities around the world continuing to see crew changes and international travel as a Covid-19 risk.
- High-quality health protocols not being consistently implemented by ship operators.
- International air travel restrictions have culled the number of flights between traditional crew change hubs and major seafaring nations.

Call to action

GAC joins its co-signatories of The Neptune Declaration in recognising a shared responsibility across the entire maritime value chain, and beyond, to ensure that the crew change crisis is resolved as soon as possible.

The Declaration prioritises four main actions:

1. Recognise seafarers as key workers and give them priority access to Covid-19 vaccines.
2. Establish and implement gold standard health protocols based on existing best practice.
3. Increase collaboration between ship operators and charterers to facilitate crew changes.
4. Ensure air connectivity between key seafarer hubs.

Pledge

"Seafarers have worked throughout the coronavirus pandemic to keep the world supplied with food, energy and other vital goods," says GAC Group President Bengt Ekstrand.

"By a cruel twist of fate, they have become its victims, stranded on their ships, unable to disembark and return to their homes. This cannot be allowed to continue. That is why GAC has signed the Neptune Declaration calling for action to resolve this unprecedented humanitarian crisis. We pledge to press for change to improve their situation and continue our work to facilitate crew changes around the world."

The Facts

- According to the latest Manpower Report from ICS and BIMCO, the worldwide population of seafarers serving on internationally trading merchant ships is estimated at 1,647,500 seafarers, of which 774,000 are officers and 873,500 are ratings.
- China, the Philippines, Indonesia, the Russian Federation and Ukraine are estimated to be the five largest supply countries for all seafarers (officers and ratings).
- During normal circumstances, ICS estimates around 100,000 seafarers are rotated every month, with 50,000 disembarking and 50,000 embarking ships to comply with relevant international maritime regulations, governing safe working hours and crew welfare, so that they can continue to transport global trade safely.
- At the height of the crew change crisis in the autumn of 2020, the UN International Maritime Organisation estimated that around **400,000 seafarers were on their ships beyond the expiry of their contract**, while another 400,000 seafarers were unable to get to work.
- Extensive periods at sea, in some cases over 17 months, have become routine as a result of Covid-19. The risk of accidents or incident rises over time as fatigue and physical and mental stress build up.
- On 1 December 2020, United Nations General Assembly adopted a resolution calling for all countries around the world to designate seafarers as key workers and implement crew change protocols. **GW**

Christmas delivery beats the odds

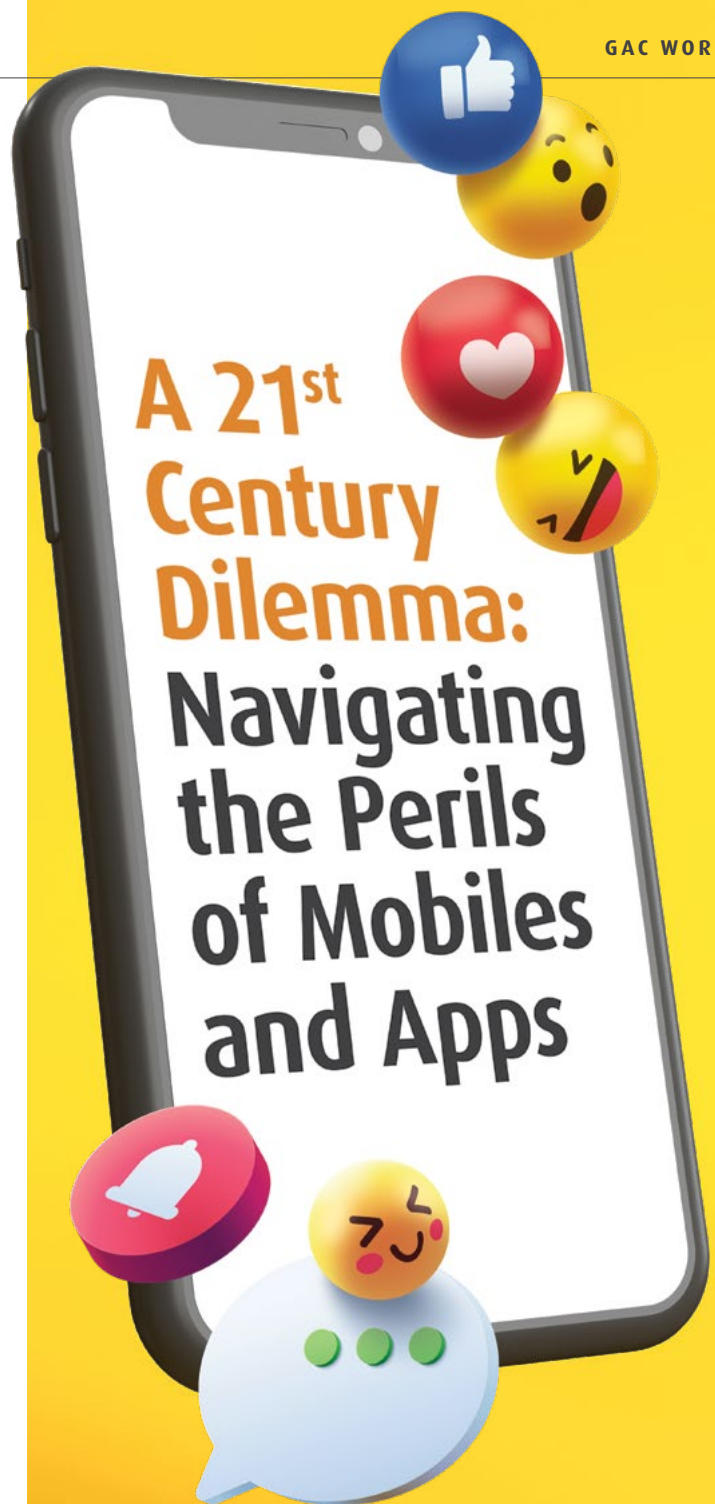
When global tech company and automotive supplier ZF needed to get a shipment from Germany to China at short notice on Christmas Eve, GAC Automotive Logistics beat the odds to make a special delivery. The GAC team's efforts had the goods arriving in time to prevent a costly production halt at the Chinese plant of a German car manufacturer.

The Logistics team put their festive caps aside and drew up a plan, dispatching two lorries from the Netherlands to collect the cargo. Coronavirus testing at the German border added three hours, making it impossible to catch the charter flight to China as originally scheduled.

Saved!

Proving that Santa Claus is not the only one delivering nice surprises at Christmas, GAC negotiated for the flight to depart later. The result? The shipment made the flight, arrived in China in time and ensured the production lines continued without interruption.

Elias Mandas, GAC's Automotive Marketing Manager, says: "In 2020 we wanted to break new ground and find out-of-the-box solutions for our automotive clients to help them with the challenges caused by the pandemic. ZF's request on Christmas Eve was the culmination of a curious year where GAC has confirmed its claim to go the extra mile for its clients." **GW**



These days we all know something about isolation. Quarantine has become a common word in our daily lives. Social distancing messages are on high rotation. Hugs are fewer. Sports arenas are hollowed out and TV broadcasters use recorded crowd noises to create a bit of atmosphere. Such enforced isolation has upset many people and affected the health of many more.

Yet even while we are disturbed and made ill by enforced isolation, we do it to ourselves willingly whenever we use our mobiles and apps.


Over the past two decades we've gone from phoning people to texting them and then on to an ever-larger assortment of things that can be done on the little screen. Today, we eat, drink, move around, entertain ourselves, do our work and manage our private affairs via our phone.

The impact of mobiles and apps on our daily lives is now beyond pandemic. They have soaked into our cultures, our national discourses, our prayers and private thoughts.

We are today balancing on the border between the cool, calculating world of our digital helpers and the warm, messy world of emotions and other people. We live with the tension caused by the seductive usefulness of our mobiles and apps and their unforeseen impacts on our personal lives, our relationships, and our time.


Millennial reflections

GAC's millennial cohort has reflected on the value of their mobile devices and apps and the consensus is mixed. All of the team noted that their phones and apps had become essential to their work and most lamented that it was getting harder to switch off and take a break. Having your work available via a device in your pocket has made it difficult to actually stop being at work.



'I can scan documents, approve bank payments, set up video calls and write emails or even documents; all from my mobile phone in the office or sitting on a beach during the weekends.'

Marc Norblad UAE



"...it does become frustrating that you are unable to switch off or ignore your phone at times."

Ian Boyd UK

Miriam Mathews in India is still working out how to balance her life in an app world: "Out of my 10 working years, this move to accessing emails fully on the phone is the best advancement I've witnessed, and it has made working life much easier," she says. "The obvious downside to this is that it blurs the lines between work and after-hours, and the mind is now attuned to and expecting immediate replies."

High on speed

Mobiles and apps have sped us up. We do more in 24 hours than we once did in a week. All across our private and professional interests, our capacity to manage stuff is enabled like never before. Richard Rees in Abu Dhabi says our mobile/app combination is today's Swiss Army Knife. And here is a 21st century dilemma. Sebastian Jonsson, our Denmark manager, grasps its horns. "The phone is the last thing I check before I fall asleep and the first thing to look at when I wake up. I wouldn't live without it though." Such is the uneasy alliance we've struck with the screen in our pocket as it both serves our needs and commands our lives.

Some of the main things we use our phones for:

- Morning alarm
- Diary/Calendar
- Reminders
- Contacts
- Emails
- Banking
- Social media
- Shopping
- Positive for family, friends, work to contact me at all times.
- Safety (In case of emergency)

Remedy?

Keeping a distance is something that Millennials generally do well. This much-studied and observed trait means they reserve their right not to buy into things too much or too hard. In an app-drenched world, this acts as a vaccine.

For example, Ray Poulish in Adelaide, Amanda Phoon in Singapore and Piyapol Premmana in Thailand see their mobile devices as essentially open platforms that they can populate with whatever apps, maps, and assistance they need. They download. They assess. They keep or discard. It's a bit like sanitising our hands regularly. It keeps the relationship with our devices cleaner and healthier. However, there is a skillset required in order to adopt such healthy practices. You need to be well practiced at downloading, installing and uninstalling on your phone. Nail that requirement and a degree of control returns from the little screen to your fingers.

Endless romance

The mobiles and apps we use today are the first big step on the road to closer human/digital collaboration. We will continue to integrate our lives with the evolving digital architecture surrounding us. It won't stop because the humans driving it, us, remain forever curious and inquisitive. And over time, we will develop habits and practices that will help keep us balanced on the edge between the calculating world of digital machines and our messier world of emotions and other people. **GW**

In conversation with Alexei Oduber



If you're looking for someone steeped in Panamanian shipping, look no further than Alexei Oduber.

During the past 30 years, he has worked for the Panama Canal Commission, the Compania Maritima de Panama, container lines, marine logistics firms and ship agencies and as GAC's global network agent. He was the natural choice for Managing Director when GAC opened its own operation in Panama.

We managed to convince him to sit still long enough to share his insights.

You are Panamanian born and raised. What can you tell us about your relationship with the Canal, going back to your early days?

I have lived through all the most important changes to the Panama Canal. I started working for the Panama Canal in 1990 when it was still a US Government entity, a very different organisation to what it is today. As the Canal changed its focus from a government entity to a commercial route serving the world, so did its internal culture. Many of my friends from when I worked there shared with me the exciting times of transitioning into what the Canal is today, one of the world's most important shipping routes.



The Canal passed into Panamanian hands in 1999. How did that change things for the country and its people?

In the first decade of the 21st century, the economy grew and the Panamanian Administration of the Panama Canal began to show the world our capabilities. Since then, we haven't looked back!

We are a tightly-knit, culturally and socially diverse country that thrives on service and providing solutions to problems. Thanks to our key location, the service economy has grown significantly, and with a stable government, a solid US dollar-based economy and a rich culture, Panama really is "Bridge of the Americas, Heart of the Universe".

What impact has the 2016 expansion of the Canal had on volumes?

Volumes have grown and the split of vessels being attended has changed. But probably the most interesting change has been the introduction of the Neopanamax trade lane for LNG. This shift in the cargo mix and the growing global relevance of clean fuel has led to the creation of a complex new set of rules that govern traffic in the Canal. For those of us who play a part in implementing them, these are very exciting times!

What difference has it made to the country, and to world shipping?

It has showcased the country's capabilities in administering and effectively carrying out a complex project. It helps us to take pride in our adaptability to new challenges. For world shipping, it has raised the profile of both the waterway and our country in global commerce.

GAC opened its own company in Panama in 2018, after working with a local agent for 14 years. What developments have you seen since then?

GAC has been active in Panama since 2004, originally working with a local agent. After the expanded Canal opened up in 2016, it became apparent that the time was right for a GAC-owned office to provide a uniformed platform for our customers. Since opening in 2018, GAC has been able to provide vessels with a more integrated service using our own offices in ports of loading, throughout their transit of the Canal and at their final destination.

How many transits does your team handle? What kind of vessels are the most common?

We currently handle about 50 new jobs per month, including transits, port and husbandry calls. Our core business is tanker traffic and operations.

What other activities is GAC Panama involved in beyond the Canal?

We provide a wide range of services including ship agency, crew changes and general logistics at the country's major ports, tanker terminals and ship-to-ship anchorage facilities.

What is your philosophy related to operations?

Transit operations are constantly changing, with unique dynamics and strict requirements. Mastering them takes time, patience and a deep understanding of the complete ocean transport cycle. Our team has more than 25 years of Canal operations experience and we combine this with thorough daily analysis to help secure transit slots, forecast transit conditions and help our customers save money by guiding them through all the regulations.

I am a firm believer that knowledge is power, but only when shared. Every week, I pick a random subject and involve the entire office in a "teaching moment" to cultivate a culture where people are curious not just about what happens, but why. That mindset puts us in a good place to forecast problems and find solutions for our customers before they see them.

We have set our sights on becoming THE agent for oil & gas vessels transiting the Panama Canal. To achieve this, we have launched a digital marketing campaign to raise our profile to put us at the top of mind when people think about shipping and logistics support in the Panama Canal, and to highlight the unique benefits we offer as part of the global GAC Group.

Describe the corporate culture of GAC Panama.

It's fun, fast and exciting. We have the operational malleability to adapt and excel in new challenges. Every member of the team is equally responsible for learning the "why" of their area, and not just the "what". We enjoy what most people dislike!

Judging from your social media activity, you are a real Canal enthusiast who loves to share your experiences as well as key facts about the waterway, its history and its role on the world stage. Where can people follow you to find out more?

We like to make good use of our several different social media platforms to connect with and inform our markets.

On Instagram (www.instagram.com/gacpanama), we feature tips, tricks and fun facts about Panama. Our Facebook page (www.facebook.com/GACPanama), has a lot of the same materials in a more conversational setting. And on LinkedIn (www.linkedin.com/company/gac-panama), we aim to share deeper content. I also use my personal LinkedIn account (www.linkedin.com/in/alexeioduber) to post regular articles relevant to shipping in Panama.

They all play a role in staying connected, even in times when it's not so easy, but my personal favorite is the easy face-to-face contact that Microsoft TEAMS offers.

You often talk about 'The Five Ps'. What are they?

Previous Planning Prevents Poor Performance. It's our guide for smooth operations.



Local, Regional, Global: Alexei in the Panama Canal with Pontus Fredriksson, GAC Group Vice President for the Americas, and GAC Group President Bengt Ekstrand. This photo was taken during a visit before the Covid-19 pandemic.

2020 was a tough year for shipping. How did the Covid-19 pandemic affect operations in Panama and the Canal?

In response to the pandemic, airports closed, airlines were only doing humanitarian relief flights, and strict personnel movement limitations were introduced with most people only being permitted to leave home for one hour, every other day. Although exceptions were made for essential workers, which included shipping, the situation presented unprecedented challenges.

We were approached by Select Offshore to carry out something unheard of in Panama until then - full crew changes for entire vessels, for different vessel operators and ships on the same chartered flight. It took a lot of planning and coordination with port, health and immigration authorities but we set up a procedure which allowed for weekly flights until the International Airport reopened. As a result, we gained new customers, new expertise and were able to generate unexpected income. **GW**

Linking two great oceans

Timeline

1524

Holy Roman Emperor Charles V receives a proposal to cut a canal through the Isthmus of Panama.

1881

France begins work on the Panama Canal but stops in 1894 due to engineering problems, high worker death toll from disease and accidents, and spiralling costs.

1904

The USA takes over the French project.

1914

The USA completes the project and opens the Canal on 15 August.

1999

After a period of joint American-Panamanian control, Panama takes over the Canal Panama.

2009-2016

In the latest extension project, works on the Cocoli and Agua Clara Locks add a third lane to the Canal for the transit of Neopanamax vessels.

"One of the seven wonders of the modern world"

– American Society of Civil Engineers.



PANAMA CANAL

82

kilometres of Canal linking the Atlantic and Pacific Oceans

10,000

Canal workforce

13,000-14,000

vessels use the Canal every year

Almost 80%

of all large vessel transits are by tankers, dry bulkers, gas carriers and container vessels

90%+

of the world's LNG fleet can now transit the Panama Canal

469.9 million

tonnes passed through the waterway in 2019, a new record, up 6.2% up from the previous year

10.32 hours

average time for a vessel to complete a transit

More than waterways and hats



Mention Panama and most people will think either of the Canal or the hat (which actually comes from Ecuador). But there's more to this country that sits on the narrow neck linking the two Americas.

Financial stability

Panama's stable financial sector is one of its strengths. Commerce, banking, and tourism are growing. In 2018, it was ranked Latin America's seventh-most competitive economy in the World Economic Forum's Global Competitiveness Index.

Canal revenue has enabled the country to create the largest financial centre in Central America with consolidated assets more than three times the size of the country's GDP. More than 24,000 people out of a population of 4 million are directly employed by the country's banks, and financial services add 9.3% to the GDP.

Flag of registry

Roughly 16% of the world's merchant ships over 500 GT fly the Panamanian flag. In 2020, the country again topped the list of flag states with open registries for vessels.

Merchant ships must be registered to a country and are subject to the laws of that country. Registries like Panama's have no nationality or residency requirements and are known as 'open registries'. The advantages for owners include easier registration (often online), the ability to employ cheaper foreign labour and paying no income taxes as foreign owners.

Despite a tough year in 2020, the number of vessels registered to the Panama Maritime Authority's open registry grew by 4.4% to more than 9,500. The disruption brought by Covid-19 was countered with remote inspections, e-certificates and hard work.

Feed yourself

Given its history and its location, it's no surprise that Panamanian food culture is rich. If you're ever down Panama way, take time to visit the street food stalls and sample some 'comida de feria' or fair food. **GW**

GAC appointed agent for Dampier-Singapore liner service

Australia's largest privately-owned shipping company, Sea Swift Pty Ltd, has appointed GAC for its newly-launched Dampier-Singapore liner shipping service.

Under the agreement, GAC provides a complete service package to Sea Swift RORO vessels carrying containers and breakbulk cargoes between the Singapore and Dampier in Western Australia.

Integrated Service Package

- Ship agency
- Husbandry
- Cargo services
 - GAC is the main contact point for customers in Singapore, Dampier/Karratha and Fremantle
- Container sourcing
- Management & control
- Port operations
- Documentation
- Financial governance
- Customer care
- Equipment handling

A 99-metre vessel – the *Karratha Bay* – will ply the new route, averaging two sailings per month between Singapore and Dampier. Voyage time is expected to be up to two days shorter than the Fremantle-Singapore route.

Growing trade

"Western Australia is home to major resources and petroleum projects, so we anticipate that demand for this direct link between two key cities will rise steadily to facilitate the transfer of general and breakbulk cargo," says Henrik Althén, Managing Director of GAC Singapore.

"It is likely to be further bolstered by the growing imports and exports generated by developing economies in Asia, post-COVID-19, with Singapore acting as a transshipment port."

Sea Swift Acting Chief Executive Officer Lino Bruno says the marine transport company's new international service would be a permanent fixture in its Northern Australia shipping network.

"Sea Swift is establishing this new Dampier-Singapore shipping service on a long-term basis, with cost-effective containerisation direct from Asia to the Pilbara for the first time," he adds.

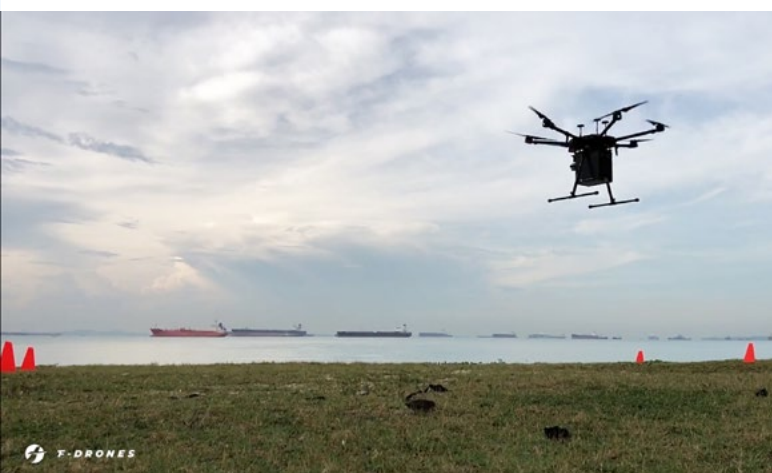
"We are a highly-experienced shipping operator, and this route's unique RORO service model offers fast yet safe port turnaround times. The service will also produce savings for the environment through reduced carbon emissions, saving on freight distance, and on packaging through the use of containers." **GW**



Drones delivering faster and greener

When TataNYK's bulk carrier "Key Guardian" made a bunker call at Singapore's East Coast Anchorage, GAC arranged for an oil sample to be collected from the vessel. But unlike past collections using a launch service, a drone from F-drones picked up the sample instead.

Collection using launch boats would normally take two hours or more. With the drone, it took just 15 minutes and helped significantly reduce the carbon footprint.



Transforming maritime logistics

GAC has partnered with Singapore-based start-up F-drones to develop large-scale drones that can deliver up to 100kg of supplies over 100km to vessels and offshore platforms.

"Our strategic partnership with GAC will help transform maritime logistics to be cheaper, faster and greener," says Nicolas Ang, Co-founder of F-drones.

Safer, efficient, effective

Henrik Althén, GAC Singapore's Managing Director, adds: "We are happy to have the support of our longstanding partners like TataNYK in our continuous pursuit for safer, more efficient and cost effective, as well as more environmentally-friendly ways of conducting our operations.

"The drone is also a safer mode of delivery during this Covid-19 season when social contact should be minimised as far as possible."

Applause

TataNYK Shipping's Head of Operation, Shailesh Shinde, applauds the use of drones in bunkering: "Drones have been in the industry for a while and to see them finally being used in daily vessel operations like bunkering in one of the busiest ports is noteworthy.

"This will ensure a faster turnaround of the vessel and directly result in a reduction of carbon footprint, reinforcing TataNYK's ethos of a greener world. It paves the way for operational excellence in managing vessels and allows us to keep our promise to our customers for fast delivery of cargo.

"We would like to thank GAC Singapore for bringing this innovative facility into service, contributing towards the industry's efforts in carbon footprint reduction." **GW**

Qatar customers move faster with Authorised Economic Operator

GAC Qatar can now offer some customers even faster clearance of their shipments thanks to being certified as an *Authorised Economic Operator* (AEO). It is the only logistics company in the country to be awarded this certification in the Import and Export category.

GAC's AEO status followed a stringent audit by Qatar customs of the company's processes, procedures, systems, customs track record, financial health and safety and security measures.

GAC Qatar and its customers now enjoy new benefits including priority clearances, simplified procedures and inspections, and having a dedicated Account Official to address any issues faced throughout the import or export process. In particular, GAC's ship spares customers will directly benefit from this certification.

Strong relationship

"We are the only logistics company, and one of the first few companies in the country, to become an AEO," says Daniel Nordberg, GAC Qatar's General Manager. "Our certification underlines our strong relationship with Qatar customs and recognises our clean track record with the Authority for over 40 years."

"We look forward to being certified in the various other categories including Freight Forwarding, Shipping Services and Customs Clearance so that more of our customers can enjoy the benefits and enhance their supply chains." **GW**

GAC staff at the airport cargo handling yard.



New tug joins Sri Lanka fleet

GAC Sri Lanka has welcomed the Anchor Handling Tug *Yevin*, the newest and largest addition to its fleet. Her arrival in Colombo from Labuan, Malaysia, where she had previously served as an offshore supply vessel, is part of the company's plan to meet increasing demand for offshore services.

Yevin joins the company's fleet of 12 tugs, crew and supply boats, the largest in the country. Her manoeuvrability and versatility enables GAC Sri Lanka to undertake more complex operations for a global clientele.

The tug has a bollard pull of 64 tonnes, maximum speed of 13.5 knots, and can accommodate up to 28 people on board. She can operate both in open waters and within port limits and has the endurance to operate well over 45 days at sea without a port call.



The *Yevin* will be used for towing, salvage, rescue and firefighting operations, and for supply services such as bulk freshwater and lubricants. Her superior towing strength and handling allow her to serve large vessels calling all four commercial ports of Sri Lanka.

Supporting aspirations

"We are proud of this addition which boosts our fleet's operational capabilities, allowing us to better serve our customers with a full spectrum of offshore services," says Director/CEO of GAC Sri Lanka, Ravi Edirisinghe. "*Yevin* is equipped to serve ships plying the sea lanes off Galle, Colombo and Hambantota, and supports the country's aspirations of becoming a regional maritime hub." **GW**

Appointments



Thomas Okbo



Jacob Rubensson



Erland Ebbersten



Maya Linkinska

Group Management

Thomas Okbo

Group Vice President – Europe & Africa
Previously: Group Vice President – Africa

GAC Kuwait

Jacob Rubensson

Company Manager
Previously: Commercial Manager – GAC Dubai

Erland Ebbersten

Group Vice President – Marine & Energy
Previously: Group Vice President – Marine

Middle East Region

Maya Linkinska

Regional Manager, P&I
Previously: 20 years' experience in shipping, insurance and maritime law including working for P&I Clubs and as Group Risk & Claims Manager for a shipping agency and logistics company

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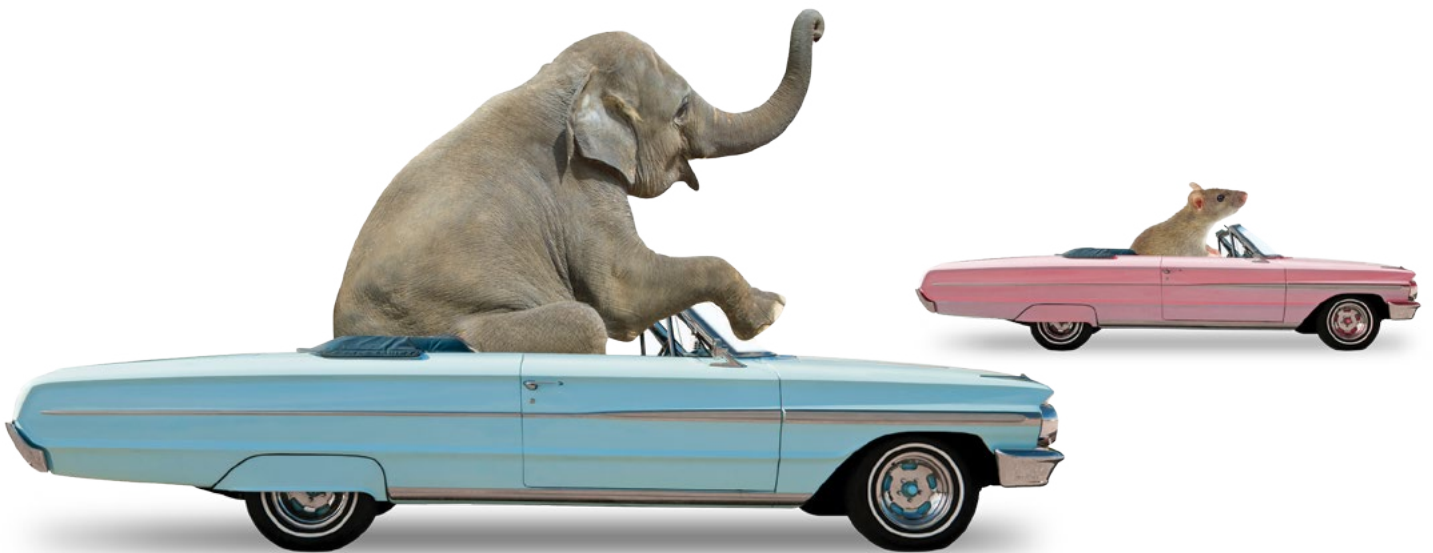
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