

INDUSTRY UPDATES

Presented by:



5 – 7 December 2018

Guangzhou, China

<http://www.maritimeshows.com/china/>

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1. Report: Beijing Gives Approval for CSSC-CSIC Merger

By Maritime Executive

Posted on March 30, 2018

The Chinese shipyard CMIH celebrates its first sheet metal cut of the first polar expedition cruiser it is building, in a series of six. It is the principle of “made in China” cruises.

On March 16, the China Merchants Industry Holding Ltd. (CMIH) shipyard celebrated the sheet cutting of its first polar expedition cruise and signed the construction contract for the second ship at Haimen shipyard, based in Jiangsu.

The first vessel belongs to a series of expedition cruises that will be built at CMIH, which is leading the construction of cruises in China.

The SunStone shipping company is in this case the ship-owner who has hired the Chinese shipyard for the construction of this series of 4 + 6 polar expedition cruisers.

CMHI signed an agreement with the Norwegian Ulstein Design & Solutions, which will be responsible for the design of the vessel and equipment, and will supervise the construction of the series. He also entered into agreements with the Finnish Mäkinen, specialized in cruise interiors, who will be responsible for all the work of interior spaces in the shipyard.

The ship of the new polar expedition series has a total length of 104.4 m and a beam of 18.4 m. Its draft is 5.1 m, the design speed is 15.5 knots, and it will have ice class 1A notation and Polar regulation of Category B. It will be classified by Bureau Veritas and will carry the Bahamas flag. It will carry advanced electric propulsion and control system, which will provide technical advantages in design, safety, comfort, and noise and energy consumption.

The national construction of cruises has been driven by the Chinese policy of “Made in China 2025”, in response to internal demands arising from the rapid development of the cruise industry. With the aim of building the entire production chain of the cruise industry, and developing new production lines, CMIH has developed the manufacture of cruises as one of the development plans to become the most advanced builder. China aims to accumulate experience and constructive skills gradually to build medium and large cruisers, reaching the goal of “Cruise Ships Made in China”



POLAR EXPEDITION CRUISING IN CHINA

In a solid and effective way, CMHI has promoted the planning of the design and construction of the cruise, and carried out related work, such as the construction of support facilities and professional planning and design. The shipyard has the conviction of being able to provide constructions of high reliability and quality to ship-owners from all over the world.

2. China Announces String of Pioneering Shipbuilding Orders

By Maritime Executive

Posted on March 17, 2018



Drawing of China's first research icebreaker

China's state media has announced a string of shipbuilding orders this month that take the nation beyond its established capabilities. The world's top steel maker has become the world's top shipbuilder - and its "Made in China" program is boosting efforts to expand shipbuilding capabilities by 2025.

LNG-Fueled Ro-Ros

Two LNG-fueled Ro-Ros, the largest of their kind in the world, are to be built by Xiamen Shipbuilding Industry. Each 13-deck ship is to be 199.9 meters long, 38 meters wide and 14.8 meters high with a designed draft of 8.65 meters. The vessels will be able to carry 7,500 vehicles and are being built for shipowner Siem Car Carriers. The first vessel will be chartered to the Volkswagen Group on delivery in 2019.

China's Nantong COSCO KHI Ship Engineering built the first LNG-fueled ro-ro which can carry 3,800 cars.

Expedition Cruise Ship

State media outlet Xinhua has also reported that China has begun building its first polar expedition cruise ship. According to China Merchants Industry Holdings Company, the Ulstein-design ship will be 104.4 meters long, 18.4 meters wide and weigh 7,400 tons, with a speed of at least 15.5 knots. Construction of the vessel is expected to be complete by August 2019.

Ferry for Algeria

A consortium established by China Shipbuilding Trading Company and Guangzhou Shipyard International has signed a contract for the construction of a large ferry with a capacity of 1,800 passengers and 600 vehicles. The 200-meter ferry is expected to be delivered to Algeria in 2020.

Research Vessels

Shanghai's Jiangnan Shipyard has unveiled plans to start the construction of China's biggest research vessel this year, with the project expected to take about two years to complete. The vessel will have a displacement of 6,800 tons and will have a podded propulsion system. The project was commissioned by Sun Yat-sen University in Guangzhou.

Jiangnan Shipyard is also building the Dongfanghong 3, a 5,000 ton research and training ship for Ocean University of China in Qingdao. It will be the college's fourth research ship.

China operates more than 50 research vessels, and Chinese scientists have begun preliminary research on a next-generation icebreaker capable of lengthy research missions in the Arctic and Antarctica. The new vessel is anticipated to be able to break ice about three meters thick and withstand -45 C.

Currently China operates one icebreaker, Xuelong, or Snow Dragon. China State Shipbuilding Corp is constructing the country's second, and the first domestically designed, research icebreaker, tentatively known as Xuelong 2. Construction started in December 2016, and delivery is expected in 2019.

Aircraft Carriers

China has also announced its intention to build larger aircraft carriers, having mastered the technical ability to do so. China is currently trialing its first domestically built carrier which is expected to enter service in 2020. The new 50,000-ton aircraft carrier is being built in Dalian and will be capable of accommodating domestically-developed J-15 fighter jets.

3. MSC Group to Build Mega Cruise Ferries in China

By Cruise Industry News

Posted on February 11, 2018



MSC Group and Onorato Armatori signed a contract today with Guangzhou Shipyard International Co. GSI and China Shipbuilding Trading Co., CSTC to build four 2,500-passenger, 3,765-lane meter luxury roll-on/roll-off luxury cruise ferries. The contract includes an option for four additional vessels.

GSI and CSTC are subsidiaries of the China State Shipbuilding Corporation (CSSC).

Of the initial order for four: GNV, MSC Group's Genoa, Italy-based ferry business and the leading operator in the Mediterranean, will receive the delivery of the first and third vessel, a statement said.

Onorato Armatori will receive the second and fourth. Additionally, the two companies will hold options for an additional two vessels each. The first vessel will come into service in 2020.

The official signing ceremony, which took place on Sunday at CSSC headquarters in Beijing, was attended by Dong Qiang, chairman of CSSC, Pierfrancesco Vago on behalf of MSC Group, Achille Onorato of Onorato Armatori and ship owner, Matteo Catani, CEO of GNV, HAN Guangde, chairman of GSI, and LI Hongtao, general manager of CSTC.

The luxury roll-on/roll-off passenger cruise ferries are 229.50 meters in length and 32 meters wide with 534 cabins for up to 2,500 people, and can travel at a speed of 23.5 knots. They have been classed by RINA.

Additionally, the vessels will feature a variety of environmentally friendly features including LNG-ready engines.

Vago said: "For MSC Group, the order of these highly-innovative, luxury cruise ferries marks yet another milestone in our commitment to China. A country in which we opened our first office in 1998 and today we have 24. Where over the years we built over 70 of our cargo vessels and most of our three million container boxes, all of which while investing over \$10 billion in this and other manufacturing. A market in which we partner with some of the best companies in our industry to today handle 10 million TEU's a year. And where, starting this May, will homeport one of our largest and most modern cruise ships: the MSC Splendida.

"We are particularly pleased to see that the Chinese shipbuilding industry has made such a significant step change over recent times," added Vago. "It is for this reason that the time has now come for MSC Group to partner with China and its shipbuilding industry also with our ROPAX business. This starts with the construction of the magnificent vessels that we are announcing today."

Onorato added: "With this signature we have taken another important step towards the creation of a RO-PAX class of ships, something inconceivable until a short time ago, something that is avant-garde and projected towards the future. These two new vessels will not only be the biggest RO-PAX ever built but will also have comfort and technology that will be difficult to copy and we are sure that they will represent the benchmark for the entire sector. Innovation has always been an objective to which the Onorato family has attached great importance, and the ships are the demonstration of how much we desire to improve and make more efficient the transport of people and cargo in the Mediterranean basin."

4. China to build first luxury cruise ship

By South China Morning Post

Posted on June 1, 2017

China is working with Carnival and Fincantieri to build its first luxury cruise liner.



China State Shipbuilding Corporation (CSSC) announced Wednesday that it will build China's first luxury cruise ship, which is expected to begin operations as early as 2021.

The ship, which will be 323.6 meters long and 37.2 meters wide, will have 3,921 beds and accommodate 4,980 passengers, said Wu Qiang, CSSC general manager.

CSSC will work with American cruise company Carnival, Italian shipbuilding company Fincantieri and British Lloyd's Register to build the ship.

The move reflects the vigorous development of the country's cruise industry, said Wu.

China's cruise market is developing fast with the number of outbound cruise passengers topping 2 million in 2016, according to figures from the China Cruise and Yacht Industry Association.

Experts forecast Chinese will make 10 million cruise trips annually by 2025, becoming the most dynamic cruise market in the Asia-Pacific region.

China is currently the world's eighth-biggest cruise market.

☞The End ☞

INMEX China is the largest and most established international maritime event in the South China Sea region. The 8th edition of the exhibition will feature a greater range of cutting-edge marine technologies and equipment presented by both local and international exhibitors. The biennial maritime exhibition is the ideal platform for the maritime community in Asia.

Latest Extension of Exhibit Showcase in INMEX China 2018: **Cruise Build**



Dedicated to the cruising community, INMEX China - Cruise Build, a new extension of exhibit brings together leading cruise companies and suppliers for opportunities of networking events, educational seminars and conferences and exhibitions.

With strong industry partners and an evolving event, our dedicated exhibit space provides a central platform for industry leaders to engage with a lucrative audience, reach your top prospects, cultivate leads, and explore trends and insights in all verticals of the maritime world.

Exhibitors' Profile

Cruise Companies	Cruise Ship Manufacturing & Repair Business	IT Suppliers
Cruise Ship Building / Refurbishment	Cruise Ship Equipment Manufacturers & Suppliers	Legal & Third Party Services
Cruise Decoration / Renovation Materials	Classification Societies	Safety & Security
Cruise Design	Green Cruising / Environmental Service	Telecommunications Cables & Services
Cruise Financing	Hull and Deck Construction	Terminal Equipment Suppliers
Cruise Companies	Cruise Ship Manufacturing & Repair Business	Transport and Logistics

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