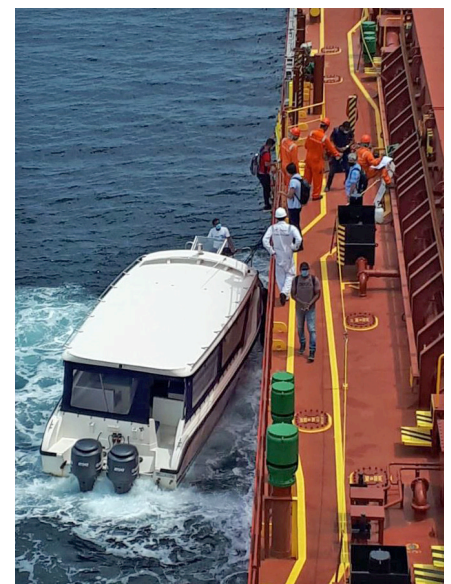
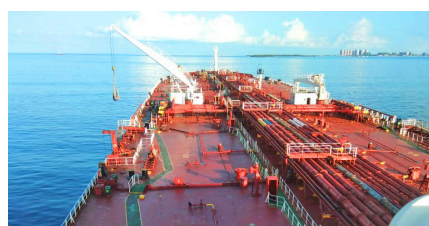




MALDIVES CRUCIAL IN CREW CHANGES FOR STRANDED SEAFARERS

The resurgence of coronavirus cases has left hundred thousands of seafarers stranded at sea as numerous major seaports have tightened crew change restrictions across the globe, including Asia. Several ships were re-routed to Maldives after Sri Lanka suspended crew change in Colombo in June 2020 due to 29 Indian seafarers being tested positive for COVID-19.

As such, Rohoffe Pvt Ltd of Maldives was at the forefront to assist these vessels by handling crew change operations for the stranded seafarers. Rohoffe handled 10 vessels which called to the Maldives in August 2020 alone, which included Cargo Bulk Carriers, Crude Oil Tankers, Ore Carriers, A1 Liquefied Gas Carriers/Tankers from Marshall Islands, Panama, Denmark, Hong Kong, and Bahamas. They were also responsible for providing PCR tests, signing on/signing off crews, facilitating immigration, as well as arranging transport and accommodation. Also, they handled PMSC operations, and provided ship spares and customs clearance services for these vessels.



Rohoffe Pvt Ltd provides full range of agency services from cargo operations, bunkering to husbandry and owners' protective agency services. They manage both spot calls and liner ships as well as passenger liners.

BEIRUT PORT BLAST SHOCKS THE WORLD



The catastrophic blast in Beirut port on 4th August shook the entire world, as the powerful explosion which erupted in Lebanon's capital caused widespread destruction impacting residential areas. According to reports, more than 5,000 people were injured and at least 135 were killed while the blast was caused by the detonation of highly explosive ammonium nitrate exceeding 2,700 tons which had been stored in a warehouse at the port after it was seized from a cargo ship in 2014. Beirut's governor Marwan Abboud stated that the material damage due to the blast could cost as much as \$15 billion.

The tragedy will undoubtedly have a long-term impact on a country that is already struggling with years of economic decline making it one of the most indebted nations in the world. The Beirut container terminal, which is one of Lebanon's main economic lifeline with most of the grain imports to the country discharged there, remains temporarily closed after the blast. Beirut port also handled more than 50% of Lebanon's total crude, oil products and LPG imports so far in 2020, along with 35% of the country's diesel/gasoil imports. Also, the port handled 67% of gasoline deliveries and 68% of fuel oil imports. Tripoli port, located 80km north of Beirut will now serve as the country's main shipping hub.



We, Centurion PLC, extend our deepest sympathies to all affected in the Beirut blast, and our prayers are with them and their families.



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Industry Professional

Interview of



Mr. Bar Saipudeen Dole

MWT – General Manager

How long have you been working in the shipping industry, specializing in vessel handling and husbandry services?

Since leaving school, my first job was at DelmegeForsyth & Company Ltd as a cargo supervisor in Sri Lanka, and ever since I have been working in the shipping industry for over 40 years. I joined Centurion Transport Solutions Pvt Ltd as Senior Manager in 2017, and later moved to Rohoffe Pvt Ltd overlooking the Ship Agency side in 2018.

Please elaborate on the main services provided by Rohoffe Pvt Ltd in terms of vessel handling?

At Rohoffe, we attend to the agency part which mainly includes handling of conventional vessels along with VLCC's and ULCC's while also arranging supply of bunkers. Additionally, we provide crew changes and repatriation services, which includes signing on and off of seafarers by coordinating with Maldives Immigration and Maldives Customs Services. Also, we provide Cash to Master services, and collaborate with Private Maritime Security Companies (PMSC) and Maldives National Defense Force (MNDF) to transfer weapon and ammunition to and from the vessels.

As we are in the midst of a global health pandemic, what are the major challenges in providing services to vessels that arrive to the Maldives?

It is very important to ensure international maritime regulations are adhered to, for the safety and welfare and of the seafarers, as crew change operations are necessary to prevent fatigue of seafarers who serve on board vessels for several months at sea. The risks associated with handling crew change during a pandemic such as Covid19 can be high, especially if agency staffs are not geared with PPE (Personal Protective Equipment) which is essential for their safety.

Since most of the vessels are huge and there is a lack of berthing space in Male' Commercial Harbour, crew changes are only allowed at Bodukalhi anchorage. The unpredictability of weather and rough seas can pose a huge risk when our agency staff boards the vessel along with MNDF and Port Health personnel.

In your opinion, what does the future hold for the shipping industry of Maldives, especially in terms of vessel handling and husbandry services?

Shipping and seafarers are vital to global supply chains, every month around 100,000 to 150,000 seafarers need to be changed over to and from the ships. At the moment, Sri Lanka government is taking precautionary measures due to the increase in Covid19, hence Colombo does not encourage crew change operations during this time. This is an advantage for Maldives, as it has forced vessel owners to divert these vessels to Male' for the crew change and repatriation operations.

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