



PandaNews

COSCO SHIPYARD NEWSPAPER

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MISSION STATEMENT To be a world leader in ship repair, conversion, new building and offshore marine engineering, we maintain trusting relationships with our customers, employers, and partners, yielding best returns for shareholders, society and environment. Depending on our talented engineers working alongside with an efficient project management team and a highly skilled workforce, we could guarantee to deliver the projects we undertake timely and professionally.

CSG secures contracts from China Geological Survey



COSCO Chairman Ma Zehua meets up with Petrobras

➤ P02

On the morning of 16 June 2015, COSCO (Guangdong) Shipyard entered into a contract with the domestic buyer, Guangzhou Marine Geological Survey (GMGS), a direct subsidiary of China Geological Survey, to build a Research Vessel. This is the first integrated marine geological research vessel to be built by a COSCO Shipyard. The China Geological Survey Director, Zhong Ziran, COSCO Group President, Li Yunpeng, China State Shipbuilding Corporation (CSSC) President, Wu Qiang, GMGS Director, Wen Ning, and CSG Party Secretary, Ma Zhihong, co-witnessed the moment.

Li Yunpeng said at the naming ceremony that, as the world's No. 2 shipping company in terms of ship-

ping capacity, the COSCO Group not only owns large and up-to-date containership, bulk carrier, tanker and specialist vessel fleets, but is also known for its sophisticated shipbuilding and offshore marine equipment building teams. Active in multiple business sectors, COSCO subscribes to the same mission, which is to "Create values for our clients and the society". COSCO will be a responsible builder and organise the best team to ensure the project is delivered to a high standard.

The vessel will adopt a brand new domestic design which compares favourably with its counterparts abroad. It will be equipped with 20 sets of highly advanced research equipment used for geolog-

ical, geophysical and hydrographic survey and for information management. The vessel is expected to be delivered in the fourth quarter of 2017, when it will join the GMGS fleet.

Additionally, COSCO (Guangdong) Shipyard has secured a contract from the same owner to update its existing Research Vessel "Hai Yang Si Hao", marking COSCO Shipyards' debut in the research vessel modification sector.

As is typical of marine geological research vessels, "Hai Yang Si Hao" has an unusual and complex ship structure and is fitted with high-tech equipment, which requires the yard carrying out the modifications to have corresponding technical expertise. After stringent and repeat-

ed investigation and discussions, COSCO (Guangdong) Shipyard handed in their modification plan, which was accepted by the owner.

"Hai Yang Si Hao" started its marine geographical research career in 1980. The planned modifications relate to upgrading the technology aboard the vessel. We will relocate the marine research winches and other research equipment, redesign the rudder and rudder control systems, install shallow profilers and underwater positioning systems, improve area lighting and ventilation, rearrange electrical equipment pipe lines, and optimise the structure of a number of compartments. After modification the vessel will be smarter, with extensive functions and improved precision.



COSL gives the thumbs up for CSG-built jack-up

➤ P02

CSG "Shipbrokers of the Year 2014"

Here it comes! Congratulations to our "Shipbrokers of the Year 2014" award winners. We may own a big company, but you are our most treasured assets.

Our thanks go to all of our devoted partners - thank you for a year's hard work! You may not have made it to the list, but you have most certainly made it to our heart. We look forward to continuing our partnership in 2015 and many years to come.

The following shipbrokers made it to the list:

- **Repair & Conversion**
- Miber Enterprises
- Asian Marine Services
- Cambiaso Risso Service
- T. J. Giavridis Marine Services
- Pan Asian Marine
- **Shipbuilding**
- Clarkson Asia
- **Offshore Engineering**
- Maersk Broker Asia
- Optima Shipbrokers



COSCO Guangdong delivers 37th bulk carrier

On 25 May 2015, COSCO (Guangdong) Shipyard delivered a 35,000dwt bulk carrier, "Chios Freedom", to the Greek owner Harbor Shipping. It is the 37th bulk carrier delivered by the yard.

COSCO Guangdong's bulker debut was "APJ Kais", delivered to the Indian owner Apeejay Shipping on 28 April 2009. Since then, the yard has actively promoted and developed its bulker newbuilding business, optimising project management and increasing building efficiency. Today, the yard is capable of delivering 12 bulk carriers per year.

COSCO delivers AHTS to COSL

On June 19, COSCO (Guangdong) Shipyard delivered an Anchor Handling Tug Supply (AHTS) Vessel, "Hai Yang Shi You 641", to China Oilfield Services Limited (COSL). It is the first of the four Offshore Supply Vessels (OSVs) we have undertaken to build for COSL.

The vessel measures 73.8m LOA, 16.0m in breadth and 7.40m in depth.

For more information about COSL and the CSG-COSL cooperation, please go to Page 2.



COSCO Zhoushan updates Maersk duo

➤ P03



Created in China: Better ships, better life

➤ P04

COSCO Chairman Ma Zehua meets up with Petrobras

On May 20, the COSCO Group Chairman, Ma Zehua, and the COSCO Shipyard Group (CSG) President, Liang Yanfeng, paid a visit to Petrobras headquarters in Rio de Janeiro. They were warmly received by Petrobras Engineering, Technology and Procurement Officer, Mr. Roberto Moro, and Chief Financial Officer, Mr. Ivan de Souza Monteiro.

The offshore engineering industry has been in decline for some time now as a direct result of the global oil price slump. High-level changes in Petrobras also caused widespread concern in the industry. Mr. Roberto Moro told us that, as the oil prices recover, the asset structure and financial status of Petrobras is also improving, and Petrobras has full confidence in their prospects.



Mr. Ivan de Souza Monteiro offered his appreciation to the COSCO Group for our constant assistance and support. He disclosed that Petrobras is ready to release their new business plan, which is in line with Brazil's national policy on the development of infrastructure, which opens up new opportunities for Sino-Brazilian cooperation.

Ma Zehua briefly introduced China's recent visit to Brazil, where he was a member of the Chinese delegation led by Prime Minister Li Keqiang. He said the three-party MoUs signed between Brazil's mining giant Vale, China's shipping major COSCO and the Export-Import Bank of China (EXIM Bank) for the financing, construction and op-



eration of up to 40 Very Large Ore Carriers (VLOCs) "define the basis for future cooperation between Vale and its Chinese partners."

CSG's rapid expansion into the offshore engineering market is fully recognised by the COSCO Group. The offshore equipment manufacturing business has already been included in COSCO's "2020

Strategic Development Plan". CSG is playing an increasing part in COSCO's non-shipping business.

The CSG-Petrobras partnership dates back to 2007, when we secured our first FPSO conversion project - the conversion of FPSO "Cidade de Niteroi MV 18" - from Modec, with Petrobras as the end user. Since then, we have secured newbuilding orders totalling US\$1.55bn from Petrobras and repair/conversion orders totalling US\$0.4bn, and have delivered 8 offshore equipment newbuilding orders totalling US\$1.66bn and 8 FPSO conversion projects totalling US\$0.7bn to international offshore EPC contractors and operators with Petrobras as the end user.

During his stay in Brazil, Liang Yanfeng also visited a number of Petrobras subsidiaries.



COSL gives the thumbs up for CSG-built jack-up

On May 25, COSCO (Qidong) Offshore received a hearty letter of appreciation from the Drilling Department of China Oilfield Services Limited (COSL).

In the letter, COSL speaks highly of the performance of "Kai Xuan Yi Hao", a jack-up drilling rig built by COSCO Qidong and delivered to the owner in July 2014. They mention in particular that, when the unit suffered from equipment failures caused by extreme weather, the yard's commissioning team set out to the drilling site immediately, where they provided technical support and helped solve all kinds of problems, making sure that the unit operated safely. COSL and the "Kai Xuan Yi Hao" crew are deeply impressed

and moved by the dedication and sense of responsibility of the CSG staff and have expressed their thanks for our professional and timely assistance and said they look forward to cooperating with us on more projects.

"Kai Xuan Yi Hao" has undergone a smooth transition to a stable run-in period and has successfully completed a number of drilling projects with satisfactory performance. It is currently on a new mission in the Chinese East Sea.

COSL is an integrated oilfield service solution provider with nearly 50 years of experience in offshore operations, providing integrated packages and turnkey services in China and throughout the world.

COSCO Guangdong names Chellsea PSV duo

On May 30, two UT 771 WP Platform Supply Vessels (PSVs), being built for the Singaporean owner Chellsea by COSCO (Guangdong) Shipyard, were named "Lakshmi Devi" and "Anita Devi" by Ms. Anita Chellaram from Chellsea and Ms. Solveig Froland, Senior Vice President of the Norwegian Export Credit Guarantee Agency (GIEK). The moment was witnessed by more than 200 people, including representatives from the owner's company, the vessels' financing companies, DNV GL and COSCO Shipyards.

The UT 771 WP PSV measures 85.7 metres LOA, 18 metres in breadth, 7.8 metres in depth, has a deck space of approximately 840 square metres and a loading capacity of up to 4,400 tonnes.

At the naming ceremony, the Chellsea Chairman, Mr. Sham L. Chellaram, congratulated the relevant parties on the naming of the vessels and expressed his confidence in their successful deliveries. After the ceremony, Mr. Chellaram and CSG President Liang Yanfeng had in-depth exchanges, reminiscing on the remarkable CSG-Chellsea cooperation, starting from ship repair, conversion and newbuilding and now covering offshore equipment newbuilding too. Liang said quality and service are the best payback to our clients and our ultimate goal is to achieve mutual benefit.

Chellsea is a part of the Kishinchand Chellaram Group, established by Shri Kishinchand Chellaram (1880-1957) in 1916. Under the

chairmanship of Lokumal K. Chellaram, the group diversified into dry-bulk shipping with the 1980 establishment of its flagship company KC Maritime. In 2010, under the chairmanship of Sham L. Chellaram, the group expanded further into the offshore marine logistics sector with the formation Chellsea in Singapore to specialize in the management of Offshore Supply Vessels.

The CSG-Chellsea partnership has lasted more than 20 years. From the initial ship repair business, to shipbuilding and now offshore equipment newbuilding, we have worked together with utter sincerity and increasing mutual trust and understanding. Chellsea has entrusted COSCO (Guangdong) Shipyard with a total of 8 UT 771 WP PSVs.



Major progress made on Frontfleet II tankers

On June 20, COSCO (Zhoushan) Shipyard launched a 111K Aframax Crude/Product Oil Tanker, being built for the Norwegian owner, Frontfleet II. On the afternoon of the following day, the keel was laid for the second vessel in the series.

The vessels measure 251.9m LOA, 44m in breadth, 21.3m in depth, and have a service speed of 14.6 knots. COSCO Zhoushan has undertaken to build a total of four 111K tankers for the owner.





COSCO Zhoushan updates Maersk duo

And seizes more opportunities in the high-end conversion market

Yang Guochen

COSCO (Zhoushan) Shipyard

Since 2004, more than 1,800 vessels have been repaired or converted at COSCO (Zhoushan) Shipyard, among which are VLOOC to VLCC and VLCC to VLOC conversions, container vessel bulbous bow conversions, tanker conversions, container vessel and heavy lift vessel lengthening projects, living quarters heightening projects, sea damage repairs and main engine crank shaft renewals. We are happy to see increasing numbers of high-tech projects successfully completed and added to our yard's profile.

Challenges and opportunities coexist. As soon as we received the technical specification for Maersk Line's Container Vessel living quarters heightening projects, a specialised team was set up which reported directly to the yard's General Manager. We focused on technological preparations, mapped out the production scheme, material and equipment purchase plan, and sent out our best men for tender-related commercial negotiations. After that, we proceeded to Shanghai and Singapore to clarify technical issues with the owner. Both parties saw the promptness

of the projects and details were discussed even during the flight. Finally, in January 2015, we were successfully awarded 2 living quarters heightening projects by Maersk Line, marking the first time we worked with each other on conversion projects.

On March 19, the first vessel, "Maersk Leticia", arrived at our jetty, marking the start of our race against time. In order to shorten the conversion period, we had to ensure we avoided any sort of rework and did everything right on the first try, and to achieve that we exercised tight control over working quality and kept optimising our construction techniques. The project team made sure they were always properly prepared, from pre-protection of existing furniture and equipment to pre-testing the existing systems, from disconnecting cables to cutting of the existing block, from fabrication of the new blocks in workshops to transferring them on board. After that, new cables were laid out, connected and tested; 37 electric control systems passed the applicable operational tests first time; 36 pieces of hatch covers were waterproofed; 2 ballast tanks were re-coated in accordance with the IMO PSPC

(Performance Standard for Protective Coating). The details of each step were closely controlled and monitored, which ensured we moved forward in accordance with the plan.

"Maersk Laguna" arrived at the heels of "Maersk Leticia" on April 10. Thanks to the experience gained from converting "Maersk Leticia", we managed to reduce the repair period of "Maersk Laguna" by 8 days. Our effectiveness, quality and security control was highly endorsed by Maersk Line. The updated living quarters are aesthetically pleasing and fit the bodies of the vessels nicely, as if they belonged there all along.

Both vessels have now been handed over in a timely manner, much to the owner's satisfaction. Currently, another 3 vessels from Maersk Line are under repair at our yard. Furthermore, the newbuilding projects we have secured from the owner are also seeing substantial progress. Today we are working more closely with Maersk Line than ever before. We treasure this hard-won partnership and we are confident that, with our growing track records, we will be able to reinforce our presence in the high-end conversion market.

Colours of my life

Artist: Bai Bin, Labour Union, COSCO (Dalian) Shipyard

Model: Liu Hantang, subcontract worker, COSCO (Dalian) Shipyard



This is the first-prize winner of a photography contest organised by the China Seamen and Construction Workers' Union. Contestants come from every aspect of the domestic Chinese shipping industry. Liu Hantang is like any other worker on COSCO Dalian's subcontractor teams - kind, simple, easily ignored. But the photographer sees the beauty and richness behind their good-natured smiles and sun-burnt faces, sees their struggling and dreams and life stories, which he decides to share with us.

Holiday greetings – Happy Dragon Boat Festival!

Ma Liang

COSCO (Zhoushan) Shipyard

The traditional Chinese Dragon Boat Festival occurs on the 5th day of the 5th month of the Chinese lunar calendar. In 2015 it fell on Saturday June 20. It is a time for zongzi (or rice-dumplings), realgar wine and dragon boat races. While most Chinese people are immersed in the festive atmosphere, ship owners and ship crews are bound to their ships. At the time of the festival there were a total of four COSCO-owned vessels under maintenance in our COSCO (Zhoushan) Shipyard. They were: "Hai Huang Xing" and "Hai Jing" from Qingdao Ocean

Shipping Co., Ltd, "Lian Shun Hu" from Dalian Ocean Shipping Co., Ltd, and "Top Wing" from Fairweather Steamship Co., Ltd.

We wanted to celebrate this significant day with our clients, as we were both away from home and could only rely on each other. We prepared a little surprise for them – we brought the traditional zongzi to every vessel as well as heavy boxes of apples and watermelons that would be adequate for everyone on board. It was not easy to deliver everything to everyone, but at the heart-felt smiles of our clients, we knew it was worth it!



COSCO Zhoushan updates Wind Turbine Installation Platform

Guo Zhaoxian

COSCO (Zhoushan) Shipyard

On May 31, a Wind Turbine Installation Platform named "Torben" arrived at COSCO (Zhoushan) Shipyard for conversion. Belonging to the Hong Kong owner, ZPMC Profundo Wind Energy, this is the first Wind Turbine Installation Platform to be converted at our shipyard. The unit sailed from German port of William Haven to China on April, 4, 2015, and, after conversion, will work for CGN Wind Power in Jiangsu's first offshore wind farm operation.

COSCO Zhoushan was chosen from among

many competitors to carry out the conversion. The main work is to install 4 additional spud cans so that the legs can go deeper into the mud. This is no easy task because each spud can weighs about 143 tonnes. Another job is to lengthen the deck crane jib from 78m to 102m, after which it will be able to lift an item to as high as 110m.

In order for the redelivery to be absolutely on time, we keep double-checking and optimising the conversion plan. At present the unit is to be docked for spud can installation and crane jib removal. Everything is going well and we are working hard to make it stay that way.



Seasons and the sea

VI



Art: Love in the cards, by Jimmy (Taiwan)

Poem: The lost song, by the PandaNews

The lost song

Someday, when I have
A child of my own,
I will tell him, or her, that
Outside this classroom,
There is such a world,
That brings joy to your eye
And light to your soul.

Sitting on a midnight bus,
Watching misty windows
Streaked by the winter rain.
Occasionally a drop will fall,
Bumping and colliding and
Leaving the trail of a shooting star
Flashing across the gate of dawn.

Wandering into a nameless café
In a warm summer afternoon.
Lost in the maze of grain, that
Stretches across a rounded table,
Bearing the memories of life,
Be it sweet, bitter, or sour.

Dear child, if you are overwhelmed
By endless exams and homework,
Please don't rush to resent this world,
Or even me, who brought you here.
They can't make you a dull puppet,
When you belong with the sky,
The waves, and the unruly earth.

Dear child, how I wish to talk to you
Like no one had talked to me;
How I wish to be the mother
That gives wings to your dream;
That greets you with a warm embrace
After a long cold journey;
That hates to watch you go,
But is ready to set you free.



Created in China: Better ships, better life

People.cn

On the busy intercontinental routes, loads and loads of purebred Australia Holstein cows are travelling across the ocean and landing in East Asia and the Middle East. They are carried by the "Galloway Express", a 134.8m giant with a lively grey body and a unique and sharp bow line which one would think only exists in science fiction. And it did draw keen attention from domestic and International military sites where it was compared with one of the latest models of destroyers. But in fact it is just a new generation livestock carrier conforming with the latest technical requirements of the Australian Maritime Safety Authority (AMSA), built by COSCO (Guangdong) Shipyard and delivered to the Dutch owner Vroon in September 2013.

COSCO (Guangdong) Shipyard, once known for their bulk carriers, offshore support vessels and tender drilling rigs, has thus become the first and only Chinese shipbuilder to deliver a new generation livestock carrier and thus find their way into the international livestock carrier newbuilding market.

As one of the major subsidiaries of the COSCO Shipyard Group, COSCO Guangdong runs their newbuilding and repair facilities in Dongguan and Guangzhou with utmost dedication. Now the total area of the production sites exceeds 700,000sqm with a coastline of over 1,300m. Equipped with a 150,000dwt and an 80,000dwt floating dock, 6 deepwater piers, 3 shipbuilding production lines and 2 offshore equipment production lines, the yard has an annual newbuilding capacity of 1.5mdwt. A star enterprise in Guangdong province, COSCO has delivered, and is working on, newbuilding projects covering more than 10 vessel types.

To date, COSCO Guangdong has already delivered 4 livestock carriers to Vroon, with another three under construction.

Livestock transport market: Opportunity comes to those who are prepared

Livestock carriers are designed to transport live cattle and keep them healthy in a confined space during long sea journeys. Their equipment and building techniques are complicated and highly advanced. During the last ten years, the total number of livestock carriers in operation in the world remained at 90, among which 80% were built before 1990 and could no longer meet the emerging rules and standards.

CSG saw the opportunities and acted upon it by preparing for and investing in the development of a new generation livestock carrier with good quality, low building cost and high added value.



In 2010, the world's biggest livestock carrier owner Vroon decided to invest in a series of new livestock carriers in line with the latest AMSA regulations and issued an international tender. CSG stepped up to the challenge readily and promptly launched technical preparations and a bidding process.

The vessels in question measure 134.8m LOA, 19.6m in breadth, 9.6m in height, have a summer draft of 6.8m, a total net pen area of 4,500sqm, a service speed of about 16.75 knots, and were required to be capable of carrying 3,000 cattle each. The design had not only to be brand new, but also to meet ASMA's highest green and low carbon requirements.

COSCO Guangdong was new to livestock carriers, but it was a diligent and fast learner. The project team visited the Netherlands and spent six months there studying Vroon's existing livestock carriers, chatting with crew members and superintendents to get first-hand information. Based on technological competency and sincere communication, and after overcoming numerous difficulties, COSCO Guangdong submitted a feasible and reasonable bid.

Their efforts weren't in vain. In January 2012, COSCO Guangdong landed China's first livestock carrier newbuilding order. The vessel's keel was laid in April of the same year.

AMSA: Innovation is the key to technological breakthrough

Throughout the global shipping industry, Australia is known for its strict Port State inspections. In 2006, as a country with highly developed animal husbandry, AMSA issued Marine Order 43 (Cargo and cargo handling — livestock), which, due to the lack of internationally applied rules for offshore livestock transport, has become the highest standard for the environmental performance of livestock carriers. However, until the "Galloway Express" was delivered, there hadn't been any new livestock carriers delivered since the AMSA issued the Order.

AMSA MO 43 stipulates requirements for the building process from an environmental perspective and does not specify prescriptive standards a newbuild should meet.



Meanwhile, AMSA does not provide pre-audit services for the drawings. Therefore, it has become a primary focus of owners and yards to correctly interpret and apply MO 43.

Provided with the owner's basic design, and based on its research and interpretation of MO 43, COSCO Guangdong worked out the detailed and production design and carried out the construction independently. Utilising its "preliminary studies - site visits - real ship verification" method, COSCO Guangdong resolutely implemented the "technology first" principle and devoted one-third of the total research time to the research and clarification of AMSA norms.

An R&D team was designated to study 17 subjects, among which were linear design, vibration and noise control, livestock forage and water supply systems, livestock residence and ventilation systems and livestock loading and unloading systems.

From the successful delivery of the first vessel in September 2013 to the deliveries of subsequent three vessels in December 2013, February and June 2014, COSCO Guangdong acquired a deeper understanding of AMSA MO 43 and strengthened its technological competency accordingly. Meanwhile it also made good use of the expertise of renowned design houses and equipment suppliers as well as the owner's experience in the operation of such vessels, and achieved a number of technological breakthroughs:

- The unique bow shape helps increase its cruising speed and reduce turbulence.

- Innovative modifications to the pen area ventilation and lighting system, waste and forage conveyor system, anti-skid and deck washing system as well as power supply system improve the livestock's living conditions and simplify the ship crew's work.

- The interchangeable pen doors, the design of which have been developed by the yard, are made of aluminum alloy, their design and arrangement making installation more accurate and making opening and closing safer and simpler.

- The automatic joint water supply system, made up of fresh ballast water and water provided by the reverse osmosis fresh water gen-

erator, was used for the first time, providing 135t of clean and healthy drinking water daily to thousands of cattle on board.

All four newbuilds passed BV's strict inspections first time round and were given the CLEANSHIP 7+ and GREEN PASSPORT notations. Through the whole building period the green shipbuilding concept was strictly followed and the emissions of MGO (Marine Gas Oil) were under 0.1%, which greatly reduced the SOx (Sulphur oxides) emissions. The R&D team has also compiled more than 50 design and installation manuals, which they hope will be of help to China's livestock carrier building industry.

Created in China: Specialist team on specialist vessels

"While we are proud to be entrusted with the building of the world's first new generation livestock carrier, huge responsibility ensues. We must work wholeheartedly, without any slackness, to ensure the project is delivered in a timely manner and with satisfactory quality," says Li Mengshen, the livestock carrier project manager of COSCO Guangdong.

COSCO Guangdong has worked closely with the owners, Class inspectors and suppliers throughout the building period. The construction plan was compiled to make the most of the equipment and staff. "We need a specialist team on specialist vessels." The project team couldn't afford to be easy on themselves; every team member had to do their utmost and unleash their full potential, which was the only way to ensure the plan was implemented and every milestone was reached on schedule.

The construction of specialist vessels is a highly complicated process, and the key to increasing work efficiency and shortening the construction period is a good plan and smart utilisation, and sometimes rearrangement of, resources. In July 2013, while the sea trials of the first vessel, "Galloway Express", was approaching, the owner suddenly proposed higher requirements for the flatness of the pen decks and also requested the outfitting in the pen area be readjusted. The owner's requirements must be met, but that would leave us little time

to prepare for the sea trials, and we knew the sea trials must be on time. The project team withstood the pressure and carried out simulation experiments overnight before finally determining an alternative plan. The construction team practically lived on the ship, and, after 12 days and nights of non-stop work in the muggy summer heat and frequent heavy rains, managed to complete all the additional work before sea trials. It took the AMSA inspector a mere 36 hours to approve the work, and he was pleasantly surprised by the yard's determination and capability to meet the plan.

On the morning of 14 February 2014, the third and fourth vessels of the series were named "Gelbray Express" and "Girolando Express". The Managing Director of the Vroon Group, Mr. Coco Vroon, attended the naming ceremony and acknowledged his high regard for the yard's construction quality. He said the decision to come to CSG was the right one and announced there and then that, based on the yard's outstanding performance and track record, they would be happy to choose COSCO Guangdong for the construction of two Platform Supply Vessels.

In May 2014, after seven round-the-world voyages, the second vessel from the series, "Ganado Express", took the opportunity of unloading at a Chinese port to return to COSCO Guangdong for maintenance work. The ship's crew told the yard that, based on their experience operating the vessel, they could confirm the design and construction of the vessel had indeed represented the highest level in the industry, with everything that could possibly happen during the maritime transport of live cattle taken into account, and that the yard had made good on their promise to build a "green and energy-saving" vessel.

With the expansion of world trade and people's increasing demand for a better and healthier life, the transcontinental transport of high-quality livestock products will inevitably grow. COSCO Guangdong, as the only Chinese shipyard that has successfully delivered new generation livestock carriers, will keep their finger on the pulse of the changing market and customer needs and continue to optimise the design and building techniques of their livestock carriers. We look forward to seeing more China-created livestock carriers delivering live cattle to every corner of the planet.

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